

# TOOLBOX



AUGUSTUS/AUGUST 2015

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWENR 122/ EDITION 122

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## DAGSÊ VRIENDE / GOOD DAY FRIENDS

Met die koue is niemand lus vir enige iets nie. Daarom was dit maar stil met die klub bedrywighede, maar gelukkig nie meer lank nie dan is dit somer en kan ons weer lekker kuier en die ou karre geniet.

## Jaarprogram /Yearprogram

3 September - Maandvergadering / Monthly Meeting

24 September - Heritage Day/Drive-it Day/Braaidag - Bethlehem Museum

1 October - Monthly Meeting

## Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

1 Aug - Susan Botha

15 Aug- Jors van Heerden

21 Aug - Don Whitehead

22 Aug -Miemie 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!

## FRANSCHOEK MOTOR MUSEUM – COLLECTION IN ACTION – GSM DART

To get straight to the point – if you will excuse the pun – the Dart has to be one of the most renowned cars ever produced in South Africa. To this day there is a remarkable number of these sportscars (and its coupé sibling, the Flamingo) still around, not just simply in existence but up and running and regularly used, thanks to the undying efforts of a vibrant enthusiasts/owners club. Having briefly driven a Flamingo a couple of years back, the Dart had eluded me up to now but when our alphabetical driving series reached G, the opportunity arose for GSM – Glassport Motor Company, the organisation behind the cars – to be the featured marque. So on a chilly winter's morning, FMM's sky blue Dart (thankfully with hardtop fitted) stood brighter than the heavens above awaiting my turn at the wheel. But first, it is worth (very briefly) recounting how it all began.



The full history of GSM has been well recorded in Sandy Brunette's book 'Dart: The Real GSM Story' (copies are still available from FMM – see 'On The Shelves') but, simply put, the company was founded by three talented men, namely Bob van Niekerk, Willie Meissner and Verster de Wit. Bob was essentially the leader of the pack – certainly the driving force – and his relationship with Willie began when they were both at Stellenbosch University studying engineering. Verster became involved when he met Willie – and later, Bob – while they were all working in England and Verster's auto design talents were enlisted to answer all three men's desire to build a South African sports car.

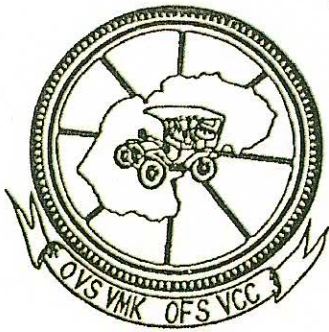
The mock-up of the vehicle was made in a garage in Streatham, London and once the design was finalised, a mould was made for the body – to be built in glass fibre – which was eventually shipped to South Africa in the first half of 1957. By this time Willie was already back home, having set up a manufacturing base and being well advanced with the car's mechanicals. Once body met rolling chassis, the Dart was born and two cars were built and took part in the False Bay 100 at Gunner's Circle on 1 January 1958, driven by Bob and Willie. They finished 5<sup>th</sup> and 6<sup>th</sup> in the scratch race that preceded the '100', in which they finished 11<sup>th</sup> and 14<sup>th</sup> competing against the likes of ex-GP single-seater racing cars. The car was introduced to the public the following month, and the rest – as they say – is not only history, it is also the stuff of legends.

Clearly then, the Dart was pretty much 'right' from the get-go and went on to become one of the most successful sports cars of its time, driven by many prominent racers and never failing to impress magazine road testers. But why? Well, this particular model (chassis number 25) is fitted with the early Cortina/Capri Ford 1 498 cm<sup>3</sup> four-cylinder that delivered 'double 85s' – 85 bhp (63 kW) at 5 800 r/min and 85 lb/ft (115 N.m) at 3 000 – thanks to the fitment of a Solex twin-choke carburettor and GSM-designed free-flow inlet and exhaust manifolds. Once warmed up (the car and me), I colloquially 'put foot' around some narrow winding roads and the reason for the Dart's appeal soon became clear.



With a licensing mass of 617 kg, the Dart is quite light despite its fairly thick glass fibre two-seater body but the chassis layout is a classic example of the 'simpler the better' design philosophy. It is basic in concept but brilliant in execution, somewhat akin to Colin Chapman's Lotuses. With the engine set well back in the frame and the cockpit sited well within the wheelbase, the car's weight distribution is optimised to the greater benefit of handling, which is where the Dart excels. The steering is light and communicative, the ride firm but not harsh, and the handling is a dream. Stirring the four-speed gearbox, the willing motor provides busy and brisk performance. In a 1963 CAR road test, 0-60 mph (96 km/h) took 10,5 seconds and a top speed of 98 mph (158 km/h) was recorded. But it is through the twisties that Dart excelled, a case of 'catch me if you can'. And THAT is the basis of the Proudly South African GSM Dart's legendary success.





## **OVS VETERAAN MOTORKLUB OFS VETERAN CAR CLUB**

**POSBUS / P.O. BOX 28388  
DANHOF, 9310**

### **CARS IN THE PARK 10 AUGUSTUS 2015**

Augustusmaand is hier en het dit weer tyd geword het vir Cars in the Park wat deur die Vrystaat Veteraan Motorklub aangebied word en wel op Saterdag 10 Augustus. Die geleentheid word vanjaar vir die ses-en-twintigste jaar aangebied. Die uitstalling sal weer by Bobbies Park Sportterrein wees.

Die geleentheid word in samewerking met ander motorverwante klubs gereël met die doel om:

- Veteraanmotors, -trekkers en -enjins uit te stal
- 'n Donasie aan 'n verdienstelike welsynsorganisasie te skenk
- Motorhandelaars die geleentheid te gee om hul nuutste modelle ten toon te stel

Meer as R175 000 is al die afgelope jare aan verdienstelike welsynsorganisasies oorhandig.

Die geleentheid word opgehelder deur die munisipale brandweardiens se uitstalling asook 'n modelmotor uitstalling en verkoping (Toy Fair). Kos- en koel drankstalletjies, 'n kontantkroeg en 'n springkasteel sal beskikbaar wees.

Die toegangsgelde beloop R30,00 vir volwassenes en R10,00 vir skoolgaande kinders.

Kom en geniet die dag saam met ons en dra sodoende by tot ons donasie aan 'n verdienstelike organisasie.

Vir navrae kontak Philip Heyns by 082 462 0827  
of  
Ockie Fourie by 084 434 2329.

# Classic cars' jump in value may leave them underinsured



There probably aren't many people who have owned cars who don't regret selling at least one of them. Not just for emotional reasons but because, if they had hung on to them, they might just be worth a small fortune today.

Values for classic cars have skyrocketed since 2005, some models as much as 269 per cent to the end of 2014.

While unfortunately that doesn't apply to a 1989 Toyota Corolla with 180,000 kilometres on the

clock it is certainly good news for New Zealand owners of vintage Ferraris and Lamborghinis and other sought-after vehicles. Those clever car enthusiasts and savvy investors might not sleep so well though if they realised that if anything was to happen to their pride and joy they might not have adequate cover. Many owners are putting themselves at financial risk by not accounting for the rapid rise in values, leaving their cars hugely underinsured.

Those lucky enough to own a Ferrari F40 will have seen their values more than double over the past few years but that could mean a significant shortfall if their policies have not been updated accordingly. The problem is widespread and affects all types of classics, not just those at the top end of the market.

The issue arises because there are two main types of classic policy and they are both capped. With an Agreed Value policy, you know exactly what you will get in the case of a catastrophe. When prices are moving as quickly as they are at the moment it is vital that the value is updated, every renewal, or even in between. Some owners think that they are protecting themselves by taking out a Market Value policy but often don't realise that these are also capped.

Another issue to consider with valuing classic cars in New Zealand is currency fluctuations - £100k was worth approximately \$200k two months ago, now £100k is approximately \$235k. Pricing here is based on European markets so any significant moves up or down in the New Zealand dollar versus the pound or euro will have a proportionate affect on the value of the vehicle.

With a limited stock of classic cars in New Zealand, replacements often need to come from Europe. After you factor in shipping, GST and certification the amount required to replace like for like will be significantly more than just the purchase price.

Of course the opposite end of the market is just as relevant. If you pay \$35,000 dollars for a new car with financing but it is only valued at \$30,000 under a Market Value policy, if that vehicle is stolen or written off in an accident you could find yourself \$5000 out of pocket, and forced to catch the bus.

## Exceptional barnfind Bugatti Brescia heads to auction



PARIS – The collectors' car department at Artcurial will present their most recent discovery – a Bugatti Brescia chassis 2628 circa 1925 – at the 8th edition of the “Automobiles sur les Champs” sale. This outstanding and extremely rare automobile, owned by Bugatti enthusiast Bernard Terrillon, is one of just 12 surviving examples of the model. The “Pur-Sang” has been in the hands of the same owner since 1953, and has not moved for some 40 years.

Matthieu Lamoure, managing director of Artcurial Motorcars said: “After the discovery of the Baillon Collection, how wonderful to find a Bugatti Brescia, in its rarest and most highly sought-after form, in barnfind condition! The family kept no less than four Bugatti at the property. The other three were sold at the end of the 1970s, and this is the last one. We will present it in our next sale, Automobiles sur les Champs VIII, on 22 June.”

The original body by Maron, Pot et Cie from Levallois-Perret sits on the short wheelbase chassis (2m), fitted with a dual-ignition engine. The elegance and originality of this car attracts great interest from enthusiasts. This will be a unique opportunity to acquire a completely original example of a legendary model, that has not been restored or modified in any way.

This rare machine is estimated to fetch 150 000 – 250 000 € / 170 000 \$ – 280 000 \$, and will be offered with no reserve.

## SAVVA Technical Tip 99 – Model T reverse pedals

Whilst we appreciate not everyone owns a Model T nearly every club has a member or members who do have one so we couldn't let article go past us.

Thanks to Paul Hoogendoorn who has owned his 1922 runabout for years – and uses it regularly. (It's rumoured he bought it new!)

### REVERSE PEDAL EXTENDER FOR FORD MODEL T 1909 – 1925

Having observed many a Ford Model T owner reversing their vehicle with more than just a nervous expression on their face combined with my own frantic experiences made me take a closer look at the problem. Reverse gear on the T has an even lower ratio than low gear, one should therefore be able to engage reverse on idle yet most of us perform the process at high revolutions and slipping the reverse transmission band on the drum. For those who have chosen to line their bands with Kevlar this can have disastrous results since Kevlar does not dissipate heat thereby causing the reverse drum which is very thin to overheat and crack. A piece of advice, never use the reverse pedal to slow down your T, especially if you are using Kevlar linings!

Anyway, back to our 'problem'. The reverse pedal is squashed in between the slow and brake pedals which makes it very awkward to depress all the way without interference from the other two pedals, even though it stands proud of the other two pedals. How did this come about? Well, the original 1908 T only had two pedals, slow-and-brake pedals spaced about 15 cm apart and reverse was operated via a lever placed next to the handbrake lever. This proved to be rather impractical and after car number 850 it was decided to do away with the reverse lever and instead operate reverse via a pedal which was then, because of the design of the planetary gearbox, positioned between the slow and brake pedals. Only in 1926 did Ford decide to change the shape and spacing of the pedals to alleviate the problem.

For the pre-1926 T owner there is the challenge to engage reverse without stepping on the other pedals. The slow and brake pedals are spaced a mere 15 cm apart centre-to-centre leaving only a 10 cm gap in between, less than the width of the average shoe. By the time you have engaged reverse you are also now pushing on either the slow or brake pedals throwing the planetary transmission into serious conflict with resulting straining and complaining noises. So what do we do? To avoid getting our foot stuck we depress the reverse pedal only halfway down and slip the bands.

Early T owners must have complained bitterly about this shortcoming and soon there were 'reverse pedal extenders' on the market raising the pedal by 1½ inches or 38 mm. Today there are replicas of these on the market and they come at a price, the Mac's catalogue lists one at \$ 34.75.



Not wanting to fork out this type of money (as much as R700 landed here) I decided to rather make one. Using left-over bits and pieces from my workshop I made my own Heath Robinsoncontraptionfor the cost of one welding rod and a lick of black paint. Fortunately I had a spare hogs head with pedals to use as template. One afternoon of elbow grease later:



The extender slips over the existing reverse pedal and is secured by a small U-bolt. The pedal section is made from 3 mm flat bar shaped similar to the actual pedal to allow the after-market pedal rubber to be used again. The slotted section fitting snugly over the pedal is made from 40 mm flat bar of 2 mm thickness. The two sections are connected using a piece of 40 mm flat bar of 8 mm thickness and the actual throw achieved is 38 mm.

The extender does not obstruct one's feet while driving, doesn't interfere with the car's originality and can be fitted and removed in a jiffy. I have already made several trips to shopping centres and being able to reverse out of parking bays at no more than idling speed. It is now an absolute pleasure, so much so that I am now looking for opportunities to hone my reversing skills whenever I go out in my T!

Before:

After:



- Paul Hoogendoorn, 1922 Model T Runabout