



a-hoo-ah!

AUGUSTUS 2020

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Cover page: CARS IN THE PARK cancelled for 2020 as a result of Worldwide COVID 19 Pandemic

POMC Clubhouse: corner of Keuning Street and Fred Davey avenue, Silverton/Meyerspark, Pretoria

POMK Klubhuis: hoek van Keuningstraat en Fred Davey laan, Silverton/Meyerspark, Pretoria

GPS Co-ordinates for POMC: S25 44.159 E28 18.652

Old Motor Club / Oumotorklub

PO Box 2014 / Posbus 2014

Silverton, 0127

www.pomc.co.za; www.pomccitp.co.za; www.facebook.com/POMCclub

Klubvergaderings om 19:30 vir 20:00

POMC members meetings and braai are held at the POMC Clubhouse on the 1st Wednesday evening of each month – August's meeting is canceled due to the Covid-19 pandemic.

POMK lede vergadering en braai word elke maand op die 1ste Woensdag aand van die maand gehou in die POMK se klubhuis -

Augustus se vergadering is gekanseleer weens die Covid-19 pandemie.



Opinies in die NUUSBRIEF is nie noodwendig die siening van die komitee of die redakteur nie.

Alle lede word aangemoedig om 'n motor verwante artikel/nuuswaardigheid aan te stuur vir plasing moontlikheid na hannie@mailzone.co.za



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POMC CLUBHOUSE:

WEDNESDAY MEETINGS, 2nd SUNDAYS & OTHER: **Cancelled events**

Woensdagaande	2 ^e Sondag	Ander
1 April	5 April Veteran & Vintage	Canceled due to Covid-19
6 Mei	- Canceled due to Covid-19	30 Mei Cars on the Roof
3 Junie	14 Junie British Day	6 Junie Mampoer Rally
1 Julie	12 Julie European Day	
5 Augustus	-	2 Augustus Cars in the Park 12-16 Augustus Magnum Rally
2 September	12 September Bonnets up	26 September Diamond Run
7 Oktober	11 Oktober Lentefees	
4 November	8 November Japanese Day	22 November Afsluitingsfunksie
2 Desember	-	



FROM THE DRIVER'S SEAT..... UIT DIE BESTUURSSITPLEK.....

As planned our POMC's annual Cars in the Park meeting (CiP), which over the years has developed into one of the prime old vehicle events in the country, should have taken place today as I write this. Old car enthusiasts from far and wide were looking forward for this prime annual opportunity to put their vehicles on show and rub shoulders with fellow devotees. Unfortunately all arrangements for it came to a sudden halt together with all club activities, with the news of the spreading of the dreadful Coronavirus Disease 2019 or COVID-19 and the resulting lockdown. However, old car enthusiasts cannot be accused of not being innovative when it comes to old car matters. A number of old car enthusiasts started to organise a few fun runs with old cars within the restrictions set for activities involving numbers of people together. This proved to be very successful. No wonder therefore that a fun run was organised for vehicles to depart this morning from the POMC Clubhouse for a trip to Zwartkops Racing Track to have lunch at the restaurant there, substituting for the CiP at the venue where it should have taken place. This "meeting" which was a non-POMC event, was attended by a large number of participants with interesting cars from all over Pretoria and vicinity. In the spirit of the CiP many participants were non-POMC members. Unfortunately I could not attend as there are some of us who are advised from a medical perspective not put themselves at risk by attending such events. According to all reports received all present enjoyed themselves and it was a great day. Hopefully matters should at some time return to normal and we would be able to resume club events as usual.

Volgens die jongste inligting wat van SAVVA ontvang is, geld die status quo steeds vir die hou van aktiwiteite soos klubvergaderings. Motorsport SA (MSA), waarby SAVVA en sy lede klubs soos die POMK, geaffilieer is, het met die Regering onderhandel oor die hervatting van motorsport aktiwiteite. Toestemming is verleen dat sekere MSA aktiwiteite onder baie streng voorwaardes hervat kan word. Ongelukkig is dit nie van toepassing op die oumotorklubs nie en SAVVA en sy lede klubs soos die POMK, word egter nog nie toegelaat om enige vorm van byeenkoms te hou nie. Vir hierdie rede het SAVVA hulle algemene jaarvergadering wat in September gehou sou word, oor te rol tot volgende jaar. Hulle het ook besluit om dit nie dmv die Zoom platform te hou nie en die huidige raadslede bly tot dan in hulle poste aan.

For obvious reasons all Club activities of the year had to be cancelled, including the Cars in the Park and the Magnum Rally. Therefore other means are utilised to a greater extent in keeping the Club "alive" under these taxing circumstances. Under the leadership of our capable editor of the Club's newsletter Hannie Kuschke, the *A-hoo-ah!* is playing a valuable role in this regard. The Committee conveys its sincere thanks and appreciation to her for doing a sterling job in communicating matters of interest through this medium to members. A special word of thanks too to all the members who heeded the call for submitting interesting contributions to the *A-hoo-ah!* Members responded by sending in articles inter alia written by Roger Houghton, Doeke Tromp, Taco Kamstra, Albe Grobbelaar, André Loubser, Colyn Wiggill and Steward Johnson, which made for very interesting and informative reading about aspects of our hobby.

Tot dusver kon die Komitee weens die grendeltyd nie byeenkom vir 'n komiteevergadering nie, maar die situasie is tans so dat ons binnekort byeen sal kom om klubsake te bespreek en beplan. Ons sal onder andere die Klub se finansies onder die loep neem en begin beplan hoe ons die algemene jaarvergadering in Oktober moet hanteer.

Tot wederom

Berto Lombard



2020



Bonnets-up
9 February
@POMC Clubhouse



AMERICAN Classic
Car and Bike Day
plus Mini Auto Pretoria
8 March
@ POMC Clubhouse



Summer Rally
21 March



VINTAGE & VETERAN
Car and Bike Day
5 April
@ POMC Clubhouse



CARSON THE ROOF
30 May
@ KOLONNADE RETAIL PARK
Montana Park



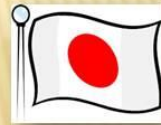
MAMPOER RALLY
6 June
Start: Willem Prinsloo Museum
Finish: Willem Prinsloo Museum



BRITISH Classic
Car and Bike Day
plus Mini Auto Pretoria
14 June
@ POMC Clubhouse



EUROPEAN Classic
Car and Bike Day
12 July
@ POMC Clubhouse



JAPANESE Classic
Car and Bike Day
plus Mini Auto Pretoria
8 November
@ POMC Clubhouse



SPRING DAY FESTIVAL
classic cars, bikes, trucks,
stationary engine and super car day
11 October
@ POMC Clubhouse



POMC DIAMOND RUN
26 September
Start: POMC Clubhouse
Finish: The Art of Silver
Cullinan



PRETORIA OLD MOTOR CLUB
CARS in the PARK
40 year celebration
2 August
@ Zwartkops Race Track



MAGNUM RALLY
12TH to 16TH August
Hotel Numbi & Garden Suites
Hazyview
Mpumalanga
FCR fotos



Pretoria Old Motor Club
home for enthusiasts
interested in the preservation
of older vehicles
since 1966

POMC Clubhouse
c/o Keuning street & Fred Davey avenue
Silverton

Info: www.pomc.co.za
www.facebook.com/POMCclub
082 770 8800 / 082 444 2954

CLUB EVENT: 12 Julie -
Magaliesberg trip:

Klub lede het van Pretoria af
Magaliesburg toe gery met die
ou motors om bietjie in die
koue uit te kom.

Sluit by die whatsapp groep aan om
inligting te kry wanneer en waarheen
die volgende uitstappie plaasvind.
Stuur jou sel nommer na Mario
Coetzee (084 517 4680) om jou
nommer op die groep te plaas.





The Run to Lover's Rock – 12 July 2020

- By Stuart Johnston

Early one Sunday in July found us slurping delicious hot coffee in the chilly morning air in the parking lot of the Steers, just off Jean Avenue in Centurion. The coffee had been provided free of charge, which was a nice gesture from the owner who had welcomed over 40 old cars and their crews to the venue.

The plan was to drive out to a place called Lover's Rock near Magaliesburg, via Hennops Valley and then via one or other of those roads out there that all seem to look the same to me. Lizzie, my co-driver in life as well as in my '85 Golf Mk II GTi, was doing her usual social thing while I wandered around taking pics of the cars and sneaking a quick puff on a smoke in between the times when I remembered to wear my mask.

Strict social distancing was the order of the day, which meant you saw people greeting each other by bumping elbows and trying not to cause their friends to spill their piping hot coffee over the bonnets of classic automobiles.

There were some beauties that turned up. Well, to my mind, all cars older than about 35 years are beautiful, and I have to say that because my car has just turned 35 and thus classifies it as a so-called "young timer" classic. The older I get, the newer the Golf seems to me, as if it was only yesterday that I was testing one for my column in the Pretoria News, in a shoot-out against the Opel Kadett GTE, the Golf GTi's big rival at the time.

Checking out old cars is the reason for these gatherings, and it seems to me you get two types of people. You get the types who are filled with the importance of their own cars and stand next to them most of the time, and then the types that want to check other people's cars out. Both of these types have relevance to clubs like the POMC, but I prefer the people who can enthuse about other people's cars.

One of the cars on the Steers-to- Lover's Rock Run that brought back memories for me was a Chevy II.



This one was painted in a vivid orange colour and had been given a mild custom treatment in the form of bigger wheels, and no doubt a massive V8 beneath the bonnet. But the sight of it took me back to a point where my passion for cars was lit like a wild fire. My mom had bought me my first copy of Car Magazine, I think it was



the May 1962 edition, and on the cover was a Chevy II, a car I had not really taken much notice of, until that time.

My life was never the same after that, as I devoured road tests about modified Alfa Romeos and race reports on Kyalami, and read all the letter's columns where many of the readers seem to go into great detail about how many clutch plates and wheel bearings they had replaced on what were still fairly new cars. Then at the end of the lists of fault rectification the letter writers would still maintain that the cars they had bought were "fantastic".

Those were the days when just about everyone would do their own servicing and many okes would think nothing of tackling a major engine overhaul over a weekend, using the Jacaranda tree in the backyard on which to hook the block and tackle. These are the kind of guys you still find hanging out at POMC events.

Another car that caught my eye in the parking lot was a 1960s DKW Junior, coloured a rather murky blue, and owned by Frik Kraamwinkel, the POMC's man behind the Cars in the Park. Frik knows I am interested in Deeks and two-strokes, and we spent a few enjoyable



minutes discussing the changes to his expansion-box exhaust system he has fitted to the Deek. He apologised for its unrestored paintwork, but I love the car just like that, as it told such a story to me.

There were a lot of cars on the run, so I can't go into too much detail, but ones that caught my eye were a pair of 1958 Chevys, one of which seemed to suffer from a loose wheel in the Hennops Valley. It reminds me of that song by the late Kenny Rogers that goes: "You picked a fine time to leave me, loose wheel."

My mates Nick and Di Sheward in their Capri Perana V8 were amongst the dudes that missed the turn-off to the Hennops Valley road, which is actually the main route to Britz and then Thabazimbi. If they hadn't been alerted, they would have ended up at the Zwartkops Raceway with a whole bunch of old cars following them. Probably these guys hadn't heard that Cars in the Park had been





cancelled this year, and were planning on getting there early for a good parking spot!



The oldest car I saw on the run was a lovely looking dark-brown-on cream Chevrolet, from the mid-1930s. It made me realise that this car was 50 years older than my GTi, and that meant it was 85 years old on the run! It shows you how good those old Chevys were, as it could quite easily keep up with the pace for the cruise to Magaliesburg, set at around 100 km/h by organiser Mario.



Another unusual car was a Lotus Elite, not the first-generation car of 1958, but a Type 75, produced between 1974 and 1982. This one seemed to be winking at us, because one of its flip-up headlights was open and the other was closed. It reminded me of one of my favourite Emoji thingies on WhatsApp!

There was a Valiant station wagon from 1966 which is a rare sight, a mint-looking BMW 2002 with BBS-style wheels and a very-stately and beautifully preserved 1948 Chrysler in battleship grey.

The lunch was very good at Lover's Rock, being a buffet type of thing, which made it great for my purposes because I needed to eat quickly and race back home in the GTi to Northcliff. You see, it was the first Grand Prix of the season that day on TV. I had to spend half the journey back home explaining to Liz that if I missed the start it made the whole race weekend of watching practise and then qualifying, well, meaningless! The other half of the journey I spent apologising for the fact that she had dipped out on the pudding that she was so looking forward to.



Anyway, a big well-done to Mario and Steers Jean Avenue and Lover's Rock for making it all possible. After three months of going cold turkey without an old car event, this was a timely reminder of why I love these gigs so much!



THE GREAT PETROL HEAD LOCKDOWN OF 1973

By - Stuart Johnston

Blurb: The current COVID-19 crisis evokes memories of the 1973 Oil Crisis, when South Africans were also called to make sacrifices to ensure that the country's future was not put at risk.

Summary: The COVID-19 crisis is affecting all of your lives drastically. The way our citizens have responded, by-and-large, with goodwill and discipline, recalls another great upheaval we faced here, namely the global oil crisis of 1973.

There's no doubt that the current COVID-19 lockdown is one of the biggest social upheavals ever to be imposed on the planet. But if you were a committed petrol-head back in 1973 – and there were plenty of us – the restrictions suddenly imposed on car-enjoyment certainly cut deep.

Back in those days South Africa had a nominal 120 km/h speed limit, but the roads were so sparsely-populated that there was plenty of scope to exploit the horsepower potential of your Ford Escort Mk I GT, your Renault Gordini, your Capri Perana V8 and (gasp!) your Chevrolet Can Am.

THE CHEVROLET CAN AM

The 1973 Chevrolet Can Am was one of the most potent main-line performance cars ever built in South Africa. Based on a "cooking" Chev Firenza coupe that normally had a little four-cylinder mill, this one came with a 270 kW V8, imported straight from Chevrolet's racing department in the US. It had a 0-100 km/h time of under five seconds, a top speed of 230, and handling capabilities that were frankly diabolical.



The gas-guzzling Chevrolet Can Am caused outrage in late 1973 as South Africans panicked about the country running out fuel.

When you put your foot down in first it would accelerate all the way to 100 km/h in first gear, and at the same time lift the nose so high that you found yourself looking at the telephone wires rather than the road ahead. Hit the brakes and the nose would dip violently, but it took one heck of a long time to stop. Bear in mind it came with just 13-inch alloy wheels and 185/70 radial tyres.



A journalist colleague by the name of Geoff Dalglish recalls getting the only press-fleet example for test in late 1973, and he'd been looking forward to this for weeks, no months, maybe his whole life. But fate was to strike a cruel blow.

THEN CAME THE 1973 FUEL CRISIS

In October 1973, The Arabian oil producers who supplied the bulk of the fuel to South Africa suddenly announced a global oil embargo. No warning, one day there was oil for Africa and most of the rest of the world, the next the wells (as far as we were concerned) had dried up.

And that announcement came just a day or two before Geoff, a young-buck motoring journalist on The Star, took delivery of the Can Am for a week.

DRACONIAN RESTRICTIONS ON SPEED AND PETROL SALES

The South African government immediately announced emergency measures to cope with this crisis. Fuel sales were prohibited between 6 pm to 6 am and on weekends, all motorsport events were cancelled and worse, the speed limit on the open roads and freeways was cut from 120 km/h to 80 km/h. It was the only way, said the government, that we would have any chance of getting through the crises.

What was remarkable was how the South African motoring public grasped the realities of our situation and obeyed the laws religiously. And if you were so selfish as to venture out onto the roads in a gas-guzzling V8, you risked the wrath of your community!

"PEOPLE WERE SHAKING THEIR HEADS, SWEARING AT ME.."

" I remember taking that Can Am out of The Star's building in Sauer Street and driving up into Braamfontein. For a road car it had the most guttural V8 exhaust burble, a lumpy idle, everything about it screamed 'race me, race' and I was in love

"And yet, here were all these people in cars alongside me, even pedestrians, shouting at me, showing the thumbs down sign and worse, even swearing at me. I was a fuel-guzzling heretic! It was one of the strangest experiences of my motoring life!"

PRICES OF V8S AND EXOTICA PLUMMETED

Almost overnight, scores of South Africans were trading in their gas-gobbling V8 Holden Monaros, Capri Perana V8s, and even Ferraris for bargain-basement prices. And they'd roll out of dealerships in modest cars like the Datsun 1200 GX, which reportedly could make the Jo'burg to Durban run on a single tank of fuel, if you stuck to the 80 km/h speed limit.

Of course, some shrewd enthusiasts took advantage of this. Johannesburg amateur racing driver Libero Pardini heard of a Ferrari Daytona going for a song in Cape Town, so he organised a bank-



certified cheque, booked a flight and arrived at the Cape Town dealership on a Saturday afternoon (he had to open his butcher shop on the Saturday morning).



Ferrari Daytonas were seriously devalued by the 1973 oil crisis.

“With a full tank of juice, I set off in my new dream car, hell, everybody’s dream car, a Ferrari 365 GTB/4, more commonly known as a Daytona. Heading straight back to Jo’burg. But the hell of it was, I was forced to drive at 80 km/h, just like everybody else.

THE URGE TO OPEN UP THE DAYTONA BECAME TOO GREAT

“The thing was, there was hardly any traffic on the roads. So somewhere after Paarl I eased it up to 100 and, hell, that felt better! Then it was 120, then 160 and soon I was flying along on empty roads at over 200 km/h.”

The problem was, the fuel gauge needle plummeted and soon Pardini realised he had a big problem on his hands. So he pulled into a small town, completely forgetting that fuel sales were forbidden on the weekends.

“I went to the local police station. Long and the short of it, I had to give every policeman in the station a blast down the road in the Ferrari. Then they issued me with a special permit to get fuel, and that’s how I made it back to Jo’burg.”

A BLACK MARKET FOR WEEKEND FUEL SOON EVOLVED

I remember those fuel crisis days very well as I was working at my first job after school, selling tyres and spares at a service station at the edge of Vrededorp, at the time one of South Africa’s only mixed-race suburbs, where modest-income whites lived alongside Indian traders in a tightly-knit community.

Each Friday at the service station we ran special campaigns to get motorists to fill up for the weekend, as the pumps would close at 6 pm on Fridays and only open at 6am the following Monday. I would help out manning the pumps and I recall cars easing down one of the side streets from Vrededorp, filling up, and then returning for another complete full tank about half an hour later. And this would go on for most of the afternoon, as the Vrededorp locals stock-piled fuel so they could sell it to their clientele at “special prices” over the weekend.



The Renault Gordini, an outstanding performance car of its time in the late 1960s and early 1970s.



THE JO'BURG-CAPE TOWN TRIP WAS MURDER AT 80 KM/H

Those fuel and speed restrictions stayed in place for a few years. At the end of 1974 I took a trip down to Cape Town with a friend of mine who owned one of those ultra-economical cars, a Datsun 1200 GX. The national speed limit remained at 80 km/h, although one could then buy fuel more readily. But the national consciousness was such that other motorists would report you for blatant speeding, and we stuck religiously to 80 km/h for the whole trip.

I kept my Datsun-owning buddy company with lots of chat for the entire day through the Karoo, and well into the night, as we headed into the mountain range in the De Doorns area. All of sudden he told me couldn't keep his eyes open any more, and asked me to take the wheel. I was actually just as tired as he was, but I felt I couldn't refuse. He hit the passenger seat and fell instantly asleep, while I struggled mightily to keep my eyes open and follow the winding road through the mountains.



The 1973 Datsun 1200 GX was fast for its size and ultra-economical.

After what seemed like hours, but was probably less than 20 minutes, I knew that I was in danger of causing a huge accident, and we couldn't stop for a nap, because we had a deadline to make in Cape Town. So I pulled over to the side of the road and without any further explanation told my friend that, okay, it was his turn again. He woke up remarkably refreshed after a 20- minute nap, thinking he'd had a few hours' sleep and drove us all the way to Cape Town!

EVENTUALLY SPEED LIMITS, AND LIFE , WENT BACK TO NORMAL

After what seemed like an awful long time, oil supplies normalised, speed limits were raised to 120 km/h again, fuel stations opened up again 24/7 and life as we knew it returned to normal. However, for petrol-heads the great horsepower feast that we had enjoyed during the 1960s and early 1970s would remain a fond memory for many years to come.

We can only hope that the current crisis, with far more serious life-threatening implications, reaches an equally happy conclusion in the not too distant future.



Spark Plug Firing End Analysis



[Scott Caradonna](#)

Standard Spark Plug Conditions

An examination of used spark plugs can reflect the accuracy of heat range application. Close scrutiny of the firing end can also suggest a variety of possible engine conditions and point the way to achieving improved spark plug and engine performance. The quantity, color or overall appearance, as well as the chemical make-up of the deposits, are all important in making the correct diagnosis.

Remember that the electrical properties of deposits at operating temperatures in the engine may be entirely different than the properties at normal ambient temperatures.

Deposits normally occur in distinct bands on the insulator. These reflect the different temperatures which occur between the hot insulator tip and the relatively cool insulator base.

Generally speaking, tip deposits near the electrodes are the ones that control spark plug operation. If they become conductive, their "shunt resistance" is said to drop...and the plug short circuits.

Illustrations in this section include common spark plug appearances as well as those encountered only rarely.

Firing End Analysis

NORMAL	OIL FOULED	CARBON FOULED
A normal condition is shown below. This plug has been running at the correct temperature in a "healthy" engine. Operating in such a desirable environment results in deposits that will be light tan or gray in color with most grades of commercial gasoline. If LP Gas or natural gas has been used, the color will be almost brown.	A spark plug shorted by excessive oil entering the combustion chamber is shown below. This is often caused by piston rings or cylinder walls that are badly worn. Oil may also be pulled into the chamber because of excessive clearance in the valve stem guides, or badly worn valve stem seals. If the PCV valve is plugged or inoperative, it can cause a buildup of crankcase pressure. This condition can force oil and oil vapors past the rings and valve guides into the combustion chamber.	Basically, soft, sooty carbon deposits, as shown below, have a dry, black appearance. If only one or two plugs in a set are fouled, it is a good practice to check for sticking valves, a cracked distributor cap, or bad secondary ignition wires. Fouling of the entire set might result from an incorrect heat range spark plug or an over-rich air/fuel mixture caused by a clogged air cleaner filter element, a sticking heat riser valve, or a faulty choke. Fuel injectors that malfunction can also lead to this condition.



Other causes include weak ignition system voltage or an inoperative pre-heating system (carburetor intake air) or poor cylinder compression.



WORN

This spark plug shown below has served its useful life and should be replaced. Voltage required to fire the plug has approximately doubled and will continue to increase the longer the engine operates.

Even higher voltage requirements (as much as 100%) above normal may occur when the engine is accelerated quickly. Poor engine performance and a loss of fuel economy are traits of worn spark plugs.

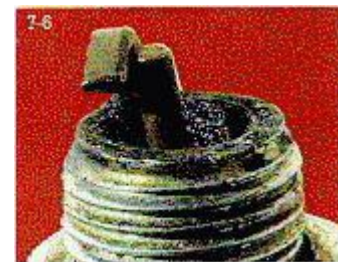
INSULATOR GLAZING

This condition may cause misfiring at high engine RPM. Shiny deposits usually suggest that temperatures have suddenly increased during hard acceleration. As a result, normal metallic deposits do not have a chance to slough off the plug and they melt and form a conductive coating which causes the misfire. Yellow or tan deposits, as shown below, usually indicate the use of leaded fuel.

MECHANICAL DAMAGE

Mechanical damage to the firing end, as shown below, is caused by some foreign object in the combustion chamber. Since small objects can travel from one cylinder to another (because of valve overlap), the other cylinders should always be checked to prevent reoccurrence of damage.

When working on an engine, it is advisable to keep the carburetor throat (or throttle body openings on central type fuel injected engines) covered. That precaution also applies to spark plug holes.





OVERHEATED

An example of overheating is shown below. Note the dead white or gray insulator nose which appears "blistered." Electrode gap wear rate will be considerably in excess of that normally expected. This is often caused by overadvanced ignition timing, poor engine cooling system efficiency (scale, stoppages, low level), a very lean A/F mixture, a leaking intake manifold, or the use of a spark plug too hot for the application.



SPLASHED FOULED

Splashed fouling, as shown below, may sometimes occur after a long-delayed tune-up. Here, deposits accumulated after long periods of misfiring or low power operation may be suddenly loosened when normal combustion temperatures are restored after a set of new plugs has been installed. During a high-speed run, these materials shedding off the piston are thrown against the hot insulator surfaces.



ASH FOULED

As shown below, a buildup of combustion deposits stems primarily from the burning of oil and/or fuel additives during normal combustion.

These are normally nonconductive. However, when heavier deposits are allowed to accumulate over long mileage periods, they can "mask" the spark, resulting in a plug misfire condition.



GAP BRIDGING

An example of gap bridging is shown below. It rarely occurs in automotive engines. Gap bridging is caused by conditions similar to those that produce splash fouling. Combustion deposits thrown loose may lodge between the electrodes, causing a dead short and misfire. Fluffy materials that accumulate on the side electrode may melt to bridge the gap when the engine is suddenly put under a heavy load.

PREIGNITION

As shown below, this condition produces melting of the center electrode, and somewhat later, the ground electrode and insulator. Usually one or a combination of several engine operating conditions are the prime causes of preignition. It may originate from glowing combustion chamber deposits, hot spots in the combustion chamber due to poor control of engine heat, cross-firing (electrical induction between spark plug wires), or the plug heat range is too high for the engine or its

DETONATION

As shown below, this form of abnormal combustion has fractured the insulator nose of the spark plug. Explosions that occur when the operating condition exists apply extreme pressure on internal engine components. Major causes include a faulty EGR valve, lean air/fuel mixtures, ignition timing advanced too far, and insufficient octane rating of the gasoline.



operating conditions.



Surface Gap Spark Plug Conditions

NORMAL

Light tan or gray colored deposits indicate good engine and ignition system conditions. Electrode wear indicates normal spark operation.

WORN OUT

Excessive electrode wear may cause misfire during acceleration or hard starting.

CARBON TRACKING

Electrically conductive deposits on the firing end provide low-resistance paths for the voltage. This condition causes carbon tracks to form, and misfire could occur.



ALUMINUM THROW OFF

This condition should alert you to the fact that preignition has occurred. It is not caused by a spark plug problem. An internal

CONCENTRATED ARC

A multicolored appearance is normal condition. It is caused by electrical energy consistently following the same firing path. Arc

COLD FOULED

Wet fuel/oil deposits can be caused by "drowning" with raw fuel mix during cranking, over-rich carburetion or fuel injection



inspection of the major engine components should be conducted to determine cause and extent of damage.

path will change with deposit conductivity and gap erosion.

or improper fuel oil ratios. Weak ignition can also contribute to this condition.

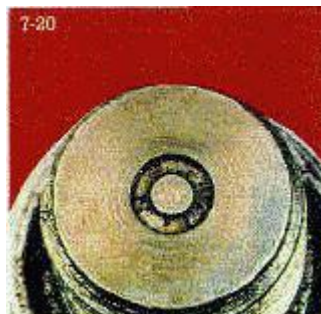


LOW TEMPERATURE FOULING

Soft, sooty deposits indicate incomplete combustion. Probable causes include over-rich carburetion or fuel injection, weak ignition, retarded timing, or low compression. Other causes include continuous low-speed operation, or, with oil injection systems, gunning the throttle at engine idle speed.

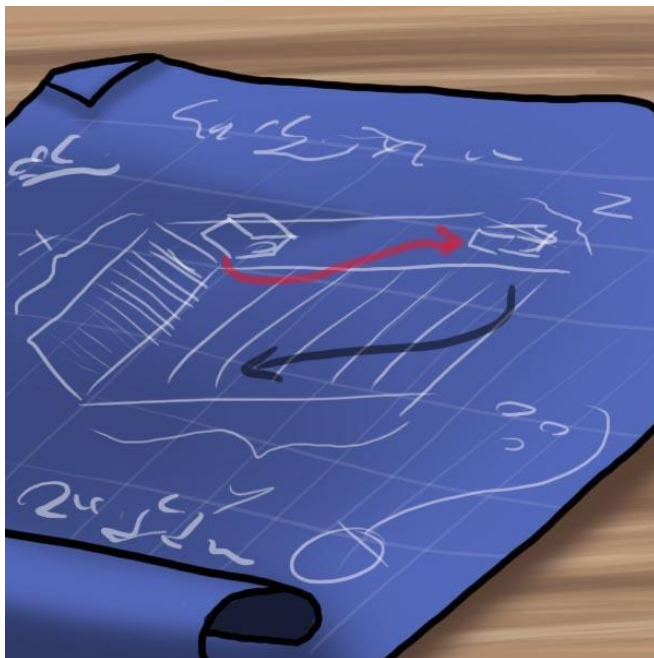
CHANNELING

This condition is sometimes incorrectly diagnosed as cracking. It is believed to be caused by extreme temperatures due to the spark travelling along the surface of the insulator. When deposits cover the shallow channels, the rate of insulator erosion is aggravated, the spark is masked, and misfire may occur.





THE SUPER SECRET WORKINGS OF A LEAD ACID BATTERY EXPLAINED



By Stu Oltman - Technical Editor, [Wing World Magazine](#)
EDITED AND REPRINTED WITH PERMISSION

A 12-volt motorcycle battery is made up of a plastic case containing six cells. Each cell is made up of a set of positive and negative plates immersed in a dilute sulfuric acid solution known as electrolyte, and each cell has a voltage of around 2.1 volts when fully charged. The six cells are connected together to produce a fully charged battery of about 12.6 volts.

That's great, but how does sticking lead plates into sulfuric acid produce electricity? A battery uses an

electrochemical reaction to convert chemical energy into electrical energy. Let's have a look. Each cell contains plates resembling tiny square tennis rackets made either of lead antimony or lead calcium. A paste of what's referred to as "active material" is then bonded to the plates; sponge lead for the negative plates, and lead dioxide for the positive. This active material is where the chemical reaction with the sulfuric acid takes place when an electrical load is placed across the battery terminals.

HOW IT WORKS

Let me give you the big picture first for those who aren't very detail oriented. Basically, when a battery is being discharged, the sulfuric acid in the electrolyte is being depleted so that the electrolyte more closely resembles water. At the same time, sulfate from the acid is coating the plates and reducing the surface area over which the chemical reaction can take place. Charging reverses the process, driving the sulfate back into the acid. That's it in a nutshell, but read on for a better understanding. If you've already run from the room screaming and pulling your hair, don't worry.

The electrolyte (sulfuric acid and water) contains charged ions of sulfate and hydrogen. The sulfate ions are negatively charged, and the hydrogen ions have a positive charge. Here's what happens when you turn on a load (headlight, starter, etc). The sulfate ions move to the negative plates and give up their negative charge. The remaining sulfate combines with the active material on the plates to form lead sulfate. This reduces the strength of the electrolyte, and the sulfate on the plates acts as an electrical insulator. The excess electrons



flow out the negative side of the battery, through the electrical device, and back to the positive side of the battery. At the positive battery terminal, the electrons rush back in and are accepted by the positive plates. The oxygen in the active material (lead dioxide) reacts with the hydrogen ions to form water, and the lead reacts with the sulfuric acid to form lead sulfate.

The ions moving around in the electrolyte are what create the current flow, but as the cell becomes discharged, the number of ions in the electrolyte decreases and the area of active material available to accept them also decreases because it's becoming coated with sulfate. Remember, the chemical reaction takes place in the pores on the active material that's bonded to the plates.



Many of you may have noticed that a battery used to crank a bike that just won't start will quickly reach the point that it won't even turn the engine over. However, if that battery is left to rest for a while, it seems to come back to life. On the other hand, if you leave the switch in the "park" position overnight (only a couple of small lamps are lit), the battery will be totally useless in the morning, and no amount of rest will cause it to recover. Why is this? Since the current is produced by the

chemical reaction at the surface of the plates, a heavy current flow will quickly reduce the electrolyte on the surface of the plates to water. The voltage and current will be reduced to a level insufficient to operate the starter. It takes time for more acid to diffuse through the electrolyte and get to the plates' surface. A short rest period accomplishes this. The acid isn't depleted as quickly when the current flow is small (like to power a tail light bulb), and the diffusion rate is sufficient to maintain the voltage and current. That's good, but when the voltage does eventually drop off, there's no more acid hiding in the outer reaches of the cell to migrate over to the plates. The electrolyte is mostly water, and the plates are covered with an insulating layer of lead sulfate. Charging is now required.

SELF DISCHARGE

One not-so-nice feature of lead acid batteries is that they discharge all by themselves even if not used. A general rule of thumb is a one percent per day rate of self-discharge. This rate increases at high temperatures and decreases at cold temperatures. Don't forget that your Gold Wing, with a clock, stereo, and CB radio, is never completely turned off. Each of those devices has a "keep alive memory" to preserve your radio pre-sets and time, and those memories draw about 20 milliamps, or .020 amps. This will suck about one half amp hour from your battery daily at 80 degrees Fahrenheit. This draw, combined with the self-discharge rate, will have your battery 50 percent discharged in two weeks if the bike is left unattended and unriden.

WHEN A BATTERY IS BEING CHARGED

Charging is a process that reverses the electrochemical reaction. It converts the electrical energy of the charger into chemical energy. Remember, A BATTERY DOES NOT STORE



ELECTRICITY; IT STORES THE CHEMICAL ENERGY NECESSARY TO PRODUCE ELECTRICITY.



A **battery charger reverses the current flow**, providing that the charger has a greater voltage than the battery. The charger creates an excess of electrons at the negative plates, and the positive hydrogen ions are attracted to them. The hydrogen reacts with the lead sulfate to form sulfuric acid and lead, and when most of the sulfate is gone, hydrogen rises from the negative plates. The oxygen in the water reacts with the lead sulfate on the positive plates to turn them once again into lead

dioxide, and oxygen bubbles rise from the positive plates when the reaction is almost complete.

Many people think that a battery's internal resistance is high when the battery is fully charged, and this is not the case. If you think about it, you'll remember that the lead sulfate acts as an insulator. The more sulfate on the plates, the higher the battery's internal resistance. The higher resistance of a discharged battery allows it to accept a higher rate of charge without gassing or overheating than when the battery is near full charge. Near full charge, there isn't much sulfate left to sustain the reverse chemical reaction. The level of charge current that can be applied without overheating the battery or breaking down the electrolyte into hydrogen and oxygen is known as the battery's "natural absorption rate." When charge current is in excess of this natural absorption rate, overcharging occurs. The battery may overheat, and the electrolyte will bubble. Actually, some of the charging current is wasted as heat even at correct charging levels, and this inefficiency creates the need to put more amp hours back into a battery than were taken out. More on that later.

HOW LONG WILL MY BATTERY LAST?

THERE ARE MANY THINGS THAT CAN CAUSE A BATTERY TO FAIL OR DRASTICALLY SHORTEN ITS LIFE. ONE OF THOSE THINGS IS ALLOWING A BATTERY TO REMAIN IN A PARTIALLY DISCHARGED STATE. We talked about sulfate forming on the surface of the battery's plates during discharge, and the sulfate also forms as a result of self-discharge. Sulfate also forms quickly if the electrolyte level is allowed to drop to the point that the plates are exposed. If this sulfate is allowed to remain on the plates, the crystals will grow larger and harden till they become impossible to remove through charging. Therefore, the amount of available surface area for the chemical reaction will be permanently reduced. This condition is known as "sulfation," and it permanently reduces the battery's capacity. A 20 amp hour battery may start performing like a 16 amp hour (or smaller) battery, losing voltage rapidly under load and failing to maintain sufficient voltage during cranking to operate the bike's ignition system. This last condition is evident when the engine refuses to fire until you remove your finger from the start button. When you release the starter, the battery voltage instantly jumps back up to a sufficient level. Since the engine is still turning briefly, the now energized ignition will fire the spark plugs. In the next installment, we'll see exactly why increased internal resistance due to sulfation causes less power to be delivered to the starter.



Deep discharging is another battery killer. Each time the battery is deeply discharged, some of the active material drops off of the plates and falls to the bottom of the battery case. Naturally, this leaves less of the stuff to conduct the chemical reaction. If enough of this material accumulates in the bottom of the case, it'll short the plates together and kill the battery.

Overcharging is an insidious killer; its effects often aren't apparent to the innocent purchaser of the ten-dollar trickle charger who leaves it hooked to the battery for extended periods. A trickle charger charges at a constant rate regardless of the battery state of charge. If that rate is more than the battery's natural absorption rate at full charge, the electrolyte will begin to break down and boil away. Many a rider has stored a bike all winter on a trickle charger only to find the battery virtually empty in the spring. Also, since charging tends to oxidize the positive plates, continued overcharging can corrode the plates or connectors till they weaken and break.

Undercharging is a condition that exists on many motorcycles. Your voltage regulator is set to maintain your system voltage at around 14 to 14.4 volts. If you're one of those folks who rides the interstate highways with your voltmeter showing only 13.5 volts because you're burning more lights than Macy's Christmas display, you should be aware that that voltage is sufficient to maintain a charged battery but insufficient to fully recharge a depleted one.

Remember, we said that gassing occurs when all or most of the lead sulfate has been converted back to lead and lead dioxide. The voltage at which this normally occurs, known as the gassing voltage, is normally just above 14 volts. If your system voltage never gets that high, and if you don't ever compensate by hooking up to a charger at home, the sulfate will begin to accumulate and harden just as plaque does in your mouth. Consider a thorough occasional charging to be like a good job of flossing and brushing your teeth. If you practice poor dental hygiene, you can go to the dentist, and have him blast and scrape at the yucky stuff. When your battery reaches that stage, it's curtains!

WHAT TYPE OF CHARGER, AND WHY

Your alternator and a standard automotive taper charger have a lot in common; they seek to maintain a constant voltage. Here's the problem with trying to quickly charge a deeply discharged battery with either one. Remember, we discussed how a heavy current draw would make a battery appear dead. Then, as the acid diffused through the cells, the concentration at the plates' surface would increase and cause the battery to spring back to life.

In similar fashion, the voltage of a battery during charge increases due to the acid concentration that occurs at the plates' surface. If the charge rate is significant, the voltage will rise rapidly. The taper charger or vehicle voltage regulator will taper the charge rate drastically as the voltage rises above 13.5, but is the battery state of charge commensurate with the voltage? No! Once again, it takes time for the acid to diffuse throughout the cells.



Although the voltage may be high, the electrolyte in the outer reaches of the cells is still weak, and the battery may be at a much lower state of charge than the voltage would indicate. Only after charging for an extended period at the reduced current will the full capacity be reached. This is the reason you must not judge a battery's state of charge by measuring voltage while charging. Test it only after allowing the battery to sit for at least an hour. The voltage will reduce and stabilize as the acid diffuses throughout the cells.

Within the past several years, several companies have developed chargers that can charge a depleted battery quickly, and then hold the battery at a voltage that will neither cause it to gas nor allow it to self-discharge. These are sometimes referred to as "smart chargers" or multi-stage chargers. Here's how they work.



We said that a battery could accept a much higher rate of charge when it's partially depleted than when it's near full charge. These [multi-stage chargers](#) take advantage of that fact by beginning the charge in a constant current, or "bulk charge" mode. Typically, they provide a charge rate of between 650 milliamps and 1.5 amps, depending on make and model. This bulk charge is held constant (or should be) till the battery voltage reaches 13.5 volts, thus allowing the battery to absorb a larger amount of charge in a short time and without damage. The charger then switches to a constant voltage or "absorption" charge.

The idea here is to allow the battery to absorb the final 15 percent of its charge at its natural absorption rate to prevent undue gassing or heating. Finally, these chargers switch to a "float" mode in which the battery voltage is held at a level sufficient to keep it from discharging but insufficient to cause overcharging. The various companies disagree generally on what this float voltage should be, but it's usually between 13.2 and 13.4 volts. Actually, the float voltage should be temperature compensated between 13.1 volts at 90 degrees Fahrenheit to 13.9 volts at 50 degrees. Most of the very expensive high power multi-stage chargers for use on larger RV batteries are temperature compensated, but none of the motorcycle units are to my knowledge; they use a compromise float setting.

So, I can just set it and forget it, right? Well, not exactly. For one thing, you need to monitor the battery occasionally for correct fluid level (unless you own a sealed battery). Another problem is that of exercising the battery. Even if held at 13 volts, the unwavering voltage will allow the battery to eventually begin to sulfate. With most of these units, I recommend that you unplug the charger at least once every 60 days during seasonal storage. Allow the battery to rest for a couple of days, and then plug the charger in again.



PEEPING THROUGH THE WINDOW.

Club Member: - Robert Dadford

I was born on the 18th October 1941 in the Northern Cape at a place called Mahikeng previously known as Mafeking and then Mafikeng, where I attended school. I started work in 1959 as an apprentice steam locomotive fitter on the then known South African Railways and Harbours.

The railway line from Vryburg to Bulawayo Rhodesia then known as Rhodesia was property of Rhodesia Railways. Staff at Mafeking was seconded to the Rhodesian Railways. Due to the take over of the Bulawayo Mafeking line by the then Rhodesian Railways in the mid 60's staff at Mafeking had to be reduced and were transferred to various depots in South Africa.

In 1967 I accepted a transfer to Namibia then South West Africa to Windhoek Diesel Depot where I was employed for approximately 4 years.

In 1971 I resigned the Railways and joined Barlows Tractor Company Windhoek where I gained a lot of experience on earth moving equipment e.g. Power transmission, semi-automatic and hydraulic systems.

In 1974 Barlows transferred me to Barlows branch Pinetown.

Due to the high humidity I stayed there for a year and a half and went back to Windhoek where I joined the South West Africa Admiralty Roads Department working on earth moving equipment.

In the beginning of 1980, I applied for employment at the Pelindaba Atomic Energy Corporation Pretoria.

In November 1980 I started employment at Pelindaba Atomic Energy Corporation where my previous knowledge and experience came in handy.

I served 26 years and went on pension October 2006.



In the past 14 years of pension I have been enjoying my supposedly golden years.

My first mode of transport was a bicycle “gatsaag.”

I upgraded to a 1953 Triumph motorcycle, sold it a couple of years later and acquired a 1957 Royal Enfield 700 Meteor motorcycle which I traded in on my first motor car a 1960 VW Beetle.

My vintage collection consists of a 1946 Chevrolet Pickup, which my parents bought in 1956 for the sum of £434.00. I acquired it in 1992.

I previously owned a 1969 BSA Lightning motorcycle which I sold beginning of 2020.

I also look after my son in laws 1959 Morris Minor named “Lizzy” and she keeps me occupied with her repairs.

I have 3 stationery engines, a Rusten Hornsby, a Fowler and a Lister Engine.

My enthusiasm started from a young age and continued over the years. It prompted me in 1986 to assist in the start-up of a steam locomotive club, Friends of the Rail. I was very involved in F.O.T.R due to my enthusiasm and preserving heritage.

My most hilarious motor experience was when I transported the Chevrolet Pickup to Pretoria – Which was another story all together.

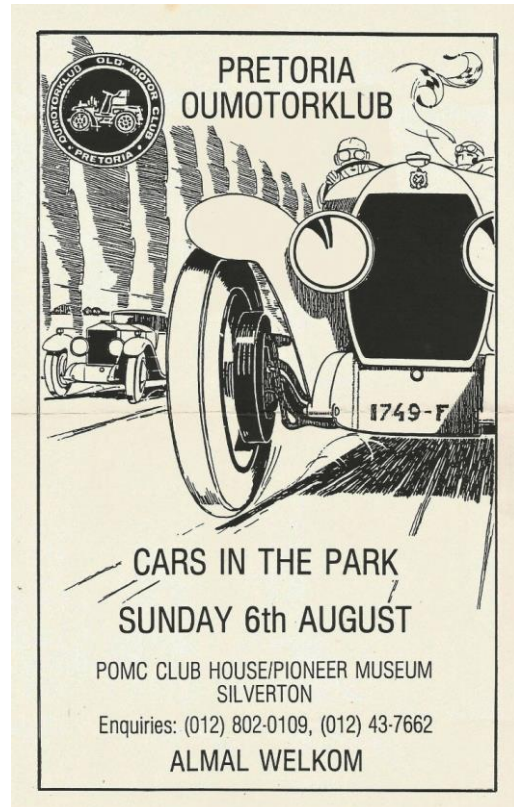
My word of advice to young and new enthusiasts while they are still around go for it! It does not matter what condition, as long as the wheels are kept rolling for future generations.





CARS IN THE PARK 2020

Although Cars in the Park 2020 is cancelled due to the World Pandemic Covid 19, nothing stops us to enjoy 40 years event in picture format. This assure will keep us ready for 2021's big event.





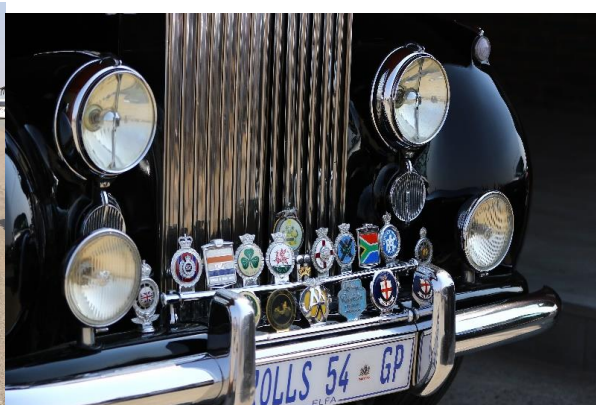




















1960 CAR PRICES

CURRENT PRICES OF NEW CARS

The prices shown are those that apply at coast ports. Prices in Johannesburg are between £10 and £50 higher, according to transport costs.

Make and Model	Price £	Make and Model	Price £
ALFA ROMEO		SPORTS	
Giulietta spider sports	1,463	Sports coupe 300 c.c.	449
Giulietta Sprint 2+2 coupe	1,531	Sports 400 c.c.	381
AUTO UNION		Sports coupe 400 c.c.	450
1000 2-door standard saloon	752	Royal saloon 700 c.c.	518
1000 5-seater saloon	816	Royal Equipe estate car	598
1000 5-seater saloon	849		
1000 Universal station wagon	818	HANSA	
1000 Special 2-seater coupe	1,341	1100 saloon	685
AUSTIN		Station wagon	738
850 saloon	523	Coupe	917
A40 de luxe saloon	648	Express 1100 Consul	1,017
A40 special de luxe	635		
A55 saloon Mark II	809	HILLMAN	
A15 de luxe saloon Mark II	850	Mini "Special" saloon	719
A99 Westminster saloon with overdrive	1,198	Mini de luxe saloon	790
A99 Westminster saloon with automatic transmission	1,248	Hasty	695
Austin Healey Sprite	645	Mini station wagon	844
Austin Healey 3000 28	1,255	HOLDEN	
Austin Healey 3000 48	1,275	Sedan	965
BORGWARD		Station sedan	1,040
Isabella saloon	919	HUMBER	
Isabella station wagon	962	Hawk saloon	1,141
Isabella TS saloon	1,032	Hawk saloon with overdrive	1,198
Isabella TS de luxe saloon	1,183	Super Snipe saloon with overdrive	1,499
Isabella coupe	1,434	Super Snipe Saloon with automatic transmission	1,574
BUICK		Super Snipe saloon with automatic transmission and power steering	1,664
1958 Le Sabre with Dynaflo transmission and power brakes and power steering	1,795	JAGUAR	
CHEVROLET		2+4 special equipment saloon	1,610
Bucyrac 6-cyl. 4-door sedan	1,347	LANCIA	
Bucyrac 6-cyl. 4-door sedan	1,379	Appia saloon series III	950
Bel-Air 6-cyl. 4-door sedan	1,391	Appia Farina Coupe	1,400
Bel-Air 6-cyl. sedan with automatic transmission	1,505	LLOYD	
Impala 6-cyl. Hard-top sedan with automatic transmission, power brakes and power steering	1,622	Alexander TS saloon	515
Corvair	1,945	Kombi	620
CHRYSLER		Station wagon	528
Valiant	1,065	MERCEDES-BENZ	
Valiant with automatic transmission	1,130	180A saloon (petrol)	1,155
Valiant station wagon	1,220	180 saloon (diesel)	1,215
CITROEN		190 saloon	1,225
10 19 saloon	1,035	190D saloon (diesel)	1,275
DART		220 saloon	1,475
Mark II s.h.v. 2-seater	888	220S saloon	1,570
DATSUN		MESSERSCHMITT	
4-door saloon	644	KR201	315
Station wagon	760	KR201	315
DE SOTO		Tg500 Sports	450
Diplomat 6-cyl. Manual	1,380	MG	
Diplomat 6-cyl. Torqueflite	1,446	Series "A" standard	857
Diplomat V8 Manual	1,465	Series "A" Sports de luxe	868
Diplomat V8 Powerflite	1,525	Series "A" coupe de luxe	994
Diplomat V8 Hard-top	1,555	Series "A" twin camshaft	1,095
Forceflite V8 power steering	1,960	Magnette III	994
DODGE		MORETTI	
Pioneer de luxe 6-cyl. Standard	1,372	750 c.c. coupe	800
Pioneer de luxe 6-cyl. with automatic push-button transmission	1,438	MORRIS	
Pioneer de luxe V8-cyl. Standard transmission	1,457	Mini-Minor	523
Pioneer de luxe V8-cyl. with automatic push-button transmission	1,517	Minor 1000 2-door saloon	609
Pioneer de luxe V8-cyl. Hard-top with automatic push-button transmission	1,547	Minor 4-door saloon	641
Palara V8-cyl. Custom 4-door sedan with push-button transmission	1,795	Minor Traveller de luxe	701
FIAT		Oxford V saloon	823
500 saloon (sun roof)	415	Oxford V 4-door saloon	866
500 Bianchina convertible	495	Oxford V de luxe saloon	948
600 saloon	497	Traveller	
600 Multipla	583	N.S.U. PRINZ	
1100 saloon	677	Standard saloon II	485
1100 de luxe	745	De luxe saloon II	493
1100 Family saloon	780	Standard 30 saloon with sport engine	512
1200 saloon	828	De luxe 30 saloon with sport engine	518
1200 Cabriolet	1,069	OLDSMOBILE	
1600 saloon	1,095	Super 88 Thin Filar sedan	1,948
2100 saloon	1,149	OPEL	
2100 special saloon	1,295	Olympia Rekord saloon	776
2100 station wagon	1,249	Olympia Rekord 4-door saloon	822
FORD		Olympia Rekord Car-A-Van	814
Anglia de luxe saloon	613	Kapitan 4-door saloon PL	1,085
Princet de luxe saloon	623		1,160
Control saloon	812	PANHARD	
Zephyr saloon	886	Dyna saloon	762
Zephyr saloon with overdrive	932	PEUGEOT	
Zodiac saloon	942	203 saloon	742
Zodiac saloon with automatic transmission	1,069	403 saloon	913
Falcon	985	403 saloon with Jagr electric clutch	974
Fairlane 500 6 cyl. sedan	1,329	403 Family saloon	1,063
Fairlane 500 V8 sedan	1,375	403 Suburban station wagon	998
Fairlane Galaxie 4-door sedan with automatic transmission	1,551	PLYMOUTH	
Fairlane Starliner 2-door Hard-top	1,548	Belvedere 6 manual	1,360
GOGGOMOBIL		Belvedere 6 automatic	1,425
Saloon 350 c.c.	373	Belvedere V8 manual	1,445
		Belvedere V8 automatic	1,505
		Belvedere V8 automatic Hard-top	1,535
		PONTIAC	
		Strato-Chief 6-cyl. sedan with synchromesh transmission	1,405
		Laurentian 8-cyl. sedan with automatic transmission	1,573
		Parisienne 8-cyl. Hard-top sports sedan with automatic transmission, power steering and power brakes	1,690
		PORSCHE	
		356B coupe	1,532
		356B Convertible	1,483
		RAMBLER	
		Rambler with overdrive	1,335
		Rambler Ambassador V8 with automatic transmission	Not yet known
		Rambler station wagon	Not yet known
		RENAULT	
		4 cv. saloon	485
		Dauphine saloon	593
		Dauphine Gordini	665
		Dauphine station wagon	970
		Florida coupe	922
		Florida convertible	945
		RILEY	
		1-5 saloon	797
		4/5 Sixty Eight saloon	1,012
		ROVER	
		Rover 100 saloon with overdrive	1,186
		3-litre saloon	1,757
		Land-Rover 86-inch wheelbase (petrol)	942
		Land-Rover 86-inch wheelbase station wagon	1,108
		Land-Rover 109-inch wheelbase pick-up (petrol)	1,035
		Land-Rover 109-inch wheelbase station wagon (petrol)	1,148
		Land-Rover 109-inch wheelbase station wagon (petrol)	1,412
		SAAB	
		91F 2-door saloon	798
		SIMCA	
		Aronde Super de luxe saloon	895
		Aronde Etoile	730
		Aronde Elysee saloon	765
		Aronde Montlhery saloon	786
		Aronde Monaco saloon	865
		Ariane saloon	1,010
		Vedette V8 Beaulieu saloon	1,065
		SINGER	
		Gazelle saloon	863
		Gazelle saloon with overdrive	915
		Gazelle estate car	917
		SKODA	
		Octavia 2-door sedan	612
		Felicia sport convertible	760
		Felicia sport convertible with Hard-top	795
		STANDARD	
		10 h.p. saloon	630
		Pennant saloon	685
		Companion estate car	710
		Vanguard Vignale	939
		Vanguard Vignale with overdrive	979
		STUDEBAKER	
		Lark Regal 6-cyl. sedan	1,075
		Lark de luxe V8 sedan	1,136
		Lark Regal V8 sedan	1,230
		Silver Hawk V8 coupe	1,395
		SUNBEAM	
		Rapier saloon with overdrive	880
		Alpine Sports with overdrive	1,028
		Alpine sports	983
		Alpine sports with wire wheels	1,014
		TAUNUS	
		17M 2-door saloon	788
		17M 4-door saloon	814
		17M station wagon	835
		TRIUMPH	
		TR3 soft-top	900
		TR3 hard-top	960
		Herald saloon	685
		Herald coupe	725
		VAUXHALL	
		Victor Super saloon (series II)	764
		Victor Super de luxe saloon	810
		Victor station wagon	827
		Velox saloon	912
		Cresta saloon	968
		VOLKSWAGEN	
		Saloon de luxe	602
		Sun roof saloon	617
		Convertible	759
		Kombi	786
		Micro Bus	821
		Karmann Ghia coupe	890
		Karmann Ghia convertible	959
		VOLVO	
		P.V. 544 "60" saloon	859
		P.V. 544 "85" sport saloon	929
		122S 4-door sports saloon	1,197
		P.V. 445 station wagon	935
		WILLYS	
		FC150	1,089
		FC170	1,279
		WOLSELEY	
		1500 saloon	752
		15/60 saloon	943
		6/99 saloon with overdrive	1,252
		6/99 saloon with automatic transmission	1,348

Whilst every care is taken to ensure that these figures are accurate at the time of closing for press each month, no responsibility for errors is accepted by CAR.

CAR September 1960

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TE KOOP



Opel. Is feitlik in 'n lopende toestand of kan as part gebruik word.

Sal bly wees as iemand offer kan maak.

Kontak Gaele van der Walt.

Sel: 0842073334



TE KOOP:

1979 model met 102000 km. Een eenaar en baie goeie toestand.



Kontak: Willem Muller, 082 650 0892



TE KOOP

Is iemand lus vir die Chev Constancia projek? 4.1L straight 6 en nuwe windscreen en trailer... R16 000. Kontak: Schalk – 082 880 6116



WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

- 1940/1946 CHEVROLET CLUTCH ASSEMBLY DIAPHRAGM SPRING TYPE.
Contact Robert Dadford 0839299533



FROM THE DESK OF SAVVA - 13

Rebate on SARS Import Duty – Pre 1965 Collectable Cars

Background

SAVVA played a major role in securing this Rebate by being the non-commercial representative for the entire Veteran, Vintage, Post Vintage and Classic Car movement, by providing statistics, motivational letters and information to various Government Departments during this process.

In addition, SAVVA's long term relationship with ITAC was an integral element in facilitating the numerous meetings required throughout this process – to secure the Rebate.

Dispensation

A “ Full Rebate on SARS Import Duty “ – which is normally levied at the rate of 25% of the value of the vehicle - is now available when applying for the Import Permit via ITAC – International Trade Administration Commission - on their Web Page : www.itac.org.za .

The reference / Tariff Code is : **460-17/87.03/04.04**

Ad Valorem Tax and VAT (Value Added Tax)

Treasury will still impose the Ad Valorem Tax and VAT to the transaction value of the imported vehicle

However, once ITAC has issued the Permit – with inclusion of the Rebate – the applicant can / may apply to Treasury for relief from the Ad Valorem Tax.

NB. This Dispensation only applies to vehicles prior to and including 1965 Models – as Gazette'd

We wish to acknowledge with thanks - the assistance afforded throughout this process, which culminated successfully in the Rebate being granted from ITAC

- by; Mr. Eric McQuillan – SAVVA Representative to ITAC / Mr. Dave Alexander – Former SAVVA Chairman and Wayne Harley – Curator Franschhoek Motor Museum

SAVVA – National Council

2nd July 2020



COVID 19 AND SAVVA MOTORSPORT EVENTS

Our last communication dated 24th March, Council informed members that the suspension of all events would be extended until after the lockdown in April.

The latest information available to Council is that the status quo continues and the SAVVA club activities remains unchanged.

MSA circular 3 informed everyone that in terms of the governments Level 3 lockdown, MSA sanctioned events could resume under extremely strict conditions. As we are affiliated to MSA we were hoping that our member clubs could benefit from this and begin holding informal gatherings.

On further liaison it has been established that SAVVA and its members / clubs are not be allowed to hold any form of gathering and therefore we urge you all to adhere to the lockdown regulations as gazetted and legislated.

As a Council we are continually monitoring the situation and any updated information will be communicated immediately.

SAVVA National Council – 27 July 2020



SAVVA Technical tip 156 – Dirty points

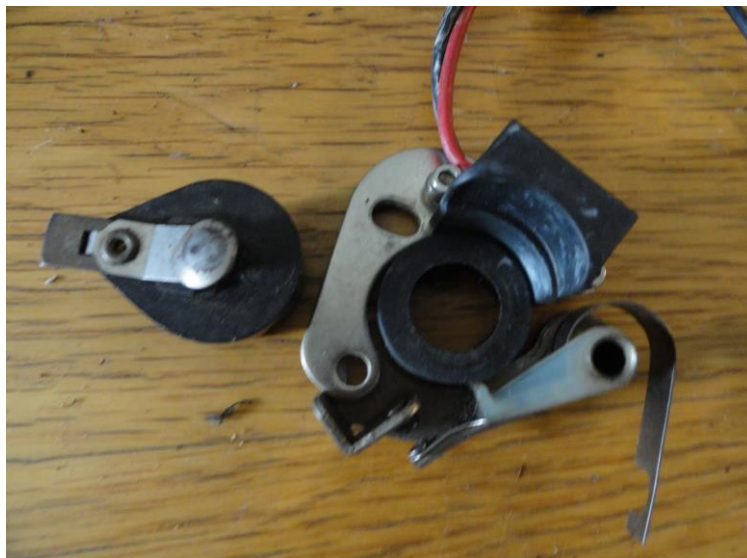
The experts tell us that it pays to fit electronic ignition, perhaps that's why every modern car is fitted with it. Together with fuel and overheating problems ignition is high on the list of reasons for an older vehicle to “fail to proceed”.

As we are aware there are three basic types of electronic ignition. Magnetic, Optical, and the one that retains the original points. With our older cars that don't rev very high using the points system works very well and is inexpensive. There is however one drawback of which I was reminded of recently when a car fitted “Accuspark” ignition some five years ago refused to start. All the right things like petrol etc were in place but the plugs were wet – obviously ignition problems. I had this problem many years ago so I had an idea where to look and cleaning the points solved the problem.

When fitting electronic ignition and retaining the points, the current flowing through the points is minuscule. The electronic circuitry handles the current flow to the coil and the points basically just open and close triggering the circuit. The problem is because there is hardly any current flowing through the points they tend to build up a “black” residue. If this residue is not cleaned off the current won't flow making the ignition inoperable.

There's nothing wrong with electronic ignition using points but just add “cleaning the points” to your “to do” list when servicing your car.

This is a picture of an Accuspark unit. Simple to fit and very effective. The points are retained and the ring magnet is fitted under the rotor - that's the round black thingy. Every time a magnet passes the pick-up the spark is activated.

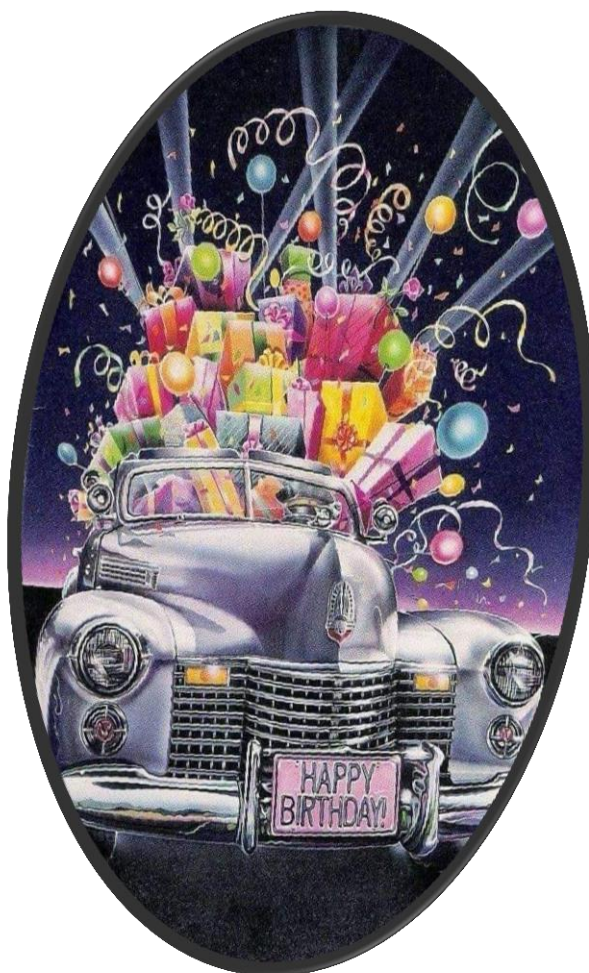


Verjaarsdae/Birthdays

On behalf of all the POMC members, we would like to wish the following people a happy birthday. May this year bring with it all the success and fulfillment your heart desires.

(Indien u naam nie hier verskyn nie kontak Taco dat databasis bygewerk kan word.)

1 Augustus	Willie	Saayman
4 Augustus	Mak	Deon
5 Augustus	Bernard	Eyssell
9 Augustus	August	Appel
10 Augustus	Juan	Burger
11 Augustus	Pieter	Koelewyn
14 Augustus	Jurjen	Kamstra
15 Augustus	Ken	Walters
15 Augustus	Dada	Lourens
16 Augustus	Craig	Jeannes
17 Augustus	Lukas	Heigers
18 Augustus	Trevor	Fraser
18 Augustus	Erin	Naude
19 Augustus	Dirk	du Plessis
20 Augustus	Inus	Dreckmeyr
20 Augustus	Christo	Lamprecht
21 Augustus	Willem	Lombard
23 Augustus	Heleen	Duffey
25 Augustus	Daleen	Millard





25 Augustus	Leon	Du Casse
26 Augustus	Willie	de Groot
28 Augustus	Andries	du Plessis
28 Augustus	Melicia	du Toit
29 Augustus	Dennis	Velcich
29 Augustus	Deon	de Bruyn
31 Augustus	Ingrid	van Staden

LIEF EN LEED:

Ons is baie bly en geseënd dat Frik Kraamwinkel goed herstel het na 'n ligte hartaanval in Julie.

Membership Dues – Ledegelde Ordinary Member:	R440 (most of us) R220	Student / Scholar:	R150
Country Member			
Half Year: Ordinary member	R220	Country Member:	R110
Entry Fee:	R180		

Any new Student or Scholar member need not pay the Entry Fee.

Any new Ordinary or Country member needs to add the Entry Fee to the initial payment.

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