



TOOLBOX

September 2012

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)



Dagsê Vriende

Hierdie maand het ons hoofsaaklik aan twee byeenkomste deelgeneem naamlik die Durban Prowl en die pas afgelope Bethlehem Lugskou. Albei geleenthede is gekenmerk deur hewige wind en koue. Hopenlik is die verandering in seisoen hier en kan dit van nou af warmer word.

2012 Durban Prowl

As gevolg van hewige sneeustorms oor die sentrale Drakensberge het die Prowl amper skipbreuk gely omdat Van Reenenspas kort-kort gesluit was en hewige verkeersvolumes tot gevolg gehad het.

Die idee van die organiseerders was dat al 24 motors moes saamreis. Dit het egter nie gebeur nie aangesien die verkeersowerhede hulle op 3 verskillende ompaaie laat ry het. Van die lede was amper 10 ure op die pad voordat hulle in Clarens gearriveer het.

Saterdag oggend het hulle na Bethlehem gereis om saam Maluti Antique Auto Klub te kuier. Die uitstalling van voertuie wat Maluti en Durban Early Car Club ingesluit het, het deel uitgemaak van die Dihlabeng Challenge fietswedren wat ook op dieselfde dag en terrein plaasgevind het.

Ons lede het baie goed met die ander organiseerders saamgewerk en kon derhalwe 'n heerlike middagete aan die besoekers voorsit. Die pot pap wat bedien is sal hulle altyd bybly. Dankie aan die braaiers, Koos, Jors, Kokkie en Kobus asook die dames wat die bykosse gemaak het, Hannatjie, Ria en Nonnie.



Die 2012 Durban Early Car Club Prowl tydens besoek aan Bethlehem



Nuwe Lid, Richard Lewis, se Mercedes-Benz 280SE en Jaguar Mk2 in puik toestand tesame met Frans se nuutste kragkop-waterpomp kombinasie deel in die Prowl pret.

Bethlehem Lugskou

Die afgelope naweek was dit weer tyd vir die 13de Lugskou aangebied deur die Bethlehem Vliegklub. Die skou het oor drie dae gestrek. Donderdag het dit afgeskop met 'n Rofstoei vertoning, Vrydag was 'n voorsmakie van wat wag en 'n vuurdans-vertoning. Saterdag was die hoofdag met 30 items op die program. Stalletjies het die beursies getap terwyl die vliegvertonings die verbeelding van oud en jonk aangegryp het.

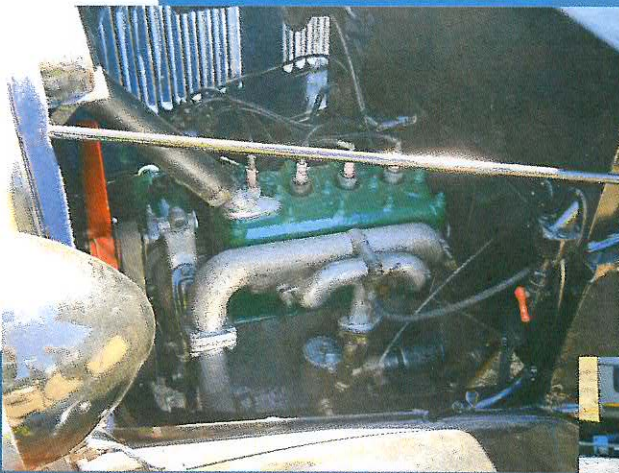
Die hoogtepunt was sekerlik die Hawk en Silwer Valke se vertoning. Die Trojans en Mustang het tesame met die Harvards 'n nabootsing van Pearl Harbour gevoer. Hierdie jaar was daar ook twee Dakota vliegtuie wat uit die 1940's dateer en wat heelwat herrinneringe teruggeroep het vir menige persoon.



Wimpie se jongste projek het ook sy debuut op die Lugskou gemaak. Hierdie Massey Ferguson 35X is voorwaar beter as nuut! Wel gedaan!!!



Dave Green se Austin Seven
het die meeste aandag getrek.



Jaarprogram

- 06 September – Maandvergadering
- 15 September – SAVVA Jaarvergadering
- 16 September – Piston Ring Swopmeet
- 24 September – National Drive-It Day / Erfenis Dag

SAVVA – Nasionale Kalender:

- 22-24 September – 100 Club Veteran Run – Johannesburg
- 14 Oktober – Classic Motorcycle Club Winter Rally – Germiston
- 28 Oktober – Studebaker Club Show Day – Germiston
- 9-10 November – Fairest Cape Motorcycle Tour - Durbanville

Gelukwensings

Verjaarsdae

Baie geluk aan die volgende lede wat gedurende September verjaar. Mag julle 'n vreugdevolle en geseënde jaar hê!

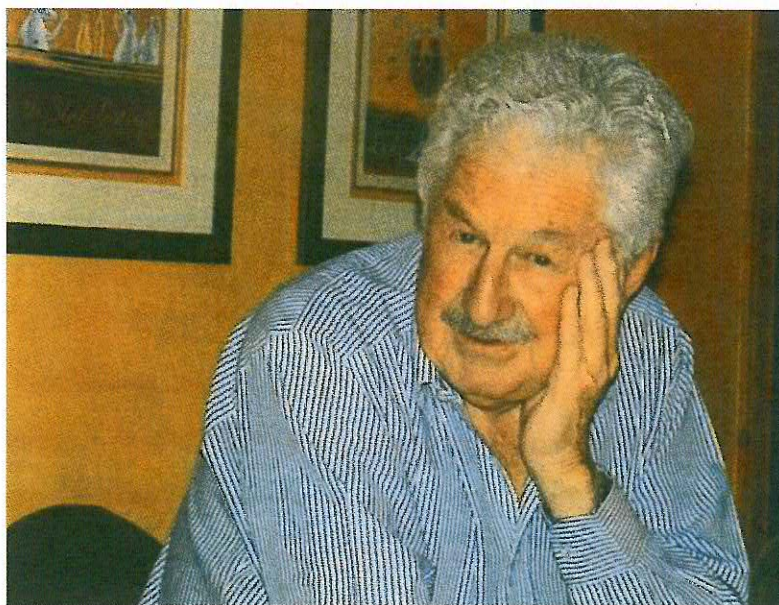
1 September – Kobus Nel

10 September – Dircolene Naude

Ons wens elkeen van hierdie persone sterkte toe vir die jaar wat voorlê en verseker hulle van ons deurlopende ondersteuning!

In Memoriam:

Benjy Dell (28 Augustus 1935 – 23 Augustus 2012)



Dis met groot hartseer dat ons verneem het van die skielike afsterwe van oom Benjy Dell. Hy was 'n goeie vriend van ons klub en het byna al ons groot skoue bygewoon met sy spoggerige versameling motors. Benjy en sy vrou, Antoinette, was al die jare inwoners van Kroonstad. Dit was dan ook die oggend van 22 Augustus wat hy vanaf sy huis op pad was in die rigting van Johannesburg, toe 'n vragmotor van Zimbabwe by die N1 afrit buite Kroonstad, reg voor hom ingery het. Benjy is die volgende dag in Bloemfontein oorlede.

Hy was die trotse eienaar van een van die grootste en eksklusiefste veteraanmotor-versamelings in die land. Die 53 motors, meestal Bentley, Rolls-Royce, Jaguar en Aston Martin modelle, was voorwaar die trots van Kroonstad. Benjy het sy motors geniet, en 'n gunsteling tydverdryf was om elke Saterdag met 9 van sy motors te gaan ry. Hyt 'n logboek aangehou waarin aangeteken is, wanneer met watter motor gery is en hoe ver die afstand was.

Ons medelye en gebede gaan uit na sy vrou, drie dogters en seun, Murray. Ek haal aan uit sy begrafnisbrief: "Benjy was the epitome of a gentleman. His wise council and sharp wit enriched the lives of all those who had the honour of knowing him." Om hom as vriend te kon ken, was voorwaar 'n eer

Tot 'n volgende keer...

Tertius

Britbike Chronicles

Vintage and Veteran bike enthusiasts all share two things in common - firstly, the difficulty in obtaining parts, and secondly, knowing how to obtain the skills required in restoring and overhauling various bits. We will attempt to help you to solve both problems to our mutual advantage. This article caters for South African collectors of vintage and veteran motorcycles - for those who presently are collectors and restorers, and for those who decide to investigate and hopefully participate in this pastime.

Warning: *This hobby is addictive and could be harmful to your relationships and your wallet.*

The author of this article purchased his first motorcycle, a Vincent HRD Comet, at age 18, in 1957 and presently owns nine British bikes, including the Vincent, dating from 1927 to 1962. He is **not** an authority on any particular subject or marque, but compensates by being passionate about the restoration and appreciation of British bikes. He is presently a member of the Cape Vintage Motorcycle Club and the Triumph Owners Club in Cape Town and enjoys the sharing of information to the advantage of our hobby.

Events : The Century Run which is organised and sponsored by the Cape Vintage Motorcycle Club and the Triumph Owners Club took place on Sunday 22nd April. We had a record number of 69 entrants including 9 pillion/sidecar passengers, starting at Century City and ending with a bring-and-braai at the multi-car clubhouse in Parow. It was enjoyed by all and seems to be growing each year. If you want to add your name to the database for an invitation to ride next year, send an email to centuryruncapetown@gmail.com – include first name and surname, email address and work, home and mobile telephone contacts. Include any bike club to which you may belong.

Tshirts were ordered at the event and we used a supplier called Classmates in Plumstead to print and supply. They were done within 5 days which included the public holidays! His name is Robert, phone number 021 7979008 should your club need any done.

The next important bike and car event is the Fairest Cape Tour which will take place in November of this year. This time round it will be held from Sunday 11th to Wednesday 14th November which will happily decrease the cost of accommodation, again at Goudini Spa. If you intend taking part, then you can send an email to fairestcapetour@gmail.com to indicate your possible participation.

Manuals: I have over the years downloaded many motorcycle workshop manuals, spares lists and articles etc., (mainly British) and if I can assist, please send me an email to britbikecapetown@gmail.com with your request. I also have folders with general information on various parts of bikes, e.g. forks, frame, electrics, Amals etc., etc. which I am happy to share.

Tips and Tricks: How to find Top Dead Centre (TDC) on a single:

1. Fit the degree plate in approximately the correct position.
2. Insert a screwdriver in the plug hole to feel the piston position. The idea is to stop the piston at about
40 degrees before TDC

3. Note the reading on the degree plate.
4. Holding the screwdriver in one position, rotate the motor in the reverse direction until the piston again touches the screwdriver.
5. Note the reading on the degree plate.
6. Add the number of degrees before TDC in (3) to the number of degrees after TDC in (5) Divide the number by two.
7. Rotate the motor to this number of degrees.
8. The motor is now at TDC
9. Adjust the position of the degree plate to read 0 i.e. TDC

My Projects: I have just managed to start my 1932 Panther and it runs and idles beautifully. I haven't had it on the road yet but that will happen soon. It was bought partially restored (about 80%) so I didn't have too much to do. The work done by the previous owner was of a high standard. I re-laced the front wheel (my third shot at this black art) and did some tinware work, some spraying and covered the saddle. I also battled to line up the sprockets but with the engineering skills of my good friend Stan Brown, managed to line it all up perfectly. I now need to do the wiring and make a chain guard. Then the horrors of getting it licenced.

My other current projects – a 1960 Triumph Trophy 75% done, a 1946 AJS 350 single about 50% done and my 1949 Vincent Comet almost ready for a try out. Just need to re-check the timing so the above tip should be useful!

For Sale: My good friend Ron Woolford from Somerset West is selling his 1949 Triumph 3T - 350 with a 1952 sprung hub all in good original condition – an ex Mac Blazey machine from the Kickstart Club PE. Offers in the mid 20's will be considered. It includes many spares. Contact me at britbikecapetown@gmail.com and I will put you in touch with him.

Technology: I have a great interest in internet technology and am continually amazed at the rate that this technology is advancing. I am certainly not an expert – in fact a very slow learner – but have nevertheless managed to put together simple websites and started a Britbike forum as mentioned. I would like to share some of this technology in future chronicles, starting with a useful mindmapping tool which is free. It is called Freemind and you can download it [HERE](#) and play with it. It helps me to organise my thoughts on various projects and ideas and I use it frequently.

Have fun and ride safe,
Eddie

SAVVA Technical Tips 64 - Tail lights

One often hears comments like, they don't build them like they used to. True, perhaps, but.....

One of the modern innovations on new cars we must admire are lights, headlights and tail lights. There is however a fair amount we can do to upgrade the lights on our oldies like fitting more powerful bulbs to the headlights, but what about the tail lights. Many is the time I've been coming home in an oldie on the freeway at night with cars passing me at 140kph and changing lanes with abandon. At times like this I've been very aware of the inadequacy of my tail lights, whilst acceptable in their day, they are way below a modern safety standard. I do a fair amount of night driving and although I keep well to the left I'm still concerned that today's high speed drivers won't pick up my lights.

I set about finding ways to improve them. I started off by looking at one of my modern cars, a Honda Jazz which has brilliant rear lights and they are not much bigger than the oldie I was concerned about. Both are about 8cms across and fitted with 20/6 watt bulbs. The question is why is the one so much brighter than the other? There were two obvious reasons. Firstly the glass lens on the old car was too thick compared to the Honda's thin plastic one, and secondly, the Honda had an excellent reflector where the old one had an ex-reflector; a rather dull affair which certainly didn't reflect much light.

I started with the reflector. I went to a scrap yard and found two found two headlight units that were in their scrap bin. I think they were having a good day because they gave them to me. They had good reflectors used for the indicator lights which I extracted and glued into the oldies tail lights. The result was absolutely remarkable. The next step will be to find a modern red glass (plastic) lens that looks original and will allow more light to go through. The original thick glass lenses can then be carefully stored away.

The following is the tail light with the modern reflector glued in place.

