



# TOOLBOX

*September 2012*



AFFILIATED TO THE SOUTHERN AFRICA VINTAGE AND VETERAN ASSOCIATION

---

## Greetings and Salutations

The past month we participated in two get-togethers namely the Prowl and the recent Bethlehem Air show. Both days were windy and cold. Hopefully the seasons are now changing and the days will soon warm up.

### **2012 Durban Prowl**

Because of heavy snowstorms over the central Drakensberg, the Prowl nearly didn't happen as Van Reenen's pass was closed every now and then and this caused huge traffic volumes.

The organisers planned for all 24 cars to drive together. This didn't realise, because of the traffic officials that diverted the traffic on three different alternative routes. Some of the members drove for nearly ten hours before reaching Clarens.

Saturday morning they departed for Bethlehem to meet the Maluti Antique Auto Club. The car exhibition included both Maluti and Durban Early Car Club member's cars and formed part of the Dihlabeng Challenge Cycle race, which was held on the same day and on the same terrain.

Our members worked closely with the other organizers to ensure that we were able to serve our guests with a good wholesome meal. The pot with 'pap' is etched in their minds. Thanks to the braaiers, Koos, Jors, Kokkie and Kobus as well as to the ladies who prepared the sides, Hannatjie, Ria and Nonnie.



*The 2012 Durban Early Car Club Prowl during their visit to Bethlehem*





*New member, Richard Lewis' Mercedes-Benz 280SE and Jaguar Mk2 in pristine condition together with Frans' newest headgear-water pump combination shares in the fun at the Prowl.*

### **Bethlehem Air Show**

The past weekend saw the 13<sup>th</sup> Bethlehem air show presented by the Bethlehem Flying Club. The show was stretched over three days. The Thursday evening saw a boxing tournament and Fire Dancers. Friday was a preview of the acts that Saturday formed the main day of the show. About 30 different items on the program ensured a stunning show. Flea market stalls



kept the ladies busy while the aerial displays grabbed the imagination of young and old.

The highlight was undoubtedly the flypast of the Silver Falcons with the Hawk between them. The Trojans and Mustang together with the Harvards re-enact the battle of Pearl Harbour. Two Dakota DC3 aircraft dating from the early 1940's was also part of the show.



Wimpie's latest project also made its debut at the Air show. This Massey Ferguson 35X truly looks better than the day it left the factory. Well Done!!!





Dave Green's Austin Seven was certainly the crowd's favourite!



### **Upcoming Events**

- 06 September – Monthly Social
- 15 September – SAVVA Annual General Meeting
- 16 September – Piston Ring Swopmeet
- 24 September – National Drive-It Day / Heritage Day

### **SAVVA – National Calendar:**

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



# Congratulations

## **Birthdays**

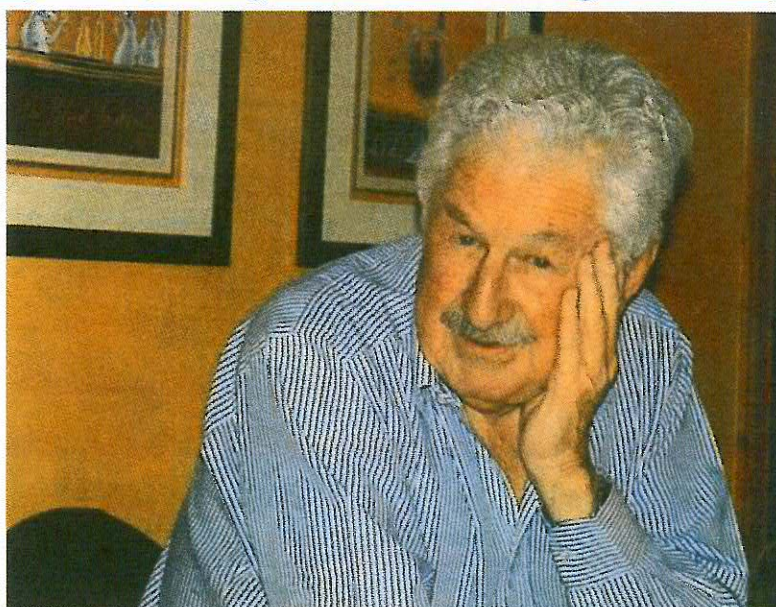
Congratulations to the following people on celebrating their birthdays during September. May you have a very prosperous and blessed year ahead!

1 September – Kobus Nel

10 September – Dircolene Naude

## **In Memoriam:**

**Benji Dell (28 Augustus 1935 – 23 Augustus 2012)**



It is with great sadness that we learned about the passing of Benji Dell. He was a good friend of our club and has participated in nearly all of our Cars in the Park shows, usually with one of his pristine cars. Benji and his wife, Antoinette, stayed in Kroonstad for all their life. It was on the morning of 22 August whilst driving from his home to Johannesburg, that a Zimbabwean truck came from Kroonstad onto the N1 and drove into him. Benji died the next day in Bloemfontein.

He was the proud owner of one of the biggest and most-exclusive classic car collections privately owned in the country. The 53 cars, mostly Bentley, Rolls-Royce, Jaguar and Aston Martin models, were the proud of Kroonstad. Benji enjoyed his cars and his favourite pastime was to take 9 cars every Saturday and drove them around town. He kept a logbook showing which car drove what distance on what day in order to rotate the whole collection.

Our condolences to his wife, their three daughters and son, Murray. Benji 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.

Till next time...

*Tertius*



## ***Britbike Cronicles***

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](mailto: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 14<sup>th</sup> 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](mailto: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](mailto: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](mailto: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.

