



# TOOLBOX

MEI/MAY 2015

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)



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## DAGSÊ VRIENDE / GOOD DAY FRIENDS

Met die winter om die draai het ons weer 'n lekker vol program wat voorlê met baie uitnodigings wat ons moet bywoon. Maar dit is die lekker deel van alles, om so saam met al die lede te kuier en plekke te besoek. Geluk aan Clive en Martie, Elria en Clem, Tertius en Rob wat Rally gery het. Hoop jul het dit geniet. Hoop so tussen die koue deur is almal nog gesond en die wat siek was dat jul aangesterk het.

## Jaarprogram /Yearprogram

4 Junie- Maandvergadering

6 Junie –BorrelfeesKestell

## Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

4/5 Danie Poggenpoel

6/5 Kornel Smith

7/5 Paul Botha

21/5 Piet van Wyk

24/5 Ralph Raubenheimer

26/05 Kokkie du Preez

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!

## THE 2015 MACGREGOR MALUTI MEANDER - FOURIESBURG

Looking through the South Africa classic car magazine, I spotted a Maluti Meander rally. I instantly thought this was going to be a great introduction into Regulatory Rallying. It was a 2 day local event, and so the navigation should be easy. So I immediately got Tertius involved and we decided to enter the Triumph Spitfire with Tertius driving and myself as navigator. Prior to the event I went on holiday for 3 weeks only to come back to a bright red gleaming spitfire. Tertius and Kornel had decided rather than doing a few touch ups, that they may as well spray the whole car. It was a good job, however it meant a week before we are due to start there was no door locks or windows, no headlights that worked and no roof. So as always a few late nights in the garage resolved the problems and Tertius turned up with a borrowed hard top roof an hour before scrutineering, with one small problem, the back window was missing. We had a sheet of Perspex that needed to be fitted, but we would do this after scrutineering which was at the Fouriesburg Hotel. We turned up and managed to get the car through scrutineering and then fitted the rear window, but on the way to Fouriesburg developed a blow in the exhaust and the car was using quite a lot of oil.... We had a chat to the other competitors and marked up our road book, already to go. We packed some tools, but due to the weak rear suspension it made the car too heavy at the back, so asked another competitor to carry the tools for us.



So Day 1 at precisely 9:19am we were off!! By 9:45am we had stopped!! Broken down at the side of the road. The exhaust had sheared completely off at the flange, below the manifold and we had petrol pouring out of the float chamber on the carb. So we ran round to the boot only to remember that another competitor had all our tools, due to the weight... not even Macgyver was going to be able to fix this with only a pair of mole grips and a set of scissors. Tertius managed to use the scissors, and unscrewed the float chamber, where it seems the issue was due to a loose needle, and I managed to find some wire in a field, which we used to tie up the exhaust. A little noisy but we were still in the rally (35 minutes behind everyone else) but luckily there was a stop for 30 minutes, so we had a chance to catch up. We got there on time, but the car needed another 5 litres of oil. The oil was pouring out of the sump. We topped it back up and had a good stage until we got into Bethlehem and noticed the oil pressure drop again. We had to stop and top up with oil, but we lost too much time and so got maximum penalties on the last stage. Back in Fouriesburg and day one was over for everyone else who was now relaxing and socialising. However Tertius and I still had work to do. We managed to find a local mechanic who welded up the exhaust (the best he could), and we replaced the two front sump bolts as they were stripped, and so it wasn't perfect, but it was 10 times better than it was. Tomorrow is another day and we spent the evening chatting to the other competitors who were an extremely friendly bunch.



Day 2 was a new day, and we knew we wouldn't win, but wanted to prove that we could be at least competitive. We started and sat at a point waiting for the correct time to start. Cars passed us, but we held our ground and knew our calculations were correct. In the first 2Km a lot of people made errors. It was a good start for us as we were correct to wait, however at 10Km the exhaust completely fell off. We pulled over and managed by making a make shift ramp out of stones (we forgot a jack) to get the exhaust free from under the car and we then hid it in the grass, so we could pick it up later. Due to a road book error it meant that we managed to catch up with the other competitors and we had a good stage. We then headed for the next stage through the golden gate area and developed a water leak. When we got the bonnet open, it was leaking from the water pump pipe and from the radiator. We cut the water pipe short and tried to refit, however it was still leaking as the pipe wasn't long enough, but it was better than it was. We found as many containers as possible (going through bins looking for 2ltr coke bottles) and filled them up with water. Only 60 kms until the end of the rally.... And off we set. At the Clarens turn off just outside Bethlehem we only had 30km remaining, but had to pull over due to rising temperatures. We poured the last of the oil in, and the last of the water however, we only had a litre of water left... sadly it wasn't enough. The car had travelled over 500 km but the last 30km was just too much for the old girl, and so we were towed to Clarens.



Tired and fed up with how close we came, it was a welcoming sight to see the Maluti car club members on the green. We were welcomed with a drink and a wors roll and then relived the stories of the last 2 days with anyone who would listen. We went to the prize giving that evening and received two trophies !! 3rd in class, and the Spirit of the rally award for our perseverance. If we put all the troubles to one side we had a good fun event, and a few laughs along the way. Will we do it again... of course, but I think we may spend a bit more time preparing the car first.

Next stop Knysna, for the Simola Hill Climb. I am competing and so if anyone is down there watching please come and say hello.

Regards

Rob



**Hoëveld ou Motor Klub bied 'n skou aan by die Steelcrest High School, in Middelburg, Mpumalanga op 23 Mei 2015.**

**Charlene van Rooyen is die Gas Kunstenaar vir die dag en gaan ons vermaak met haar lekker musiek.**

**ALLE Motor Klubs is welkom. Daar gaan 'n groot verskeidenheid stalletjies wees. Bring jou spog motor, familie en vriende en 'n kampstoel en sambreel en kom geniet die dag saam met ons.**

**Vir enige navrae kontak Johan Kruger by 082 372 5883**

## Sterre van Sandstone Estates

- deur Tertius du Preez

Vir die eerste keer in byna 10 jaar het Sandstone Estates weer sy deure vir die publiek oopgemaak. En het die publiek ingestroom...ja dit wys net weereens die gewildheid en hunkering na verlange van die verlede.

Op Saterdag 11 April het die 2015 Stars of Sandstone geleentheid op 'n hoogtepunt afgesluit toe al die smal-spoor lokomotiewe opgevuur is en die publiek soveel hul wou kon trein-ry op die 27 kilometer privaat spoorlyn. Die Nasionale Weermag Museum het ook deelgeneem aan die verrigtinge. En die publiek kon ook in weermag voertuie saamry.

Frans & Nonnie, Luame en Tertius het besoek afgelê en almal is dit eens dat die atmosfeer mens meegevoer het na 'n era van die vorige eeu. Met motors en bakkies van die 1920's tot 50's wat kort-kort by mens verby ry op die netjiese paadjies wat die terrein en stasies met mekaar verbind tot die store vol gerestoureerde trekkers wat te siene was. Dit was die gefluit van treine, die reuk van stoom en steenkool en die klank van veteraan Tiger Moth en Harvard vliegtuie in die lug.

Hierdie was werklik 'n hoogtepunt van die jaar en 'n voorreg om dit te kon beleef. Ek gaan die foto's toelaat om die res van die verhaal te vertel...





## SAVVA Technical Tip 96 – Work benches

Recently faced with an engine rebuild and having a back that is not too happy being bent over for hours at a time I decided to see if there was an alternative work bench that was a bit higher than my current ones, which incidentally, are 75cms (30inches) and 80cms (33 inches) high. I needed something a bit higher so that I could stand upright and work without bending over the whole time. The local garage the proprietor showed me a “portable bench” he had built up many years ago for the same purpose which he uses daily. It was so simple I built a similar one except I used wood on the top whereas he used metal. Not only is it higher at 100cms (39inches) but has casters so I can move it around. It has turned out to be one of the most useful “tools” I have. Apart from using it inside the garage it also goes outside for painting bits and pieces.

As one can see mine is an “El – Cheapo” model made mainly out of 4 x 4 and 5 x 3 cm square section tubing with a piece of 4cm thick kitchen counter on the top. The casters are 10cm. All the materials were readily available at very modest prices. The table top cost a few Rand and came from a kitchen cupboard supplier who was only too glad to get rid of this piece and even cut it to size for me. The square “tubing” came from a local hardware store. The total cost of the bench was about R300.00 and a very worthwhile investment.

