



TOOLBOX



OKTOBER/OCTOBER2015

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

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DAGSÊ VRIENDE / GOOD DAY FRIENDS

Dit is alweer sulke tyd. Die jaar snel ten einde en daar is baie dinge wat nou weer gedoen moet word. Onthou asb volgende maand se vergadering is baie belangrik vir die kies van die nuwe bestuur en dat julle asb almal dit sal bywoon.

Jaarprogram /Yearprogram

3 Oktober – Welkom Cars in the Park

17 Oktober – Lindley Car show and street market

30 Oktober – Mengelmoesfees – NG Kerk Morelig

5 November – Algemene Jaarvergadering / AGM

28 November – Bergprag Kersmark

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

22 Okt - Florence Knoetze

24 Okt - Sakkie Bell

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!

Groete

Dircolene

LORRIE STORIES oor

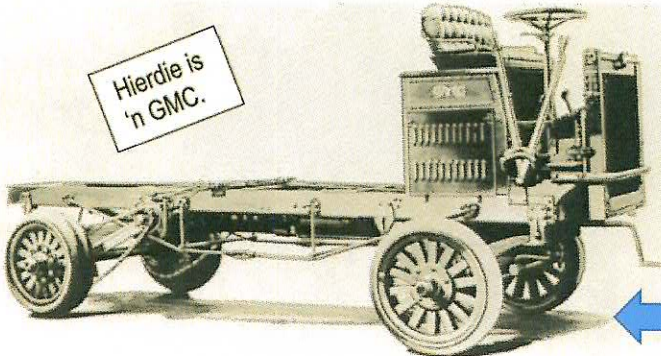
Toe die Anglo-Boere-oorlog 115 jaar gelede in Suider-Afrika gewoed het, het daar al lorries en busse in Europa rondgery. Teen die tyd van die Eerste Wêreldoorlog was die lorries van die tyd al goed genoeg om in oorlogvoering gebruik te word.



Carl Benz het in 1895 sy eerste suksesvolle motor met 'n binnebrandmasjien bekendgestel. Die een sukses het tot die volgende gelei en 'n bus en lorie het gevolg.

Baie gou was Daimler se bus ook op die pad. Die eerste busse se enjins was klein en swak, en kon ses passasiers vervoer.

Die wêreld se eerste "bus" met binnebrandmasjien.



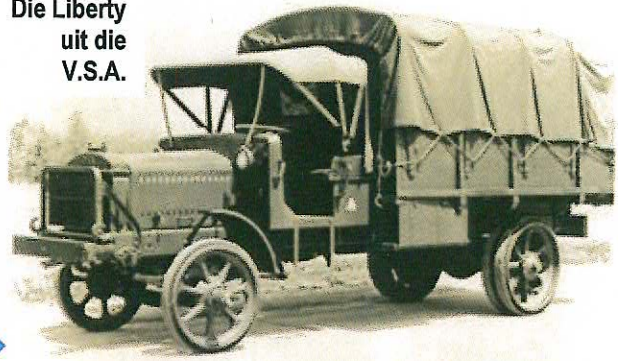
Hierdie is 'n GMC.

Na die wêreld se eerste motors en busse is verwys as "horseless carriages", waarskynlik omdat dit nie veel meer as koetse met enjins was nie. Ná sowat 15 jaar het ontwerpers al besef dat vragruimte en stewigheid onontbeerlik was.

1912 — die eerste "cab over engine" ter wêreld.

Teen 1914, met die uitbreek van die Eerste Wêreldoorlog, het die militariste terdeë die voordeel van die binnebrandenjin besef, al is miljoene perde steeds gebruik. In die VSA is 'n gestandaardiseerde lorie ontwerp en gebou. Spesifikasies: 52pk-petrolenjin; 4-spoed; 25 k.p.u. 'n **Groep** ingenieurs het ontwerp en dis in 15 fabriek gebou. Net 2000 van die 9500 wat gebou is, is nie na die front in Europa gestuur nie.

Die Liberty uit die V.S.A.



min vering hier

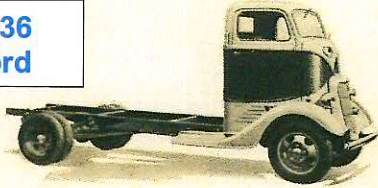
'n 1938 Mercedes Benz bus. Kyk net die yslike lang neus! Onder die enjinkap was 'n 12.5 liter sessilinderdieselmajien. Hierdie model was die eerste 6x4.

Jy sidder as jy die afstand tussendie modderskerm en die bande interpreteer.

The Dearborn Line

CAB-OVER-ENGINE FOR FORD TRUCKS

1936
Ford



NOW, A CHASSIS Fully Utilized



1932
White

Soos masjiene sterker geword het, en paaie beter, het die voertuie groter geword, en veiligheid belangriker. Later is in die VSA en sekere Europese lande beperkings op die totale lengte van 'n vrugmotor of 'n kombinasie van vrugmotor-en-sleepwa geplaas, en dis streng afgedwing. Vervaardigers was toe verplig om die kajuit bo-op die masjien te plaas, vandaar die begrip Cab-Over-Engine [COE]. In latere jare is die streng voorskrifte egter weer verslap.

Die White word bestempel as die eerste moderne COE.

Die White lyk aansienlik beter as die Ford van vier jaar later.

Die Ford-advertensie (hierbo) sê hoekom die lorrie só lyk

ôNá WOII is streng beperkings geplaas op wat Duitse fabrikante mag vervaardig. Dit het noodwendig ontwikkeling benadeel, sodat die eerste COE-Mercedes Benz-lorrie in 1955 eers op die mark was.



1948 Ford Cab-Over-Engine Series F-6



This **International DS300** model was purchased new in 1941 by Soldier Brothers Trucking of Toledo, Ohio. It was purchased as part of a small fleet of five trucks. The other four trucks were used, but this one was parked in the garage and not used. The tires were used on the other trucks because tires were hard to get during World War II. As time went on, other parts of this truck were removed and used on other trucks. After the war, Soldier Brothers Trucking bought new trucks. This truck remained parked in the garage for over fifty years. Purchased by a new owner in 1991, the truck was fully restored and brought back to its original condition. Today the truck is a show truck.



Believe it or not, this rig has a total of only seventeen original miles on it.

FMM COLLECTION IN ACTION – I



An alphabetical series of short driving impressions of some of the museum's car collection. This month we step aboard the majestic 1922 Isotta Fraschini, a rare Italian thoroughbred with quite a history.

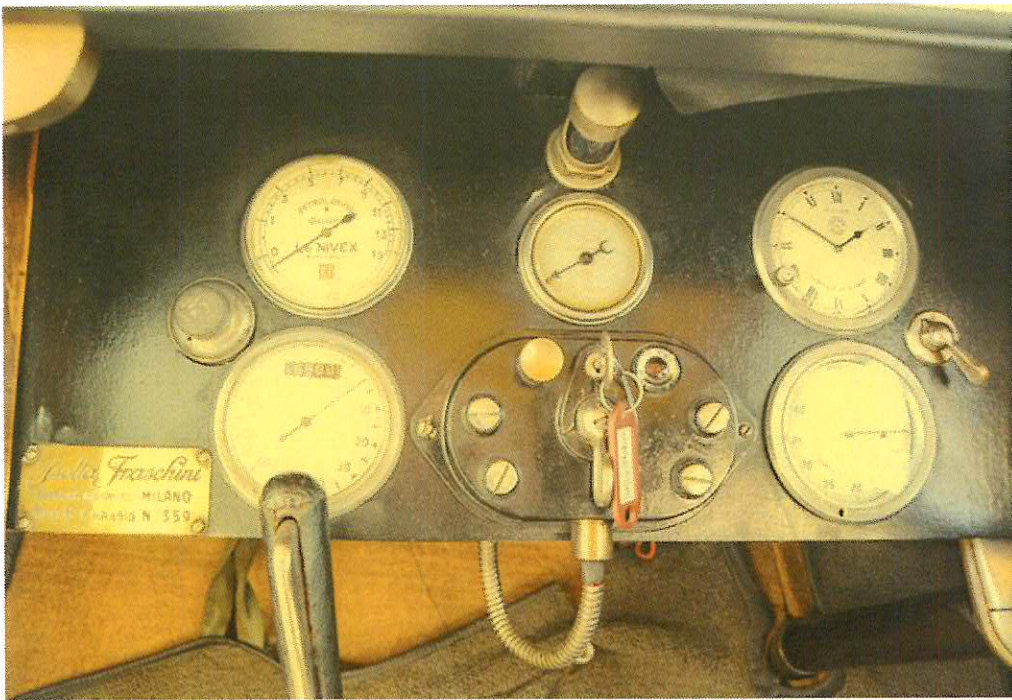
It never ceases to amaze me how one can come across a vehicle that simply takes your breath away with its sheer presence only to find it has a history that often beggars belief. The Isotta Fraschini that is regularly put on display is a case in point. This dramatic dark-blue-and-black 1922 Type 8 touring car is a rare example of an Italian brand renowned for building some of the most luxurious and prestigious ever built, yet this very car once existed only as a pile of bits scattered over a field...

Società Milanese Automobili Isotta, Fraschini & Co. was founded on 27 January 1900 by Cesare Isotta and the brothers Vincenzo, Antonio and Oreste Fraschini. Their motto was 'Import, sell, repair cars' and the company began its business by assembling Renaults before moving on to producing its own vehicles in 1904. There was a brief merger with French automaker Lorraine Dietrich in 1907 but the company was very forward thinking in its approach and recognised the value of motor sport in those times, winning the Targa Florio in 1908 with an 8-litre car while also running a team of *voiturette* racers with a four-cylinder, 1,2-litre overhead-cam engine designed by none other than Ettore Bugatti. In 1910, all Isotta Fraschinis featured four-wheel brakes. An enormous, chain-drive 11-litre car appeared in 1913 before the company's most popular model appeared at the Paris Show in 1919, the Tipo 8.

It was an uncomplicated chassis with a 3 683 mm wheelbase, 1 422 mm track and semi-elliptic springs at all four corners. The engine was a massive 5,9-litre monobloc straight-eight – the first such layout to be fitted to a production car – with nine main bearings, aluminium pistons, and a gear-driven camshaft operating pushrod overhead-valves. There was no external intake manifold: the two carburettors were attached directly to the block. Continuing the aesthetic theme, even the spark plug leads were hidden in a conduit attached to the block. Mated with a three-speed gearbox, it developed 60 kW at around 1 800 r/min and delivered a top speed approaching 140 km/h.

This particular car – chassis number 359 – was found in pieces scattered over 30 hectares of the majestic Prynnsberg Manor Estate near Clocolan in the Free State, which was built by diamond mining magnate Charles Newberry. However, after his death, family heirs steadily let the property decline to a near ramshackle state – and that is another story... Back to the point: despite appearing to have little more than scrap value, the remnants were purchased (with some trepidation) by well-known South African classic car collector Waldie Greyvensteyn, who set about rebuilding the car. A number of vital parts were missing and were replaced with spares from other collectors or remade – except for the crown-wheel-and-pinion. After 18 months when all hope of finding a cwp was lost, the missing item was located in a scrapyard in Cornwall, England, and after some ‘gentle persuasion’ on the dealer, the vital component landed in SA.



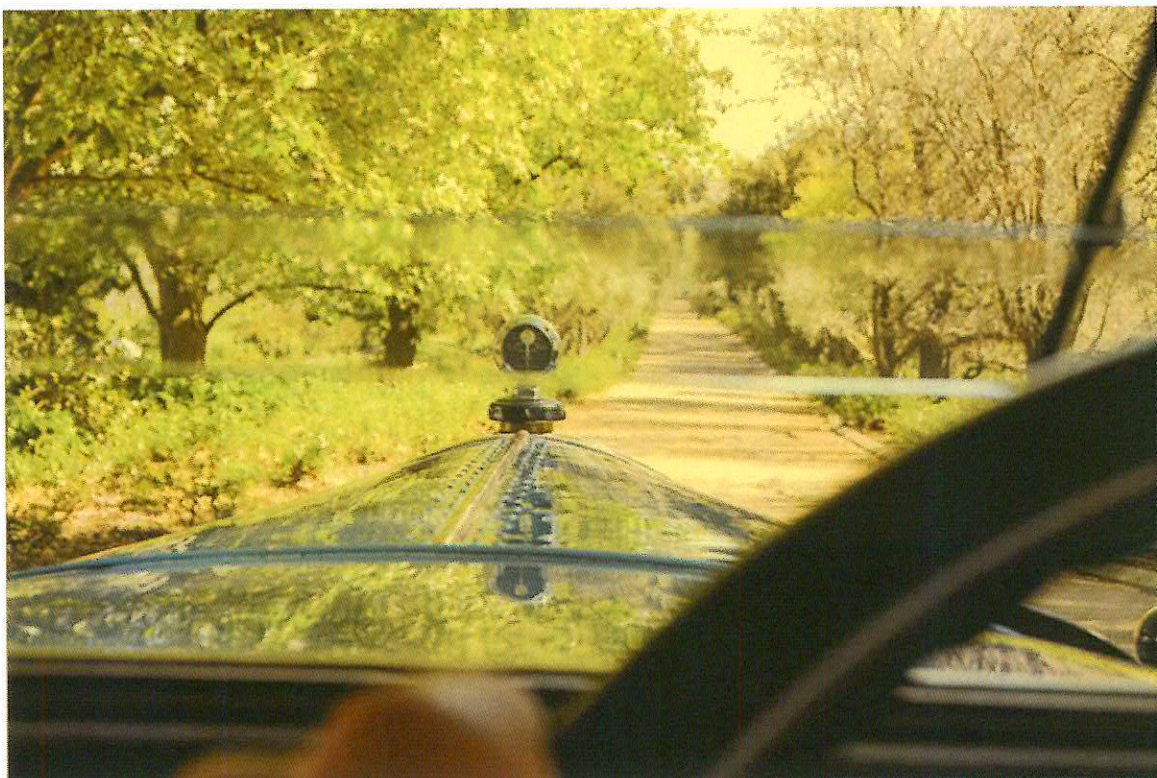


It took a further three years to bring the once dismembered Isotta Fraschini back to its former complete glory. As the Tipo 8 was a chassis only, bodies were supplied by various coachbuilders from around Europe and plates on the door sills proclaim that this car has 'Coachwork by Cowley Coach & Motor Co, Cowley Peachy, Midx', which denotes an apparently prestigious coachbuilding operation based in Cowley Peachey (with an 'e'!) in Middlesex, England. Research on this company revealed a slightly mysterious connection with an R H 'Bill' Beverton, who appears to have been a director of the firm who also held an agency for Isotta Fraschini and was linked with Tony Lago of Talbot-Lago fame. And yet another piece of intrigue surrounding this car is a letter written to Waldie from the daughter of a female Newberry descendent

stating that her mother remembered the car well and claimed it was originally owned by J G 'Parry' Thomas, the famous Welsh engineer, racing driver and land speed record holder. For sure, we know Thomas was a fan of straight-eight engines...

Climbing aboard such a remarkable artefact as this car elicited quite a sense of awe. For starters, its sheer size takes some getting used to. I must admit I felt a bigger than usual sense of awe climbing aboard this gargantuan tourer. The driving position is cramped and the conventional floor-mounted pedal layout requires some muscle-taxing effort to operate smoothly, as does the steering at manoeuvring speeds. Weighing around 2 200 kg – the chassis alone weighs 1 270 kg – you have to tap deep into the big, lazy engine's torque reserves to get rolling, but once into the high top gear, there is a feeling of being master of the road, using the thermometer atop the distant, bold radiator to point the way. Fortunately, the brakes are well up to their task – in a 1920s sort of way – and the sheer Hollywood-ness of the car leaves a lasting impression. In fact, the car was targeted at the American market and you can just imagine being a star cruising Sunset Boulevard (which one did in the movie of the same name). Why, Rudolf Valentino was an early IF owner.

The Tipo 8 was superseded with the 7,4-litre-engined 8A and 8B. However, Isotta Fraschini was seriously affected by the economic crisis of the 1930s and by the disruptions of WWII, and the company stopped making cars in 1949. The plants were converted to produce marine engines. There have been attempts to resurrect the car-making brand, but without success. Fortunately, however, the company's founding automotive exploits can still be appreciated by viewing and driving examples such as this. To the manner – or should that be manor? – born... **MM**



SAVVA Technical Tip 101 – Changing brake fluid

The experts say we should change brake fluid on an annual or bi-annual basis. However we, or should I say I, tend to ignore this good advice and only work on brake systems when I have to. On my side it's just laziness as brake fluid has to be the cheapest product we use in maintaining our vehicles.

A few months ago I had a feeling the brakes on one of my cars weren't quite what they used to be. At the time I put it down to my legs not working as well as they should – until that is, the front right brake locked up. A bit of forward and backward juggling loosened it up enough to get home. The problem turned out to be that the pistons and washers were so full on gunk that the brake shoe springs couldn't return the shoes properly. Admittedly, ashamedly, I don't recall working on this particular car's brakes for about 10 years – it was a case of leave well alone – in this case not a good policy.

Is this perhaps why the experts keep on telling us to change fluids? – i.e. to change the brake fluid once a year or every couple of years and certainly not every 10 years? Is it because our cars are not used that often, or is it perhaps because our brakes don't generate enough heat to dissipate the water in the system? I don't know. Perhaps some knowledgeable enthusiast could offer advice on the subject.

In the meantime I've had the wheel cylinders and master cylinder re-sleeved and the brass pistons cleaned up as well as fitting new washers etc. All the other cylinders were in a similar condition and required rebuilding. It now takes less pressure to activate them. The result – it's not my legs.

P.S. Looking at the internet I see Castrol in the UK offer a special brake fluid that is not as hydroscopic as standard fluid – somewhere in between brake fluid and silicone - is this perhaps the way we should be going? Does anyone know if it's available in RSA?

