



TOOLBOX

MEI 2013



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

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Uitgawe nr 98

Dagsê Vriende

Ek hoop almal is wel nou dat die winter met ons is. Ons wag nog in spanning om te gaan piekniek hou in Clocolan sodra die mense gereed is om ons te ontvang. Met soveel geskiedenis moet dit iets besonder wees om te sien. Ek wil vra dat alle lede probeer om vir ons iets deur te gee vir die Toolbox. Dit behoort aan ons almal en sal graag 'n bydrae van elkeen wil hê of wil hoor wat julle graag in die Toolbox sal wil sien. Enige idees is welkom.

Gesteel – Wees op die uitkyk!!!



Neil Cameron's RED TRIUMPH TR5 SURREY TOP registration CA 1967 was stolen at 6am this morning (Saturday 27 April 2013) from a workshop in Wynberg, Cape Town! Please keep your eyes and ears open and let's show that our classic cars are not to be messed with! Let's use our electronic media and word of mouth to find this car while the trail is still hot. Phone Neil with any information on: 082-323-9999.



AGTER DIE STUURWIEL...

Goeie dag Vriende

En so draai die seisoen toe ook. Somer is beslis verby hier in ons omgewing. Die herfs is met ons en daarmee saam ook die mooi natuurtonele wat aanhoudend verander soos wat die bome hul blare verkleur en verloor. Skaduwees word ook langer en die dae al korter.

Ons is bly om te sien dat Wessel en Miemie albei weer op die been is en dat dit goed gaan met albei na hul onderskeie operasies. Ons het ook verneem dat Leon se operasie uitgestel is om eers 'n ander kwaal te genees. Kokkie gaan ook hierdie maand 'n operasie ondergaan. Ons wens vir hulle sterkte toe met die tyd wat voorlê en vra dat u almal in u gebede sal hou. Hartlik geluk ook aan Duimpie en Hannatjie met die 90ste verjaardag van Duimpie se moeder hierdie naweek.

Wanneer laas het julle ons webwerf besoek? Vir die wat vergeet het, dis www.maamc.co.za Baie dankie aan almal wat help om dit op datum te hou. Spesiale dank aan John Austin-Williams wat dit vir ons behartig. Nuusbriewe van die afgelope jaar is beskikbaar asook verslae en fotos van ons onlangse gebeure. John is besig om 'n databasis vir ons saam te stel waarin alle lede se voertuie en enjins kan pronk. Gaan kyk gerus, ons het reeds van die berigte wat ons gehad het vir hom deurgestuur. Daarmee dan 'n beroep aan elkeen om vir ons besonderhede oor jul voertuie te stuur sodat dit kan bygewerk word. Ons het heelwat foto's van al die voertuie maar julle is welkom om ook jul eie te gee vir plasing op die internet.

Geniet die laaste dae voor die winter en gebruik dit om met jul *classics* te ry. En as daar nog geldjies oor is, aangesien die petrolprys nou gedaal het, kan jul dit gerus by die nuwe Mall gaan spandeer!

Tot volgende keer...

Tertius

Jaarprogram

4 Mei Kestell NG Kerk BorrelFees

6 Junie Maluti Maandvergadering

SAVVA Nasionale Kalender

5 Mei Buick Concour e Elegance Johannesburg

19 Mei Pietermaritzburg Cars in the Park

24 Mei Natal Classic Durban

15 Junie Vryheid Vintage Car Show

Gelukwensings

Verjaarsdae

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

4 Mei Danie Poggenpoel

6 Mei Kornel Smith

24 Mei Ralph Raubenheimer

26 Mei Kokkie Du Preez

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

VRYHEID VINTAGE CAR CLUB...

Hou hul jaarlikse Kar Skou op 15 Junie 2013. Dit is by verre die grootste motorskou Noord KZN. Verlede jaar was daar 280 voertuie. Ons website: www.thevvcc.com

Terrein: VRYHEID LUCAS MEYER SCHOOL RUGBY VELD

Hoek van High en South Straat. Hekke open 07h30. Spitbraai, Bier Tent, Tee en Koffie, Food Stalls, Jumping Castle, Lucky Ticket Draws.

Bring die hele familie en kom geniet die dag.

Donasies sal gemaak word aan Hospice en The Old Age Home.



Almal moet een maal in hul lewe 'n Beetle besit, al is dit deel van die speelgronde.



Man owned and drove the same car for 82 YEARS

Kan jy jou in dink om dieselfde kar vir 82 jaar te besit
 Mr. Allen Swift (Springfield, MA) ontvang hierdie 1928 Rolls-Royce Piccadilly-P1 Roadster van sy pa splinter nuut toe hy sy graad ontvang in 1928
 Hy het dit gery tot sy dood verlede jaar op die ouderdom van 102
 Hy was die oudste lewende persoon wat 'n kar besit het wat nuut uit die boks gekoop is . Dit is nou in die Springfield museum na sy dood
 Hy het 1,070,000 myle op en is nog steeds in n lopende toestand ,dood stil en op enige spoed is hy in perfekte kondisie . (82 jaar later).
 Dit is ongeveer 13,048 myle per jaar (1087 per maand)...[1,070,000 dit is myle nie kilometers]
 Inligting van PE Veteraan Klub

Motorway Problem

As Retired Lieutenant Commander Andrew Craig was driving his old car down the motorway, his mobile phone rang. Answering, he heard his wife's voice urgently warning him, 'Andrew, I just heard on the news that there's a car going the wrong way on the M275. Please be careful!' 'Botheration, 'said Andrew, 'Its not just one car. Its hundreds of them

Te Koop

Hi,

My father is selling his old Harley Davidson bikes and I am helping him advertise on the internet. If you have a classified for sale section or other suitable place to advertise in your news letter or web site I would be very pleased if you would post the following details.

HARLEY DAVIDSON 1945 750 Panhead motorbikes, one complete and rebuilt been in storage for 20 years AND a second one in pieces that is mostly complete. Located in Benoni, Gauteng, viewing by appointment. Contact Kalle (seller's son) on 076-029-6493 or 011-646-3774. Asking R90'000 onco. More details available at <http://tinyurl.com/Harley750> with a picture.

Yours sincerely

Kalle Pihlajasaari
kalle@kalle@ip.co.za

Hi ek het die BSA 1934 model wat ek wil verkoop weet dalk van iemand wat sal belangstel ? Die side car het aandag nodig want dit is slegs die frame en wiel met die sitplek. Die bike self lyk mooi en is twee jaar gelede gestart volgens die vorige eienaar.

TommyT@plasser.co.za



Gesoek

Greetings to All.

My name is Kirsten Odendaal

I recently obtained a 1964 BSA A65 650cc police special project bike. I do not have a technical background but I can see why people are doing this, I am so drawn to my gaurage easily able to fosake all other priorities.

I was at my first club meet and I am looking forward to buy some spares at the meet in May.

I'd like to know when exactly this bike should look like as little is available on this model, its previously been painted blue, green, red and gold.

I am interested to here where I can best obtain spares from.

Kirsten
0829006828

kirstenod@gmail.com

Dear Sir

I am writing from Harare, Zimbabwe after finding your contact details on the SAVVA website.

I have a 1932 Chrysler CP Eight sedan (RHD), which is in need of a full restoration and I am trying to find out if there are any of this model or similar in South Africa including Dodges and Plymouths. I do know that there is a 1933 Imperial Eight Coupe in Cape Town, which I saw at a show some time ago before I had even set eyes on my car. The '33 Imperials were basically CP Eights under their skin. I later contacted the owner, Mr Rolf Schwerdtfeger, but he subsequently sold it.

Would you know of any such cars or similar in South Africa or anyone who may be able to assist with parts for them?

Thank you and I look forward to your response.

Yours faithfully

Fergus Chance

Arthur is 90 years old. He's played golf every day since his retirement 25 years ago. One day he arrives home looking downcast. "That's it," he tells his wife. "I'm giving up golf. My eyesight has gotten so bad that once I've hit the ball I couldn't see where it went."

His wife sympathizes and makes him a cup of tea. As they sit down she says, "Why don't you take my brother with you and give it one more try." "That's no good" sighs Arthur, "your brother's a hundred and three. He can't help."

"He may be a hundred and three", says the wife, "but his eyesight is perfect."

So the next day Arthur heads off to the golf course with his brother-in-law. He tees up, takes an almighty swing and squints down the fairway. He turns to the brother-in-law. "Did you see the ball?"

"Of course I did!" replied the brother-in-law. "I have perfect eyesight".

"Where did it go?" says Arthur.

"I don't remember."

Snaakse tekens op paaie



Holy cow!

lets vir die dames ...

Karamel Tert

1 Pakkie tennisbeskuitjies

Maak fyn met genoeg gesmelte botter om n kors te maak

Sit in bak en druk vas teen kante

Meng 1 blikkie karamel kondensmelk met 3 eiers en 1 koppie room

Klits baie goed

Voeg dit op kors en bak vir 20 minute

Vinnig en baie lekker as jul dit gemaak het, bel maar ons sal kom tee drink.

Groete Dircolene

AUCTION AT SYLVI VALE HERITAGE MUSEUM

It's not often that a museum sells its assets, but this June, the Sylviavale Heritage Museum based in Vanderbiljpark is planning an exciting auction of vintage, classic and collectable vehicles as well as automotive memorabilia set to take place on 29 June 2013 at the Museum's premises.

According to museum curator Siggie Düvel, "We have a number of significant projects that we know the museum do not have the ability to restore, and in keeping with our desire to have exciting vintage vehicles on the road rather than sitting in storage, we want to give the public the ability to take on these projects and at the same time raise funds to continue to grow the museum.

There are an incredible variety of vehicles that we will be disposing of, from convertibles to trucks, all in different states of repair, from barn find to show cars, but most importantly, every vehicle has a fantastic story to tell.

Some of the notable passenger vehicles in running condition include a 1923 Ford Model T Tourer, a 1930 Chevrolet Sports Roadster, a 1948 International KB12 Woody, a 1957 Hillman Minx convertible, and a 1958 Wolsley 1500. Future classics include a 1989 Ford Bronco Eddie Bauer edition, and a 1991 Mercedes Benz 560 SEC.

Sylviavale is not just a collector of passenger cars, but also, of trucks and tractors. For this reason, they have some hard-to-find commercial vehicles in good condition included in the auction. Buyers will be offered a number of trucks such as a 1937 International Panelvan, a 1949 GMC Truck, a 1957 Commer Pick-up, a 1958 International Dreyer drill rig and a 1970 International 1300 Pick-up truck.

Tractors in good condition include 1951 Farmall Cub Model B, 1954 Farmall BM, 1954 Farmall M Rowcrop, 1957 John Deere 70, 1957 Deutz 40S.

Various vehicles suitable for restoration or parts include a 1934 Ford Phaeton, a highly desirable right hand drive 1962 Ford Galaxie convertible, a 1926 Dodge Brothers Tourer, a 1948 Buick Sedanette, a 1948 Fleetmaster, a 1960 Sunbeam Series 1. Commercial vehicles include a 1937 Ford Pick-up, a 1938 Oldsmobile truck, a 1938 Diamond T truck, a 1942 Chevrolet fuel bowser, a 1942 Warde la France wrecker, a 1946 Ford tipper, a 1951 Ford Pick-up, a 1955 Albion tipper, a 1957 Mercedes Benz 917 truck, a 1965 AEC 8-wheeler, a 1976 Tatra 6x6. Tractors include a 1936 Oliver 80, a 1942 Ford 2N, a 1950 Hanomag 45, a 1951 John Deere Model B, a 1952 Allis Chalmers WC35, a 1952 Deutz 514, and a 1952 Allgaier R20.

Other unique lots on auction will include a restored ox wagon, old plant, workshop machinery, antique implements, tools, and signage.

According to Shannon Winterstein, of WH Auctioneers, "It's infrequent to see such an exciting and eclectic mix of vehicles and in such a variety of condition. We know this is going to be a great day."

Watch the Press for further details or contact Siggie: Cell 082 492 5214, Tel (016) 932-2495, email: sylviavale@heritagemuseum.co.za.

7 Tips for Buying a Classic Car

Owning a classic car can be a wonderful and fulfilling thing. Is this going to be a project car that you are going to work on yourself or are you going to have the work done by a professional? Is this going to be an investment that you will eventually sell for a profit? Are you going to be driving it on a daily basis or just weekends? Are you going to show the car? All these sound silly to be asking but they are all good questions and the answers can really make a difference in what you buy.

If you are buying a classic for the pure fun and enjoyment of owning an old vintage car like "Dad" use to have, then you can get something that is not absolutely numbers matching concourse type of quality and still have a great car. If you are buying for the investment aspect then all the numbers and equipment need to be original and close to perfect condition or restorable to perfect condition. The price will definitely reflect the quality. Also keep in mind that quality does not necessarily mean perfect condition. For example, a 1970 Hemi Cuda convertible can be beat up, rusting with a blown engine and still it will demand over 500,000.00!

The following tips can be used either way, but remember; the price difference between a 69 SS Camaro and a 69 "Yenko" SS Camaro can be over 150,000.00! A 69 Camaro SS big block can be a lot of fun to own and drive, where as a Yenko big block Camaro would be a great investment that you would not want to drive simply because of the extreme value that it has.

Regardless of which type you are going to look for, you need to look out for a few things that can really take away from the value and look for the little things that add to it. Talk to all the people you can who own classic cars. One thing to keep in mind, all classic car owners LOVE to talk about their cars! They will point out the good, the bad and the ugly of buying and owning a classic. Here are seven tips to get you started. Most of these tips are based on looking for an original as possible unmodified classic car.

1. Make sure there is a clear title to the car. Is it registered to the person who is selling it or is not registered at all? DMV fees and penalties can be enormous.

2. Where is the car from? What states has it been registered in? Has it been registered in a state where the roads are salted when it snows? Salt causes corrosion and rust which eats metal like a cancer. Not all cars can come from a dry climate state like California where you will not have a rust or corrosion problem. Most of the higher valued classic cars have never seen snow or ice. Rust can be repaired but it must be done by a professional body man with that type of experience.

3. Do the numbers match? Is the engine code right for the engine that is in the car? The vehicle identification number, (VIN) is coded with engine size, transmission type, body style and more. Is the engine and drive train the same as what came in it from the factory or has it been modified? Did someone take out a six cylinder and put in a 396 big block? Everyone wants the big block but if it did not come from the factory, it can take away from the value. Again, this depends on what you are looking for. Maybe you want an updated vintage car, then the big block would be great.

4. Take the car for a 20 minute test drive. Most serious problems will be demonstrated in that period of time. Listen for noises, squeaks, clunks and any thing out of the ordinary. How does the car feel going around corners and going over bumps? Is it loose, does it have a washed out kind of feeling? If so, the suspension will need some repairs. Depending on the age and make of the car the cost of

repairs can vary greatly. Most Chevy classic cars are not all that expensive to get parts for simply because of their popularity and the availability of NOS (new old stock) and aftermarket replacement parts for them. If you are looking at something like a Mercury Cougar, then expect spending two to three times as much on parts. The more common the car, the better prices and availability there are for parts. You really should have the car inspected by a qualified mechanic if possible. A honest and sincere classic owner will not object.

5. The Body. Look down the sides for any signs of damage. Check out the seam gaps between the doors and hood, are they straight or do they look uneven? You want to be able to roll a marble down them smoothly. If they aren't, the car probably has had body damage repaired. Look very closely inside the door jam area down at the doorsill plate and the rear quarter panels for any signs of welds or repair work. Welds and welding marks are a sign that the car has been clipped. Clipping is where a damaged car has an undamaged cars body panels welded in. A hard hit car might have a half of the body welded in from another car. You really want to stay away from this kind of repaired car.

6. Check underneath as much as possible for rust damage. Look inside the wheel wells and when you are looking inside the trunk area, look closely at the area below where the rear window glass and package tray meet. These are two of the most common areas for rust damage. A little can be expected on an older car but seeing complete sections of floor boards or body panels welded in is not a good sign. Unless the person that repaired the areas was a professional body man, it more than likely will return.

7. The Interior. Are the seats original? Is the upholstery original? Are the badges and emblems intact? One thing that doesn't sound like much but is hard to restore or repair is the dash board. Has someone cut a big hole for an aftermarket radio? Are the floor pans in good shape or are they rusted out? Original seats and emblems can be very hard to replace in some of the older classics. You want as much as possible of the original pieces to be there. A small emblem or badge that was original can become quite a problem to find.

These are just a few things that can be helpful when you are looking for a car. The little things will tell you that the owner cared for and took care of their car. But remember when looking for your classic car to buy, there are many idiots in the world that just want to make a fast buck. Use common sense when looking for a car. Do your homework. Most cities and towns have the small weekend car shows that can be a wealth of info for you. Most all the people you find there would love to talk to you about cars. The Internet has some great resources for classic car pricing and values. Look at more than one car. Take your time. Do not buy anything until someone that has classic car experience has looked at it with you. Make sure that you are buying what you want. One thing to keep in mind is that the cost of classic car ownership will be a lot more than a family station wagon. Parts and service costs are a lot higher then newer cars, but so is the enjoyment factor too!

Buying a classic car is often a large investment and should be treated as such. Get all the facts concerning that particular car and you will be much better off when negotiating the purchase. Once you own a classic you will enter a whole new world. It truly can be a wonderful experience! Good Luck!

SAVVA Technical Tip 71 – Fan belts

If you see a car stranded on the side of the road it's invariably because it's overheating or has electrical problems. As far as the overheating is concerned it's usually because a hose has burst or a fan belt has disappeared.

Let's look at fan belts. Recently I purchased a new belt at the local spares shop and was very concerned at how hard it was and because of the method of packing it was egg shape and not round. Once fitted, I had to over-tighten it to make it run without a vibration. This you must appreciate is a no, no, with early water pumps. Eventually, I replaced it with a Fenner belt which was much softer and was round. The difference was more that noticeable. If you have an early car with water pump that you don't want to put too much strain on, we suggest you go to a belt supplier and not the shop down the road.

Many moons ago I was working as a slave in a large factory which had monstrous electric motors. Most of these motors had two or more drive belts and when replacing them it was imperative that we replace them with "matched sets". As a reminder of the necessity to fit matched sets I once purchased a Rolls that had been standing for years and in my enthusiasm to get it going I bought new belts from the down the road spares shop. Two for the power steering and aircon and two for the alternator and water pump. All went well for week or two until one belt must have had a wobbly and took the others with it. You cannot believe the mess under that bonnet – four belts tangled up with all the workings – lesson learned.

If you have a car that has dual belts, especially the long variety, may we suggest that when next replacing them you go to a specialist belt supplier and ask for matched belts. Belts of the same type manufactured some time apart may not tighten to the same degree.

SAVVA Technical Tip 72 – Replacing Brake Fluid

An article in the Sunbeam Club's newsletter reminded me of the necessity of replacing brake fluid on a regular basis or at least every two years – something most of us shy away from because it's a messy job. We must keep in mind that most of our older cars have single brake systems and not the dual ones of today. If anything goes wrong with the single braking system then one is in the proverbial pool! It's therefore imperative that we keep these systems in 100% order.

The experts say that brake fluid boils at 290c but when contaminated with water it will boil at 150c making braking ineffective.

To quote the Sunbeam Club article: "We must keep in mind that brake fluid is hygroscopic and absorbs water – the water turns to steam under heavy braking and who wants steam in the braking system". We must also keep in mind that some of our older cars weigh a ton or two and capable of fairly high speeds. To stop them we are relying on some bits of rubber and brake fluid.

Recently I was replacing the brake system on a typical English sports car and the brake fluid that came out was a delicate shade of brown and noticeably full of condensation. Unfortunately, when it came to dismantling the brake and clutch and wheel cylinders it was found they were badly corroded and passed their use by date simply because of the water ingress over the years. The cost of replacing these cylinders was mind blowing – never mind the work involved. All this would have been unnecessary if the brake fluid had been changed on a fairly regular basis at a cost of +/- R20.00 a bottle.

Considering the cost of a bottle of brake fluid - is it worth the risk? We could use the fact that it's a two man job replacing the fluid but that's an excuse and not true anymore. All the parts shops have "one man" brake/clutch bleeding bottles available for a few rand.