



TOOLBOX



DESEMBER/DECEMBER2014

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

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DAGSÊ VRIENDE / GOOD DAY FRIENDS

Die jaar snel nou so vinning na die einde toe en met alles wat in die klub en met ons lede gebeur het, voel mens êrens het jy 'n tyd of deel gemis.

Ons het die 15de die eerste Enjin-dag gehad en die manne het lekker gespeel met die enjins. Die 22ste het ons die karre se beoordeling gehad en ons het lekker by oom Hennie-hulle gekuier. Nogmaals dankie dat oom en tannie altyd bereid is om te help. En almal sê daar is baie plote maar dié een het 'n spesiale plekkie. Dit voel so rustig en kalm daar.

Vir die wat met vakansie gaan en op die pad gaan wees, ry asb versigtig. Geseënde Kersfees en Voorspoedige Nuwejaar word elkeen toegewens.

Dircolene

Jaarprogram /Yearprogram

6 Desember– Jaareindfunksie & Prysuitdeling

6 December – Kroonstad Classic Car Show

8 January 2015 – Monthly Social Meeting

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

19 Des – WimpiePieters

23 Des – Willie Pietersen

27 Des – Frans van Staden

Baie geluk aan die bogenoemde 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!



AGTER DIE STUUR... BEHIND THE WHEEL...

Soos wat die seisoene verander, van winter na somer, het die jaar ook tot 'n einde gekom. Daarmee saam het 'n nuwe era vir my aangebreek om die klub te dien as Voorsitter. Eerstens dankie vir almal se vertroue in my om die klub die toekoms in te lei.

Op 'n hartseer noot het ons verneem van Oom Duimpie se heengaan. Ons is hartseer daaroor maar ons gun hom die rus en verlossing van pyn en lyding. Ons gebede gaan uit na Tannie Hannatjie en die seuns. Mag God jul troos en leiding gee deur hierdie moeilike tyd. Oom Duimpie was 'n ikoon in die klub en een van die stigterslede. Ons gaan hom baie mis!!!

Op 'n meer positiewe noot...Ek is bly om te sien daar heers 'n meestal positiewe gees onder die lede. Met die afgelope maand se bedrywighede naamlik die Enjin-dag, Beoordeling van voertuie en die komende Jaarafsluitingsfunksie, het ek weereens besef hoe die lede inspring en help om alles gedoen te kry. Dis hierdie samewerking en positiewe geaardheid wat ons laat uitstaan bo ander organisasies. Dankie aan elkeen vir jul hulp en ondersteuning.

Vir almal wat saam my verkies is tot die 2015 bestuur...Ek glo ons sal lekker saamwerk en kan hande vat om die klub tot nuwe hoogtes te lei. Mag elke lid en hul familielede 'n Geseënde Kersfees en Voorspoedige Nuwejaar beleef!!

As the seasons change, from winter to summer, the year has drawn to a close. With that a new era dawned for me whereby I need to serve the club as Chairman. Firstly I want to thank everyone for the confidence you have in me to lead this club into the future.

On a sad note, we have learned about the passing of Duimpie Swart. We are sad but also glad that he was relieved from suffering and pain. Our prayers go out to Hannatjie and the sons. May God comfort and guide you through this sorrowful time. Duimpie was an icon in our club and also one of the founding members. He will be sorely missed!!!

On a more positive note...I am glad to see that there is a positive vibe between members. During the past month's activities namely the Engine day, Judging and also the coming Prize giving ceremony, I realized that members offered help and assistance with everything. This camaraderie makes us stand out above other organizations. Thanks for everyone's help and contributions.

To all fellow elected committee members...I am sure that we will work nicely together and lead this club to newer heights. May every member and their families enjoy a Merry Christmas and a Prosperous New Year!!!

Danie Poggenpoel

Project of the Month: 1935 Morris 8 Series 1



I found the Morris in a shed in Benoni where it had been stored for, I understand about 15 years. I have been told that the car came from the South Coast of Natal, landed up in Pietermaritzburg and was then transported to Benoni where it was stored. The car had been bought from Dave Wheeler by Dave Green some three years ago and left there for storage. Dave, having quite a few other projects on hand, did not intend to continue with the restoration and so I took it on. I first saw the car on the 4th of February 2014 and went back to collect the car on the 28th May 2014. That was a task all on its own as Dave Green had arranged for a trailer in Bethlehem that was designed for a Bobcat and weighed a "ton" on its own, fortunately I went in the Subaru but still, was a struggle to tow that whole lot back. Dave's Citroen would never have made the grade.

I did establish that the car was manufactured by Morris in the UK in August 1935 and has some parts still from the previous model, such as the instrument panel.

On first inspection when I got the car back to Clarens, it seemed that all the parts were there and there were two boxes inside with the hubcaps and lots of bolts and nuts and other pieces, which turned out to be a boon, especially the bolts of all sizes.

Initially, I had the idea of just getting the car running but soon found that there was quite a lot of work to do first. It was quite obvious that a lot of work had been done as all the wiring was new, the upholstery appeared to be original as did the paint work apart from some scratches and chips. On the paint, with the help of Johann from Perfect Panel beaters, I managed to get some touch up paint for the green of the sides to repair the chips etc. The black was not a problem.

Whilst the wiring was new, I had to trace all the connections to make sure that all was in order. The main cable from the starter and earth were missing and as with all 6 volt systems, these are critical and normal 12 volt cables do not work. Surprisingly, even the

old semaphore trafficators still work although modern indicators have been fitted as well. That done, I started on the brakes. The master cylinder, which is under the floor boards was evidently in poor shape, fortunately it seems as the entire wheel cylinders had been overhauled, anyway, I eventually managed to get the master out and honed it and replaced the seals so it is now working but I still have to bleed the system, not one of my favourite jobs. I have remade the wooden floor boards as these were rotten in places and are now ready to go back in once I've sorted out the speedo cable which I managed to "acquire" from a chap in Johannesburg. I've also managed to replace the windscreen rubber which I got from ProAuto Rubber in Benoni, most helpful shop for these sorts of things. The tyres have been replaced with motor cycle tyres as the cost of old style ones is prohibitive.



I've managed to get the engine started but not without the help of Steve Harrison who came and sorted out the distributor and the timing. The engine sounds quite good apart from some initial smoking but I suspect that that is from the oil that I put into the cylinders to make sure that the rings didn't stick and that the engine itself was free. The oil pressure is good as is the charging rate although I will have to change the belt. Surprisingly, the radiator does not seem to leak but I would imagine that is because it had been drained and the system is thermo syphon, so there is no pressure in it.

Hopefully, I'll have the car on the road soon and am really looking forward to driving it round the Village and, maybe, even if I can pluck up the courage and have an escort, drive into Bethlehem to one of our meetings. –Ralph Raubenheimer, Nov 2014



1934 Ford V8 Phaeton found on a farm in the Rietbron district, some 90km from Beaufort West

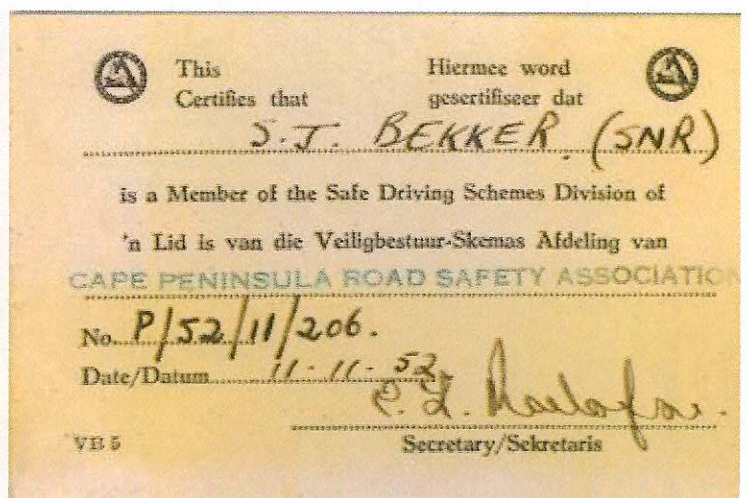


'n 1934 Ford V8 Phaeton watná 38 jaargevind is in 'n oumotorhuis op 'n plaas in die Rietbron-distrik – ongeveer 90 km suid-oos van Beaufort-Wes.

Die 80-jarige Ford het 'n ongelooflikelaemylafstand van 15,204myl (24,468 kilometer) oor die jareafgelê!

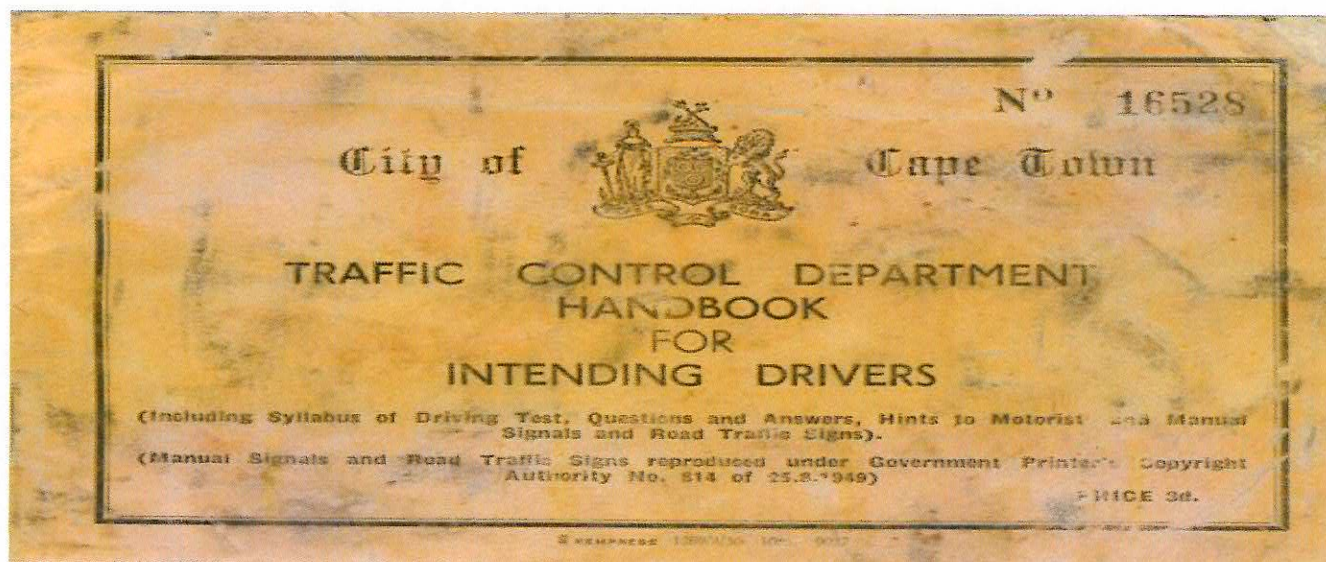
Toe die nuweeienaar die ou Ford skoonmaak, ontdekhy toe 'n paarinteressante items in die motorkar:

1. 'n Lidmaatskapkaart van die Padveiligheidsrad se Veiligbestuurskema van 1952:
2. 'n Lisensieskyf van 1959 met die plakker nog aangeheg. Let op die kort telefoon nommer van die Katbergse ingenieursfirma!



'n Handleiding vir leerling bestuurders uitgegee deur die Kaapstadse verkeersafdeling. Die prys van die tweetalige handboekie van 24 bladsye?

Slegs drie pennies, oftewel 2½ sent!



This is a genuine ad from 1964 when WD40 was released

These days, we can't even handle Baa Baa Black Sheep. How would we go with this

Do You Have
TIGHT NUTS
or
A RUSTY TOOL ?
then use

WD 40

**in the MAN SIZE
PRESSURE PACK**

STANDS 9" HIGH : 1½ DIAM.
(COMPLETE WITH RED KLOB)

- ★ **Makes old tools like new again**
- ★ **Tools slide in and out with ease**
- ★ **Lubricates dry passage ways**
- ★ **Makes screwing a pleasure**
- ★ **Gives better penetration**

BUY SOME TRY SOME

**KEEP A SPARE PACK IN YOUR CAR
FOR EMERGENCIES**

WD 40

ITS GOOD STUFF

SAVVA TECHNICAL TIP 91 - Wheel spanners

Have you ever had the experience of trying to remove wheel nuts with the little wheel spanner the manufacturers invariably supply with a car? These spanners may work under perfect conditions - like when the car is brand new, but once you've had new tyres fitted and the wheel nuts tightened by those very special chaps at the tyre shops - add to this a bit of age, dust, rust and rounding off of the nuts - you invariably have no chance of loosening the nuts with the spanner provided. A suggestion is to carry a telescopic or a square wheel spanner. Unfortunately, in recent years, I have had poor results with the square spanners as they seem to be of a very poor quality and invariably only available in metric sizes.

An alternative is a telescopic spanner. They are of excellent quality, 30 cms long extending to 50 cms - so much easier to use. Apart from the added length, the telescopic spanners are much stronger and are slightly offset to clear the wheels rim. They also have a decent rubber grip on the handle. They come supplied with a variety of metric sockets usually from 17 to 23mm, however, as they use a ½ inch drive one can use imperial size sockets suitable for our older cars.

These telescopic wheel spanners are freely available from most accessory shops. The one I'm looking at is made in Germany and sells for R85.00. In addition to using them on wheel nuts they are ideal for heavy work like loosening cylinder head nuts etc.

The photo is a comparison of a closed spanner and an extended one. The black one is typical of one supplied with a Rootes product car (it's a joke).

Conclusion - a worthwhile investment - especially when you're sitting on the side of the road and can't get the wheel nuts loose.

