



TOOLBOX



SEPTEMBER 2014



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWE NR 112 / EDITION 112

DAGSÊVRIENDE / GOODDAY FRIENDS

Hoop dit gaan goed met almal. Aan diegene wat matriekafskeid gaan ry met die ou karre, ek hoop julle het reeds gepolitoer en hoop net die karre gedra hul en haal nie streke uit nie. Daar is nog ledegelde uitstaande van 'n paar lede. Asb maak seker dat dit vereffen word ons nader die einde van die jaar en die ledegeld was alreeds betaalbaar voor einde Maart 2014. Wil ook vir Marius, Antoinette en Mikayla Kapp van Senekal wat aangesluit het by ons klub welkom heet. Ons hoop julle as gesin gaan dit baie geniet saam met ons.

Jaarprogram /Yearprogram

7 Sept – Wheels at the Vaal

24 Sept – Erfenis dag / Drive-it day / Bring & Braai

2 Oktober – Maluti Monthly Social

4 October – Welkom Cars in the Park

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

1 Sept Kobus Nel

2 Sept Martie Craig

5 Sept Nonnie van Staden

10 Sept Clive Craig en Dircolene Naude



Baie geluk aan die volgende lede wat verjaar. Mag julle 'n vreugdevolle en geseënde jaar hê! .Ons wens elkeen van hierdie persone sterkte toe vir die jaar wat voorlê en verseker hulle van ons deurlopende ondersteuning!

UITSTAPPIE NA FOURIESBURG

Ons het 'n baie lekker dag gehad na Fouriesburg se "oorlog museum" daar by Henk Venter op die plaas. Dit was lekker koud en reënerig - maar ons laat ons nie afskrik nie! Mens raak net hartseer as jy al die ou goed so sien staan in die wind en weer en verniel, veral die ou Hudson kar. Dit is die eerste keer dat ek so kar sien - maar baie verniel! Iemand het 'n skaapvel bo op die dak gegooi en die hele dak het stukkend geroes. Danie was net diep bekommerd want sy wipers het nie gewerk nie. Hy het al gesien hoe moet Lydia voor sit en reën afvee.

Ons wil net weer baie dankie vir Danie sê vir die reëlins en ook vir Martie en Clive Craig vir die hartlike ontvangs en lekker kos wat ons daar kon geniet het saam met hulle.



Kornel het sy ma probeer bel maar sonder sukses



Spesiaa lvir al die klub se oumas



SAVVA Technical Tip 89 - Electronic ignitions for 6 volt cars

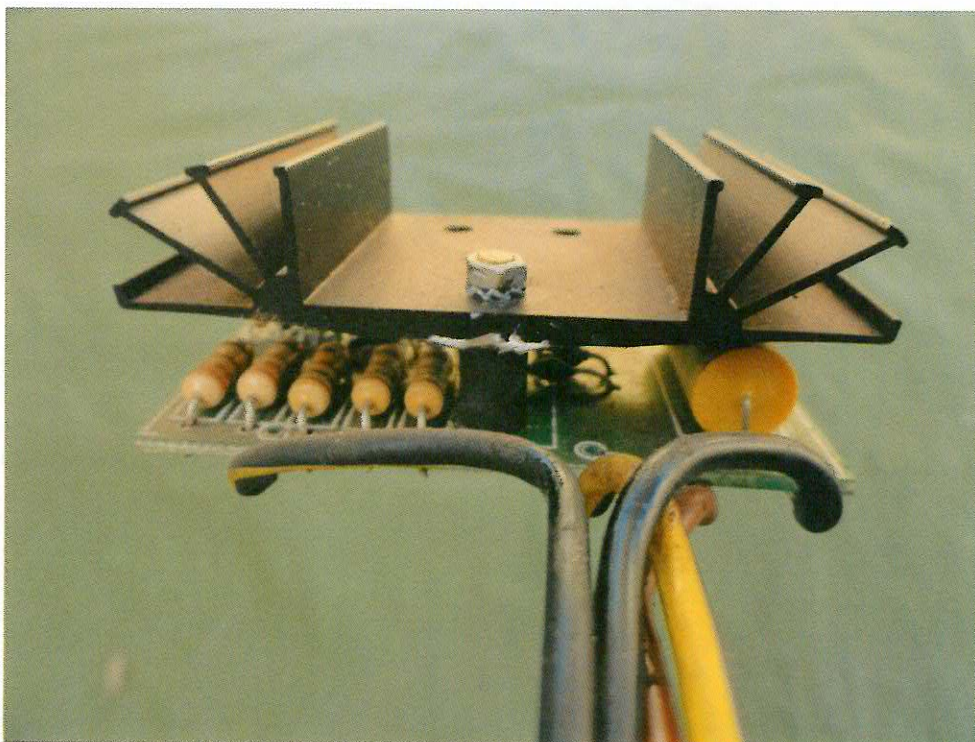
In the last Technical Tip we discussed fitting electronic ignition modules to cars. Also mentioned was the possibility of a 6 volt unit for the DIY enthusiasts. I have had numerous enquiries as to the availability of these 6 volt circuits so the following is where you'll find them.

Some 8 or 10 years ago I fitted a "build your own" unit to a 1935 Buick 8 cylinder with great success. Over the years the car has started first swing of the engine, hot or cold, and I haven't looked inside the distributor once. This system still uses the points to operate the I.C. but only a miniscule current goes via them so they should last indefinitely. The condenser is no longer used so the points won't get a positive or negative build up on either side of them. Once built-up the unit will fit into a small box approximately 8 x 6 x 4 cms that can be fitted to the firewall. Like all electronic devices it is advisable to drill a few holes in the box for air flow. The number of pistons or the type of distributor used is immaterial, they are however negative to earth so should you wish to use positive to earth you'll have to sort that out yourself.

The kit was purchased from Electronics 123 in Pretoria. Incidentally, it's cheaper to buy the kit than buying the components separately. It contains all the components including the heat sink for a 12 volt ignition, then for a few extra Rand they will supply 3 or 4 resistors to convert to 6 volts. The wiring diagram included outlines the resistor changes that are necessary for the 6 volt conversion. Tools wise, one will require a small low wattage soldering iron and a small pair of side cutters to cut the legs off the components once they are soldered into position.

To order I suggest you go into their website - electronics 123, then to Electronic Kits & Modules, then scroll down to Car Accessories and look for GB646. I have just phoned them and the cost is R177 for the kit plus R35 for the resistors to convert to 6 volt. They have a mailing service so work on R35 for postage and packing. Stocks are continuously in and out so it could take two weeks if they are awaiting stocks to arrive. Their phone no is 012 3322356.

Best of luck! Please let us know how you get on.





START OF THE O.D. INGGS MEMORIAL RUN IN PORT ALFRED

AutoNews

South African Veteran & Vintage Association

AUGUST 2014

Report back to members

From the Chair,

I made a resolution that I would try to visit as many clubs and events as time and finances would allow. I must say that I have not been as successful as I would have liked, but Di and I have managed to do the OD Inggs Memorial Run, the Milligan, and have entered the SAVVA National this year combined with the Fairest Cape tour. We would like to get to some of the Free State and Gauteng events next, as well as getting to the 2015 SAVVA National in Kwazulu Natal. We have a busy year ahead organizing the 2015 International Vintage Bentley Tour taking place in South Africa in October next year with upwards of 20 W O Bentleys arriving from mainly the UK to take part in a 4000km Tour from Durban to Cape Town (via Swaziland, Drakensberg, Kimberley and Shamwari Reserve.)

On addressing Members at the various Clubs visited, I have become increasingly aware that there are vast numbers of people who have little or no idea of what SAVVA actually does every year and what the SAVVA Committee has

achieved in various aspects of our hobby over the past years. This is in no way a criticism of the Members, but is directed at us as the National Council of SAVVA. At each and every meeting I had many people approaching me to say "I had no idea.....". On the topic of Insurance there are also many questions as to the understanding of what cover is available to the Clubs via a SAVVA Permit, as well as misunderstanding of the insistence of at least 3rd Party Cover on Competitive Events.

Over the next few Editions of Autonews, we will attempt to communicate the different aspects of SAVVA. Should it be old hat to you, please bear with us, as it is evident that you are in the minority. With the SAVVA AGM coming up in a couple of months, please make contact with your Club SAVVA Representative, and put forward any questions or items you would like to be discussed at the meeting and we will make every effort to address them.

Dave Alexander

PRESIDENT : Peter Hall

CHAIRMAN : Dave Alexander

VICE CHAIRMAN : Ian Holmes

TREASURER : James Smith

SECRETARY : Jean Gobey

MOTORSPORT : Pam Hall

WEBSITE : If you have any info, articles and adverts for the SAVVA Website please send it directly to info@savva.org.za

ITAC : International Trade Administration
Commission Representatives:
Eric McQuillan

SAHRA : South African Heritage Resources
Agency Representative: Alex Duffey

INSURANCE : Representative:
Sheridan Renfield

FIVA : Brian Lawlor

INTERESTING FACTS

Barn finds selling for MORE than restored models as prices go through the roof



A Jaguar XK120 Competition Roadster. Automotive fixer-uppers, known as barn finds like this Jaguar, are becoming increasingly sought after in a world where passionate collectors pay sky-high amounts for vehicles in original, unrestored condition

- **Decaying automotive barn finds are becoming sought after because collectors want originality**
- **These unrestored cars are part of growing number of original classics which have been selling for enormous prices**
- **A Mercedes, which had been off the road for 30 years, recently sold for £1.15 million, 75 percent more than expected**

By [Daily Mail Reporter](#) 16 February 2014

Motorists spend small fortunes purchasing the world's most luxurious cars, but it seems they are also forking out untold thousands for scrap metal. Automotive fixer-uppers, known as barn finds, are becoming increasingly sought after, even though some are not even in driving condition. These rusting vehicles are the latest in a growing number of unrestored classics which have been selling for enormous prices around the world, despite needing tens of thousands to restore them.

A 1956 Mercedes 300 SL Gullwing, which had been off the road for 30 years, recently sold for £1.15 million – 75 per cent more than expected. Its new owner will now have to spend several thousands fixing it up, even he they could have bought a fully restored model at the same auction for £850,000.

A 1967 Ferrari 330 GTS, which was hidden away for 44 years after suffering fire damage, sold at the same auction for £1.25 million.

AROUND AND ABOUT

A group of enthusiasts from Cape Town and the Garden route attended the Stars of Sandstone event earlier this year.

Hans Zwets from the CHC co-ordinated the group and from all reports, the event was thoroughly enjoyed by all.

An assortment of photographs taken by some of the attendee's gives one a good sense of what it's all about. Definitely an event to place on your year planner!

Next year's event takes place from the 2nd to 12th April 2015.

Visit the website:

www.sandstone-estates.com



Tales of Our Cape Motoring Pioneers By *Derek Stuart-Findlay*

FORD AND GENERAL MOTORS IN SOUTH AFRICA - THE PORT ELIZABETH ASSEMBLY PLANTS

The almost total dominance of American vehicles on the South African market continued well after the end of World War I; of the 2138 cars imported into South Africa during the last four months of 1919, apparently only four came in from Britain.

The first Ford in the country, a 1903 Model A, had been sold in New York to a visiting South African, Arthur Youldon, by Henry Ford himself who told Youldon that his car was the first Ford to be sold outside North America. By 1920 the Ford was most popular car in South Africa, for fifteen years it had been sold locally by wholesalers Arkell and Douglas of New York, who imported cars in crates from Canada for assembly by local dealers. By then it had become clear that this production method made it impossible to maintain quality control over the huge world demand for the Model T, and H.F. Axel Stockelbach and Charles Holmes were sent to Canada to investigate the viability of a South African assembly line. They chose to set up the sixteenth plant outside North America in a hastily converted disused wool-store on the outskirts of Port Elizabeth, a harbour city ideally positioned in the centre of the country with excellent rail links to the interior. The assembly line handled ten units at a time and the first Model Ts emerged from the plant in March 1924; they sold readily at the competitive prices of £165 for a tourer and £145 for a light delivery van. 1446 vehicles were produced during 1924 and by the time the Ford Model A has been introduced into the country some four years later, the factory had become far too small for the annual production of some 5300 vehicles.



The first Ford assembly plant in Port Elizabeth



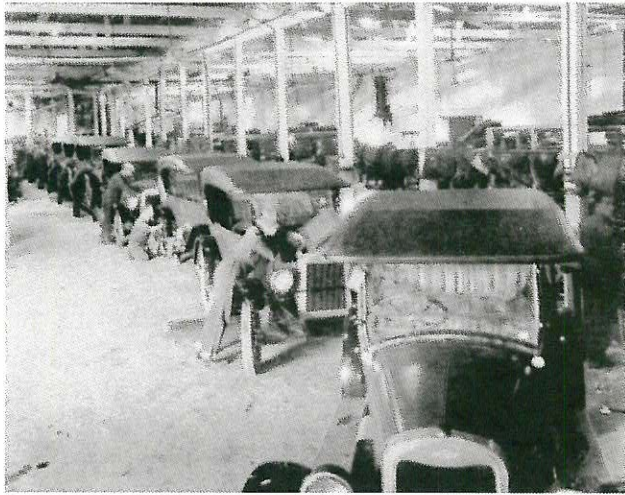
The original GM plant in Darling Street

year after the Wall Street crash. It was a courageous step forward as times proved to be extremely difficult for the next few years during the Depression. Fortunately the crisis broke in late 1932 when, simultaneously, the South African government dropped the old Gold Standard, and substantial rains ended a crippling nationwide drought. Sales of Fords during the first six months of 1934 far exceeded sales for the whole of 1932, boosted by demand for the powerful and attractive Ford V8, the replacement for the Model A. The popular light Fords from England were never assembled in Harrower Road, as the import duties on these built-up cars were considerably lower than those on vehicles from other countries.

The competitive advantage gained by Ford's local plant in the early 1920s did not pass unnoticed in the echelons of General Motors. The company had always adopted

The company had always adopted a very different approach to the one-model manufacturing policy of its greatest rival. Alfred P. Sloan, the president of GM, had evolved a strategy to cover the entire market from the cheapest to the most expensive cars. At the bottom end was the volume leader, the Chevrolet, slightly more expensive than the Ford Model T, followed by Pontiac, Oldsmobile, Oakland, Buick, La Salle and Cadillac. The company had been formed in the USA in 1908, but some of its products had

been introduced into South Africa well before this, the curved-dash Oldsmobile appeared locally in 1903 and the Buick two years later, while the Cadillac first appeared in the country in 1912. Three years later GM sent William Meriheima out to head operations in South Africa, en route he survived the tragedy of the sinking of the Lusitania in which over 1200 passengers and crew lost their lives. GM acquired Chevrolet in 1917, a year after the launch of the extremely competitive 2.7 litre 4-cylinder '490' model, its original list price in dollars, and it was an immediate sales success in South Africa. In 1925 GM bought Vauxhall in England, and five years later, Opel in Germany. At about the same time GMSA purchased a substantial interest in Union Airways (Pty) Ltd, the pioneer airmail and passenger service, operated by the famous Major Allister Miller.



Chevrolet tourers were the first vehicles off the GM assembly line in 1926



In 1926 SA Ford dealers were invited to PE for a conference and each was given one of the latest Model Ts to drive home. They passed through town on 'the great drive-away'

The first large passenger aircraft to be used on the service was a Fokker Super Universal, built by the Fokker Aircraft Corporation, a subsidiary of GM in the USA.

By 1926 there were some 75 000 cars in South Africa, of which 18 100 (24%) were Fords with Chevrolet at 6 800 (9%) vying with Buick for second place. Three GMSA executives, William Meriheima, Arthur Williams and Nathaniel Tuxberry, moved to Port Elizabeth and, following the Ford strategy closely, opened an assembly plant in a disused wool store in Darling Street. Their first assembled model, the Chevrolet tourer, started coming off the line in April 1926 and within a year 5000 vehicles had been built. Operations were soon expanded and by the end of the second year as many as 29 000 Chevrolets, Oldsmobiles, Buicks, Cadillacs and Vauxhalls had been Assembled. In October 1929 a superb new GM plant was opened in Kempston road, Port Elizabeth, but to put it mildly the timing of its opening was unfortunate, it was the very week of the Wall Street crash! The Depression hit GMSA hard, the 12 000 units produced in 1928 dropped progressively over the next few years to 11 000, 6 000, 5 000, down to a desperate trough of 2 000 in 1932. Nevertheless, by establishing the Port Elizabeth assembly lines, both Ford and GM boosted sales of their products as they could protect their local agents during the Depression. These representatives, were able to avoid the financial risks taken on by opposition dealers who had to act as direct importers, and by 1932 nine American

makes had dropped out of the South African market. Fortunately sales curves soon started climbing again and rose so rapidly that in 1937 Williams Hunt, the largest GM agency in the country, celebrated the sale of its 50 000th GM vehicle, a world record at the time for a one dealership organization. During the 1930s the South African market was completely dominated by the two great American competitors, Ford and GM, there were even claims that members of one political party drove Fords while supporters of the opposing party drove Chevys! During World War II the South African government requisitioned both the Ford and the GM assembly plants to build, in addition to other defence equipment, 1-ton and 3-ton trucks and armoured cars for the Abyssinian and Western Desert campaigns. Between 1939 and 1945 the Ford factory on its own produced some 60 000 vehicles, a great majority of which were built for the Allied defence forces. It appears that Ford's limited product range gave the company an advantage at a time when the standardization of equipment had become essential. It was decided that a locally designed armoured car would be based on the Ford V8 truck chassis and engine equipped with a Marmon-Herrington four-wheel-drive system. It proved to be extremely successful and Ford vehicles were built in the GM factory during 1941 and 1942 alongside its Chevrolet and GMC trucks. It has been estimated that South Africa's mobilization during the war was so effective that, for the first

time, the country's manufacturing sector produced the largest contribution to its GDP. To deal with the considerable pent-up demand for motor vehicles after World War II, in October 1948 General Smuts opened a huge new Ford plant in the industrial area of Neave. It was the largest single-roofed factory in the country and had been completed in the silver jubilee year of the opening of the company's first assembly line in Port Elizabeth.

In retrospect the South African experiences of these two American motor companies were remarkably similar. Both established assembly plants in the mid-1920s in disused wool stores in Port Elizabeth and did well during the rest of the 1920s before moving to new factories just a few years later. Both suffered severely during the Depression but held on to thrive during the 1930s, both had factories requisitioned during World War II as strategic national assets, and both experienced a dramatic expansion of business during the post-war boom. Our friends Stockelbach, Holmes, Meriheima, Williams and Tuxberry would have been mighty proud of the industries they had established.

Acknowledgements to 'Early Motoring in South Africa' by Bob Johnston, 'Ford, Yesterday, Today and Tomorrow' and 'A Century of Cars' by Fred Schmetler, 'Personalities in South African Motoring and Aviation' and CAR magazine, January 1967, March 1973, April 1976 and October 1983.

TECHNICAL TIP:

Eric McQuillan

Be prepared for the warm weather

We are heading for warm weather and as mentioned in an earlier Technical Tip this will/could bring on serious problems with older cars – overheating. The recent Pretoria Cars in the Park was an example of what can happen. It was a fairly warm day and the place was packed with literally thousands of cars. Exiting the park took a good hour or so of moving slowly along resulting in many cars having to pull off and wait to cool down as they were overheating. This shouldn't be necessary if the correct precautions are made prior to the onset of the warm weather.

When last did you have the radiator professionally cleaned out. Topping up with clean water helps but don't forget a lot of the "gunk" in the radiator comes from the aging of the metal parts in the engine itself. Radiator cleaners and back flushing may help to a certain extent but to do the job properly it pays to pop the radiator out and have it professionally cleaned by a radiator shop. They remove the top and bottom tanks clean out the core and solder it together again. This should be done every 5 to 10 years.

Here is an article from an earlier Technical Tip.

Overheating

Most of us who have owned older cars have experienced overheating problems - often part of owning an early car. This is especially true on the highveld where water boils at about 95 degrees which is close to the operating temperature of many of these early cars. This means that water reaches boiling point quicker with the result that the radiator water is discharged onto the road via the overflow pipe with the consequent loss of cooling system water.

To overt this problem we have found it helps to pressurize the system slightly by fitting a small pressurized expansion tank.

- Step 1 Seal the radiator cap
- Step 2 Connect the overflow pipe to a small tank which could be at chassis level. This pipe should enter the tank at the bottom.
- Step 3 At the top of the tank fit a standard low pressure cap. 3psi (2kpa)

What happens is that when the engine heats up, because

of the pressurised system, the boiling point is raised to about 103 degrees C which is well above the engines operating temperature.

When the engine heats up and the water in the radiator expands it is discharged into the overflow tank.

When the engine is not in use and the water cools down it is "sucked" back into the radiator from the overflow tank – much in the same way as modern cars work.

We have used this system with excellent results on a 1934 Ford, a 35 Buick and a 28 Austin.

An ideal overflow tank is the one used on early BMC Mini's and 1100's. They are made of brass and on most cars can be tucked away out of site. Illustrated is one recently acquired at a swop meeting for R70.



REMINDER!

TO ALL SAVVA DELEGATES

A reminder to all SAVVA Delegates :

For those clubs who have not already submitted their original indemnity forms, please remember to bring these with you to the AGM. - Jean Gobey

UPCOMING EVENTS :

Go to the SAVVA website for further details visit : www.savva.org.za

UPCOMING EVENTS**AUGUST:**

14 – 16th MAGNUM RALLY FOR MOTORCYCLES AND MOTORCARS

31st LOWVELD CLASSIC FORD DAY

SEPTEMBER:

6 / 7th WHEELS AT THE VAAL. VINTAGE & STEAM FESTIVAL

20th SAVVA AGM

21st PISTON RING SWOP MEET - MODDERFONTEIN

OCTOBER:

4th CARS IN THE PARK - WELKOM

NOVEMBER:

8 / 9th CHC HOUW HOEK RALLY - WESTERN CAPE

10 / 11th 2014 SAVVA NATIONAL AND FAIREST CAPE TOUR - WORCESTER

I would like to appeal to all clubs to please let us have any articles, reports on events with photographs and interesting facts that we can place in the quarterly AutoNewS to the clubs.

Send your contributions to :

secretary@savva.org.za

IN CLOSING...

In ancient Israel, it came to pass that a trader by the name of Abraham Com took unto himself a young wife by the name of Dot. And Dot Com was a comely woman, broad of shoulder and long of leg. Indeed, she was often called Amazon Dot Com.

And she said unto Abraham, her husband, "Why dost thou travel so far from town to town with thy goods when thou canst trade without ever leaving thy tent?"

And Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, "How, dear?"

And Dot replied, "I will place drums in all the towns and drums in between to send messages saying what you have for sale, and they will reply telling you who hath the best price. And the sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)."

Abraham thought long and decided he would let Dot have her way with the drums.

And the drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever having to move from his tent.

To prevent neighbouring countries from overhearing what the drums were saying, Dot devised a system that only she and the drummers knew. It was known as Must Send Drum Over Sound (MSDOS), and she also developed a language to transmit ideas and pictures - Hebrew To The People (HTTP).

And the young men did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Sybarites, or NERDS.

And lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to that enterprising drum dealer, Brother William of Gates, who bought off every drum maker in the land, and indeed did insist on drums to be made that would work only with Brother Gates' drumheads and drumsticks.

And Dot did say, "Oh, Abraham, what we have started is being taken over by others."

And Abraham looked out over the Bay of Ezekiel, or eBay as it came to be known. He said, "We need a name that reflects what we are."

And Dot replied, "Young Ambitious Hebrew Owner Operators." "YAHOO," said Abraham.

And because it was Dot's idea, they named it YAHOO Dot Com.