

## ***Petrolheads in Paradise***

NEWSLETTER NO.4 SEPTEMBER 2012



### **CHAIRMAN'S CHIRP**

The AGM is now behind us and the year-end is fast approaching. We are ready to tackle the New Year with some fresh blood in the GRMC committee. The new faces are Duncan Miller, (Finance), Geoff Mangan (Events), Mike Griffiths (Data Base) Alistair Gibb (Car Show/ Simola Hill Climb liaison) Ann Griffiths (Secretary), Sheridan Renfield (Car Dating officer) and myself – Peter Pretorius ( Acting Chairman / Car Show organizer ). The team continues to be ably assisted by Christine Finlay (Newsletter / membership communication). They all will bring some new ideas to

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our committee, which is good for the running of the Club. So now we have a mandate to proceed and look forward to providing members with activities and events that we all can enjoy. After all we all are petrol heads enjoying our beloved motorcars and the fellowship that our club offers. Remember that the club belongs to all of us and we as a committee rely strongly on your support and participation. If you have any ideas of how we can improve our activities and events, please let us have your comments. Let us know what you like or dislike to make 2013 a year of participation by all club members. If you fall in a category of our inactive and non-participating members. I would urge you, to become involved in the fun and fellowship that the club provides – please come along!!

In recapping 2012 it has been another really good year with a fine mix of events and activities organized by GRMC and those organized by MGCC. The highlights of the year for me were undoubtedly the Car Show held in May and the extremely well organized tour by Brian Davidson – MGCC to the Klein Karoo in March. The Car Show broke all records in terms of organization, participation, magnificent cars and monies raised for charity. An amount of R39,000 was distributed equally to Hospice, Animal Welfare and E-Pap.. The plans for the 2013 Show has already commenced with some exciting plans currently being investigated. As these progress, updates will be provided. The “Fruits of the Klein Karoo Tour” was something special as the group toured Calitzdorp, Barrydale, Montagu, McGregor and Swellendam. The organization and planning could not be faulted. The group of 36 GRMC and MGCC members enjoyed fantastic accommodation, very special restaurants and places of interest. This certainly was a tour to be remembered and a pity that the Tour could not accommodate more members. It will be the GRMC’s turn to organize the tour in 2013. This will take place in April 2013 and we look forward to an exciting and enjoyable tour. Details will be provided once finalized.

With 2012 almost coming to an end it is time for a few special thanks. Firstly to the previous GRMC committee members, Bunny, Lionel, Stuart, Jim and Glenda, thank you for your time and services given in such a professional way. The Club is on a sound footing and the new committee can build on taking it to the next level. To Peter Hollis who looks after our website and helps with the newsletter - thank you. To Christine who so willingly and professionally handles the Small Torque and communication with all of our member - you are a star. Lastly to our members who have contributed in one form or another to making the “Torque” interesting.

Finally, may I wish you all a happy holiday, a very merry Xmas and may 2013 be a great year. Please drive safely and enjoy your respective families / friends over the festive period .I look forward to seeing you in 2013 at the events lined-up for your enjoyment. Remember we petrol heads love our cars so come along and enjoy the fellowship.

*Peter*

## FROM THE EDITOR’S DESK

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Once again the year has flown by and it is that time of year when we all seem to rush around getting our Christmas shopping done and then getting ready for an influx of family and friends. As usual, I have not done any Christmas shopping, so will have to go and brave the crowds.



I would like to thank all those members who have contributed to both the Torque and Small Torque during the year. Without you I am not quite sure what I might have churned out.

I wish all our members' happy holidays and a great 2013.

*Christine*

## GRMC EVENTS 2013

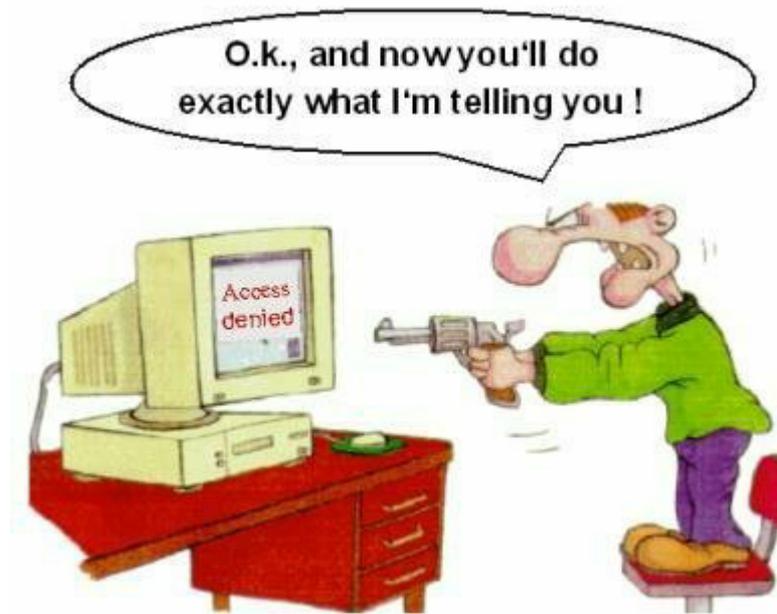
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- Please note**
1. Regular breakfast runs will take place on the last Sunday of every month and will be organized by the MGCC --- GRMC members are invited.
  2. GRMC members are invited to MGCC events shown in red. MGCC members are invited to GRMC events
  3. Meeting place will be the Quays at the Waterfront in Knysna and Engen One Stop in Sedgefield.

DATE	EVENT AND VENUE	DETAILS
<b>January</b>		
Tues 15th	NOGGIN BRENTON ON SEA	MGCC PICNIC. Chairs & Food.
Sun 27th	Breakfast Run Sedgefield	MGCC
<b>February</b>		
Sat 9th	George Car show PW Botha College Grounds	GRMC Own planning
Tues 12th	MITCHELLS BREWERY/BRAAI	GRMC TIME 5 P.M.
Sun 17th	Bring & Braai at Ebb & Flow – Hoekwil	GRMC
Sun 24th	Breakfast run Old Nicks	MGCC
<b>March</b>		
Sat/Sun 2/3rd	Lionel Hewitt	"Taste for all Seasons Tour Cape Non GRMC event organized in Sept.2012 by Lionel Hewitt
Sat 2nd	MORGENSTAR WINE ESTATE	
Sun 3rd	OUDE LIBERTAS WINE ESTATE	
Tues 5th	NOGGIN/Braai	MGCC AGM Angling Club
Sat 16th	Car Check for Annual Event	GRMC Motor Strippers
Sun 17th		Australian GP
Sun 24th		Malaysian GP
29 <sup>th</sup> -1 <sup>st</sup> April		Easter Weekend.
Sun 31st	Breakfast Run Sedgefield	MGCC
<b>April</b>		



Mon 1st		Easter Monday
9 <sup>th</sup> – 12 <sup>th</sup>	Annual Tour 3 nights/4days	GRMC. Sutherland Observatory via Prince Albert/TBA
Sun 14 <sup>th</sup>		China GP
Sat 27th		Public Holiday – Freedom Day
<b>DATE</b>	<b>EVENT AND VENUE</b>	<b>DETAILS</b>
Sun 28th	Breakfast Run to Old Nicks	MGCC
<b>May</b>		
1 <sup>st</sup> May		Public Holiday – Labour Day
Sat 4th	Club Car Show Knysna	GRMC plus help from MGCC
Sun 12th		Spanish GP
15 <sup>th</sup> -19th	Festival of speed plus Soap Box Derby	MGCC – Both clubs help
Sat 25th	Overnight to PE – Night of the Proms	GRMC to be organized by Lionel Hewitt. MGCC invited
Sun 26th	Breakfast Run to Sedgefeild	MGCC . Monaco GP
<b>June</b>		
Sun 9th	Bring and Braai at Glentana Caravan Park	MGCC and Canadian GP
Sun 16th		American GP
Mon 17th		Public Holiday – Youth Day
Tues 18th	George Transport Museum. Parking for a Power Van ride up the Outeniqua Mountains later A Scillian Lunch	GRMC
Sun 30th	Breakfast run to Old Nicks	MGCC and British PG



## FORTHCOMING EVENTS

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### 2013-- Last Night of the Proms

This is an advance notice, in order to secure tickets and finalise accommodation arrangements.

Concert is on Saturday, 25th May at 5pm. We can either travel as a group or meet up at V & A Guest House, where we will be overnighing. Final arrangements will be communicated nearer the time

Costs are as follows: Concert ticket R 90 p.p which includes R10 discount for pensioners.

Accommodation R 750 for double room B&B, or R 570 single B&B

Dinner, a-la-carte. Pay on the night.

Please advise Geoff Mangan if you intend participating, as well as your requirements, either by e-mail [mangang@telkomsa.net](mailto:mangang@telkomsa.net) or 044 3432704 cell 0848126593



### *Overlanding SA Style*

#### GEORGE CAR SHOW - INVITATION TO REGISTER

The Southern Cape Old Car Club wishes to invite you to register yourself and your vehicles for the 2013 Midas George Old Car Show to be held from 9-10 February 2013.

Registrations opened on 5 November 2012 and will close strictly on 20 January 2013 with no late entries being accepted after the cut-off date.

Online registration is for vehicles only can be done on our website:

<http://www.scooc.co.za/registration.htm>



Registrations for STATIC engines can be done with Danie at: [danie@schmidtboukontrakteur.co.za](mailto:danie@schmidtboukontrakteur.co.za)

We look forward to seeing you there next year.

#### SAVVA TECHNICAL TIP 65 - SERVICING RADIATORS

On recent trips, travelling at 120 kph, I noticed the water temperature was a bit higher than normal. I removed the radiator cap to find the radiator was still full of water and therefore further investigation was needed. I immediately thought of head gasket failure and other dreadful and horrible things that can go wrong with a car going on for 50 years old.

Peering into the radiator cap opening I noticed the cores appeared to have gunk in them so to play safe I removed the radiator and took it the local radiator shop for a check-up. They found it was over 60% blocked. I explained that was impossible as it was re-cored only a few years back and has been fed copious quantities of the finest radiator additives since then. They checked their records only to find out that 'a few years ago' was in fact 10 years ago – how time flies.

The assistant gave me one of those "here's another dumb ass" smile and explained that radiators like other components require "servicing" after a number of years, especially cars that stand for lengthy periods between use. He added that regardless of what additives you feed the radiator over a ten-year period there will still be enough corrosion to block the cores. He suggested that every now and again radiators should be professionally cleaned out. Professional cleaning means removing the top and bottom tanks, cleaning out the cores and re-soldering the whole lot together again – cost around R450.00.

He also suggested that every year or so we should remove the hoses and the thermostat and check their condition. At the same time, back flush the radiator and refill it with a good quality anti-corrosion additive. He also pointed out that once it's blocked it's too late for back hosing.

I think this was good advice. We change the oils, hoses, belts etc. but pay little attention to the water works – which is a major component of our cars.

#### SAVVA TECHNICAL TIP 66 - RADIATOR BLOCKAGES

In response to our last article on radiators we received the following from Thys Venter the Chairman of the Austin Healey Club. I think he is spot on saying that modern radiator additives are not always suitable for earlier cars, especially those with aluminium cylinder heads. Some years back I recall reading an article that suggested that the aluminium used in many British cars of the 1960's was of very poor quality. Could it be possible that this poor quality aluminium doesn't take kindly to modern additives? Thys is going to follow-up and will let us know the outcome. Has anyone else experienced these problems?

To quote Thys:

*"I had a similar problem with my Austin Healey. The engine was redone and a tropical core was installed in the radiator. Within two years, the car suddenly started overheating within a few minutes after starting. We did not suspect the radiator and took off the cylinder head to check the gasket and then pressure tested the cylinder head, where we found a small crack between the exhaust port and the water jacket. R40 000 later and a new aluminium cylinder head from Vorlauffer Cars installed, I started the car again and within a few kilometres, the*



*temperature gauge was off the scale again. Only then did we discover that the cores were completely blocked by a white, powdery substance.*

*The coolant used was a Premix from Toyota at R200 for 5 litres as recommended at the time by Ben Gerber. Ben then checked his own Healey and noticed that his radiator was about 70% blocked. A few other recently restored Healeys that we checked showed the same deposit on the cores of the radiator. Every one was advised to drain the coolant and to replace it with a water/Glycol mixture.*

*We are reasonably sure that some form of electrolytic reaction occurs even when the car is standing, hence the sudden overheating when the car is used after it has been standing for a while. Electrolytic reactions occur when a conductive liquid is exposed to different metals. We believe the Toyota formulation works well in modern cars where the coolant is only exposed to aluminium.*

*Sasol Technology is currently studying the problem and has samples of the deposit that was found in the radiator cores.*

*I hope to keep you posted on developments. In the mean time I have filled the radiator with distilled water and will add Glycol soon. The radiator water seems to stay clean and no further deposit can be noticed after a few months of usage.*

*The good news is that the locally manufactured cylinder head works well and the car is substantially faster than a standard Healey.”*

#### SAVVA TECHNICAL TIP 67 – WATERLESS RADIATOR CHEMICALS

As you are aware it's not our policy to promote any particular product but in this case we believe this particular product should be brought to the attention of car owners, especially those with valuable cars that have engine components that can/ will deteriorate with time. This product could also be an inexpensive solution for cars that have continuous corrosion problems. Basically it is a liquid coolant that replaces radiator water.

The product is manufactured in the U.S. by a company called Evans who has been manufacturing coolants for over 25 years for specialised purposes. The coolant is called Evans Non-aqueous Propylene Glycol (NPG). It has an efficiency that is considerably higher than conventional coolants and has a boiling/vaporisation point considerably higher than convention water-based coolants. It has a boiling point of 191 degrees c.

To quote an extract from their brochure:

*'Water when heated drives off a significant proportion of dissolved oxygen, but as it cools reabsorbs fresh oxygen. This cycle leads to a perpetual cycle of corrosion, which is accentuated in classic vehicles with no expansion chamber. NPG on the other hand is non-toxic, non-corrosive, and operates with zero pressure.'*

It was interesting to note that collector Jay Lenno who owns a massive collection of valuable cars uses it exclusively in his collector cars.

For further information about this product go to “Evans Coolant Systems” on the internet.

The product is available from KC Saayman at: [info@theclassiccar.co.za](mailto:info@theclassiccar.co.za), [www.theclassiccar.co.za](http://www.theclassiccar.co.za) or call KC on 083 645 1604





This picture was taken on the N2 national road just before the Buffels Bay turn-off on the left side coming from Knysna.

Seems as if the Knysna municipality considers themselves to be above the law.

<http://www.iol.co.za/the-star/speed-trap-outrage-1.1410458>

From the Star Newspaper

## STARS OF SANDSTONE

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Greetings all,

Our Chairman, Peter Hall, has asked me to pass the following and attached information to you all regarding a very prestigious event to be held in May next year as he felt it is a wonderful opportunity for our members to attend.

“To all SAVVA members and Associate Organisations

The Sandstone Heritage Trust is well known as a Heritage Centre of Excellence for its collection of Narrow Gauge locomotives, steam traction engines, agricultural machinery, military vehicles, cars and commercial vehicles amongst other items.

Many clubs have made Sandstone a destination and have had an opportunity to have a look over the items in the collection. However, to see a large percentage of these items actually working is a treat that many people have not had the opportunity to experience. In order to address this the Sandstone Heritage Trust holds an annual gala. Next year’s gala called “Stars of Sandstone” will be put on from 4<sup>th</sup>-12<sup>th</sup> May 2013. It caters very much for the International visitor who would come out for a minimum of 8-9 days to enjoy the large variety of heritage items and have a real African experience.

South African visitors are however equally welcome and because they are likely to come for a shorter duration Sandstone have tailored a number of packages to suit them. In addition SAVVA members will receive an extra discount.

Should you be interested in attending this amazing event (see their web site [www.sandstone-estates.com](http://www.sandstone-estates.com) and the attached brochure) please make direct contact with Mike Myers, E: [mikem@sandstone.co.za](mailto:mikem@sandstone.co.za). Tell Mike what your thoughts are and he will ensure that your questions are answered and that you are quoted a price. .

Vintage machinery enthusiasts are also welcome to participate. If you have a particular interest or skill please let Mike know. “



Please pass this on to members of your club.

Kind Regards

*Jean Gobey*

**SAVVA Secretary**

Tel: 011 794 9478

## NOT ALL THIEVES ARE STUPID

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*This gives us something to think about with all our new electronic technology.*

A couple of weeks ago a friend told me that someone she knew had their car broken into while they were at a football game. Their car was parked on the green which was adjacent to the football stadium and specially allotted to football fans. Things stolen from the car included a garage door remote control, some money and a GPS which had been prominently mounted on the dashboard.

When the victims got home, they found that their house had been ransacked and just about everything worth anything had been stolen. The thieves had used the GPS to guide them to the house. They then used the garage remote control to open the garage door and gain entry to the house. The thieves knew the owners were at the football game, they knew what time the game was scheduled to finish and so they knew how much time they had to clean out the house. It would appear that they had brought a truck to empty the house of its contents.

Something to consider if you have a GPS - don't put your home address in it.. Put a nearby address (like a store or gas station) so you can still find your way home if you need to, but no one else would know where you live if your GPS were stolen.

## PUNCTURE PROBLEM

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A puncture repair spray can kit is the best temporary fix for small punctures such as nails, screws, splinters etc. because it keeps your exposure to criminal threats on the side of the road to an absolute minimum, provided a) you know where it is and can reach it quickly and b) it is reasonably fresh and c) you've read the instructions! However, few know that you run the risk that the tyre so 'contaminated' may be irreparable by normal professional patches afterwards. Of course a complete and inflated spare wheel is the ultimate answer in spite of its space requirements. However, a clever alternative for long trips would be to carry a correct type/size but unmounted spare tyre to save weight and space and yet be secure in having the required parts in an emergency. Getting a suitable spare tyre is not always easy but any garage can fit a tyre if you have one (for better or for worse!)

**Submitted by Bernd Rohloff.**



## GET A TAXI

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I would like to share an experience with you about drinking and driving.

As we know, some of us have been lucky not to have had brushes with the authorities on our way home from the various social functions over the years. A couple of nights ago, I was out for a few drinks with some friends and had a few too many, and then topped it off with a margarita. Not a good idea.

Knowing full well I was over the limit, I did something I've never done before: I took a taxi home. Sure enough the taxi passed a police roadblock, but because it was a taxi, they waved it on. I arrived home safely without incident, which was amazing because I've never driven a taxi before, and I'm not sure where I got it.

## A TRIP DOWN MEMORY LANE.

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The old folk's must have had huge suitcases.

Today's cars may be faster, safer, more luxurious and get better gas mileage – but they don't even come close on looks.

When Detroit was in its full glory...



*1956 Ford Fairlane Victoria*





*Peter Pretorius and Brian and Sue Dowding taken at Glentana outing. Brian won the rally prize.*

## THE DEMISE OF SPARE TYRES

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There are few things more depressing on a car journey than hearing the 'flud, flud, flud' sound of a flat tyre.

Each year, tens of thousands of stranded drivers lift up the boot carpets of new cars looking for a spare and a jack, only to discover a "tyre repair kit" consisting of a bottle of sealant and instructions written by someone with only a passing familiarity with cars and the English language.

Out of the top ten best-selling cars in Britain, only the Volkswagen Golf now comes with a full spare tyre as standard.

Lucky owners of top-of-the-range new cars get skinny space-saving spare tyres that take up less room in the boot, but which will keep them going for 50 miles or so until the driver can get home or to a garage. But the unfortunate ones the owners of the bottom-of-the-range Honda Jazz, Renault Clio and Vauxhall Astra, for example have to make do with a sealant kit.

If you've ever tried to use an emergency tyre inflation kit, you'll know how awkward and messy they can be.

Even then there's no guarantee you can drive the car away. Sealant kits only work with holes 4mm or smaller. Bigger gashes are impossible to repair a fact you will discover after an hour or so fiddling around on the roadside.

Even if you can get puncture kits to work, many garages refuse to repair tyres if they have been filled with sealant, claiming it is too time consuming and expensive to clean them out. A £15 puncture repair can end up costing the £100 price of a replacement tyre.

The demise of the spare is already having an impact on emergency call-outs. Green Flag, the car breakdown service, said the number of call-outs to drivers stranded by flat tyres leapt 20 per cent



last year. The RAC had 80,000 calls in 2011 from motorists who found they hadn't got a spare in the boot, and who were unable to use the sealant kits. That works out as around one fifth of all their tyre problem calls.

So why are car manufacturers cutting back on spares? One reason is the demand for ever-larger boots. Families want people carriers with seven seats, plus room for buggies and luggage. Something has to give, and that something is the spare tyre. Removing the tyre, which is usually stored under the boot's carpet, gives more space for boot seats to be folded away when not in use.

But above all, getting rid of the spare saves the manufacturers money. It is cheaper to fit a £20 repair kit than an £80 spare tyre. There is also the issue of European and UK legislation designed to cut greenhouse gas emissions. The motor industry is under intense pressure to shave off excess weight from cars to improve fuel efficiency, and scrapping the spare removes up to 25kg of weight.

The RAC had some 80,000 calls from motorists who discovered that their car didn't have a spare tyre in 2011. The trouble is how many motorists would ever imagine they'd be sold a new car without a spare tyre. Some manufacturers allow you to upgrade by paying extra for a spare, but in many models there simply isn't space.

The RAC, which wants spare tyres to be included as standard, says "dealerships need to spell out more clearly what customers are getting".

RAC technical director David Bizley says: "Not including a spare wheel has become a growing trend among car manufacturers over the past five years, to the point where about 50 per cent of punctures registered in 2012 happened to vehicles which did not have a spare wheel".

There is no sign that spares are about to come back into fashion either. It won't be many years before they are available only as a pricey optional extra along with sunroofs and a sat-nav.

That means for the foreseeable future, the only spare tyres middle-aged men like me will have in our cars are the ones around our waists.

Submitted by Roger Davis

## E-MAILS TO THE CHAIRMAN AND EDITOR.

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Hello Christine.

I have found a web site that some people may like to have a look at. It is quite new and not many people know about it as yet. With this inclement weather I have been up on it posting some pictures of classic cars that I have owned.

The web site is [www.myclassics.co.za](http://www.myclassics.co.za)

Roger Davis



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Hi guys, do you have a member who owns an SLC Merc, registration No. CA5039?

I have uncovered the service book if they want to contact me : -

[liz@law.co.za](mailto:liz@law.co.za). Many thanks, Liz.

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Hi Peter,

I have been tasked by General Motors South Africa to compile a history of the company's activities in the country since it was formed in 1926. In this regard I am asking if any of your members have any stories, memories, anecdotes and/or (especially!) photos regarding the company and its products – particularly of the early years – that they would be willing to share with me for possible inclusion in the story. If used, due recognition will be given.

To briefly give my credentials, I retired 18 months ago after serving the previous 17 years as senior associate editor of CAR magazine and am now a freelance journalist. For GMSA I have recently written *100 Years of Chevrolet* and a five-part story on the 40<sup>th</sup> anniversary of the company's light-commercial vehicle association with Isuzu.

I can be contacted on 021 558 4157 or 083 652 1386 or [mike4m@telkomsa.net](mailto:mike4m@telkomsa.net)

Thank you, Mike Monk

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Hello,

Our site Frixo (<http://www.frixo.com/>) is a road travel reporting website, which provides our users with the most up-to-date road traffic information. Our data is updated every 5 minutes using sensors placed on motorways and common A / B roads.

I feel it might be a useful resource for your readers.

Many thanks for your consideration.

Kind Regards, Paul Brown

## NEW MEMBERS.

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We would like to welcome the following new members to the club. We hope you will come along and enjoy our outings.

Pippa Jarman  
Graham Yendall

## BIRTHDAYS

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*The following members celebrate their birthdays during December and January. We wish you all a very happy birthday.*

### December

Martina Bechlar, Maureen Bluet, Gillian Brown, Glenda Cleland Maureen Day, Dennis Dunlop, Mike Griffith, Bob Hopkins, Jane Jones, Lorna Lyons-Lewis, Jan Mentz, Sheridan Renfield, Don Steenkamp and Charles van Niekerk.,



## January

Mike Bird, Anne Douglas, Paul Dugmore, Gillian Dunlop, Paul Falla, Frans Gerber, Ron Hollis, Mike Hornby, Lionel Hewitt, Sheila le Feuvre, Louisa Mc Callum, Ada Mc Currach and Sue Wragg

### COMMITTEE MEMBERS 2012

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Peter Pretorius	Acting Chairman/Car Show Organiser	044 533 5114	<a href="mailto:peterp@epweb.co.za">peterp@epweb.co.za</a>
Geoff Mangan	Deputy Chairman / Events	044 343 2704	<a href="mailto:mangang@telkomsa.net">mangang@telkomsa.net</a>
Duncan Miller	Treasurer	044 382 6332	<a href="mailto:dunclare@telkomsa.net">dunclare@telkomsa.net</a>
Mike Griffith	Database/Indemnities	044 381 0031	<a href="mailto:griffith@iafrica.com">griffith@iafrica.com</a>
Alistair Gibb	Car Show/Hill Climb	044 3841723	<a href="mailto:gibbae@mweb.co.za">gibbae@mweb.co.za</a>
Sheridan Renfield	Dating Officer	044 343 2047	<a href="mailto:sedgecars@gmail.com">sedgecars@gmail.com</a>
Anne Griffith	Secretary	044 381 0031	<a href="mailto:griffith@iafrica.com">griffith@iafrica.com</a>
Christine Finlay	Newsletter/Membership Communication	044 382 1368	<a href="mailto:finlayc@telkomsa.net">finlayc@telkomsa.net</a>

**The deadline for submissions for the March newsletter is the 15<sup>th</sup> February 2013**

