

TOOLBOX



DESEMBER + JANUARIE 2015/16, DECEMBER + JANUARY 2015/16



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWENR 126 / EDITION 126

DAGSÊ VRIENDE / GOOD DAY FRIENDS

So begin ons 'n nuwe jaar weer vol nuwe verwagtinge. Ek hoop elkeen het 'n wonderlike Kerstyd en vakansie gehad en weer vol krag is vir die oukarre wat gerestoureer moet word. Voorspoedige 2016 aan almal. Soos jul weet was daar nie Desember 'n Toolbox nie a.g.v omstandighede. Vir sommige lede was dit nie 'n baie goeie maand nie. Daar was baie lief en leed. Sommige met hul gesinne en ander met hul vriende. Ons wil maar net weer sterkte toewens aan almal.

Jaarprogram /Yearprogram

4 Februarie – Maandverdagening

3 March – Monthly Meeting

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

13 Jan – Manie Geyer

17 Jan - Charles Botha

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!

Afsluiting 2015

Ons het Saterdag 21 November almal baie lekker saamgekuier en prysuitdeling gehou.

Daar is lekker gelag en gekuier. Die skaapbraai was uit die boeke. Dankie vir Oom Clive en Tannie Martie vir die kosse en die saal wat so mooi opgemaak was. Asook Danie en Lydia wat gehelp het hiermee. Dankie ook aan Kornel en Tertius vir die prysuitdeling en al die bekers en sertifikate wat hulle agtermekaar moes kry. Dankie ook aan Oom Hennie vir die gravering. Dankie ook vir elke lid wat dit bygewoon het en ook elkeen wat gehelp het na die tyd om die saal weer in orde te kry. Dit was nou 'n spanpoging.



Groete Dircolene



Uitslae vir 2015 Concours

Mees Betrokke Lid – 1ste: Kokkie du Preez
2de: Luame Liebenberg
3de: Manie Geyer
4de: Hennie Knoetze
5de: Danie Poggenpoel

Chairman's Trophy – Kokkie du Preez

Mees Toegewyde Dame – 1ste: Lydia Poggenpoel
2de: Dircolene Naude
3de: Nonnie van Staden

Lid van die Jaar – Luame Liebenberg

Mees Entoesiastiese Lid – Manie Geyer

Peregrinus – Clive en Martie Craig

Vasbyt Trofee – Rob Sartain

Enjin van die Jaar - 1ste: Frans van Staden- Bamfords Diesel
2de: Kobus Nel - Lister
3de: Tertius du Preez – Wolseley Aircooled

Bes Gerestoureerde Motor – 1ste: Luame Liebenberg – 1962 Auto Union 1000 S
2de: Dircolene Naude – 1956 Morris Minor
3de: Ralph Raubenheimer - 1935 Morris 8 Series 1

Klas D (1931-1945) - 1ste: Ralph Raubenheimer – 1935 Morris 8 Series 1

Klas E (1946-1960) - 1ste: Wimpie Pieters – 1955 Ford F100

Klas F (1961-1970) - 1ste: Wimpie Pieters – 1965 BMC
2de: Johan Heyns – 1963 Studebaker Lark
3de: Kobus Nel – 1967 Volvo 123 GT
4de: Frans van Staden – 1969 Chrysler Valiant VIP

Klas G (1971-1991) - 1ste: Manie Geyer – 1972 Toyota Corona
2de: Kornél Smith – 1974 Jaguar XJ6
3de: Rob Sartain – 1984 Lotus Esprit Turbo
4de: Jors van Heerden – 1973 Chrysler 383
5de: Frans van Staden – 1980 Chevrolet Commodore

Mees Oorspronklike Motor - 1ste: Manie Geyer – 1977 Chevrolet Constantia
2de: Hennie Knoetze – 1984 Mercedes-Benz 380 SEC
3de: Rex Whitehead – 1977 Jaguar XJ6 Series 2

Trekker van die Jaar – Wimpie Pieters – 1951 Ferguson Vaaljapie

People's Choice – Luame Liebenberg – 1962 Auto Union 1000 S

Die goeie ou dae



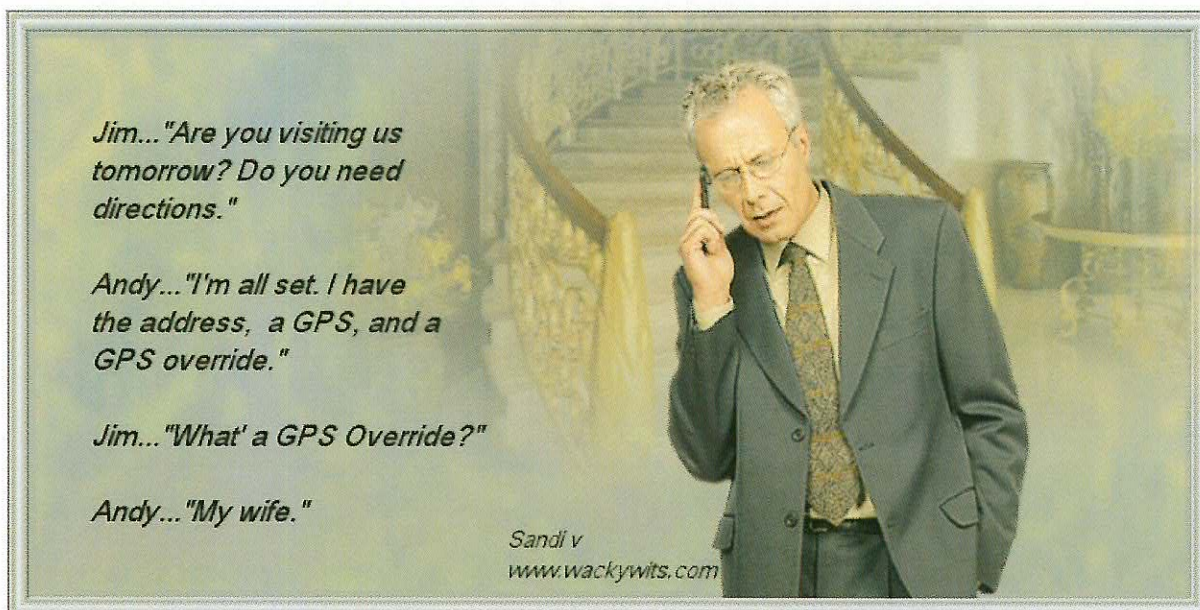
Die kar is gelaai en die karavaangehaak – net 400 myl, dan's ons by Durbs en die see!



Ja, al het 'n Dinky Toy slegs 3/6 (35c) gekos, kon nie alle pa's dit vir hul seuns bekostig nie.



Die Volksie 411 se kletterende enjin het altyd vir my soos my ma se elektriese naaimasjien geklink wanneer hy wegtrek.



New regulations for drivers crossing SA borders

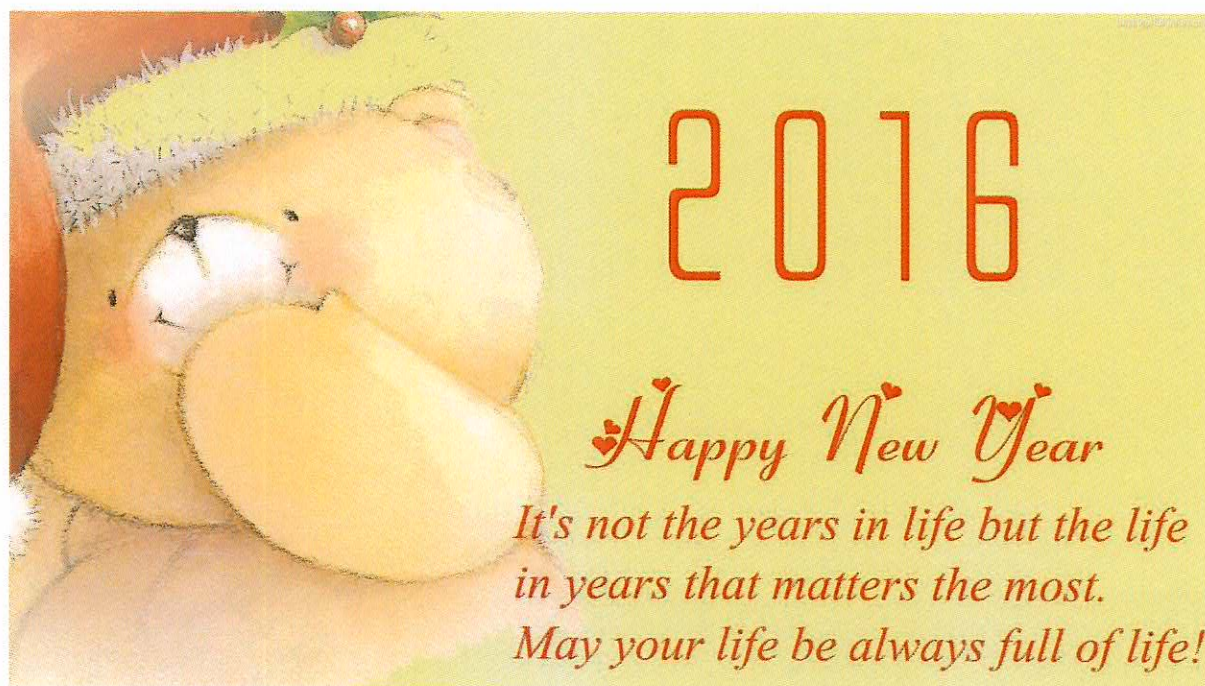
Tue, 1 Dec 2015

The South African Police Service (SAPS) has implemented new regulations that require drivers of cars with South African-registered plates to carry certified documents proving ownership. This new requirement will be implemented at all South African border posts, according to **Vishnu Naidoo**, SAPS head: Media Communications.

The certified documents should include a certified copy of vehicle registration/vehicle license papers which must be presented at the border posts. This must be accompanied by a letter from the bank giving authorisation to take the vehicle across the border and must indicate dates of travel. Both the bank letter and license papers should be signed by a Commissioner of Oaths.

If the driver of the vehicle is not the owner of the vehicle, an affidavit from the police giving authorisation from the financial institution/owner to take the vehicle abroad is required. If the car is rented, the driver must have a letter from the rental company giving permission to take the vehicle out of the country.

Regulations do change, and a customs officer advises SA travelers to check with the SA Auto Club on border regulation updates.



AMERICA'S PACKARD MUSEUM RAVAGED BY FIRE

By: [Mike Eppinger](#) | November 19, 2015



Photo – WHIO (Jim Noelker/Staff)

On Tuesday, November 17, [The Citizens Motorcar Company: America's Packard Museum](#) in Dayton, Ohio, sustained a devastating fire in its off-site storage warehouse in Harrison Township. Many irreplaceable Packard automobiles and artifacts were lost to the fire, which is believed to be the result of a human act and possibly vandalism.

"The staff and volunteers at America's Packard Museum are heartbroken by the vandalism and fire that occurred last night at our warehouse on Ome Avenue," stated a museum press release. "As the investigation into the cause and scope of damage are still underway, we are attempting to come to grips with the enormity of the loss of irreplaceable vehicles and artifacts."

Preliminary reports said the bulk of damage was centered in the area of the building in which cars are restored. Museum officials told **OLD CARS WEEKLY** that the fire department has not deemed the area safe enough for museum officials to return to the site and completely assess the damage, so the number of Packards considered to be lost has not yet been determined. Images of the fire show that a ca.-1948 Packard Station Sedan and several mid-1950s Packard models were affected by the flames.

Local media reported that strong winds and low water pressure made the blaze difficult to extinguish the fire. Although much was lost, the museum credited local fire department for its efforts.

"The Harrison Township Fire Department went above and beyond any reasonable expectation in preserving a great number of valuable vehicles. Our gratitude for their hard work and professionalism is unbounded. The outpouring of support we have already received, both emotional and by way of volunteered time and resources is sincerely appreciated."

As the fire was located away from the museum's main site, it remains open today and every weekday from 12-5 pm and 1-5 pm weekends.

SAVVA Technical Tips 103 - Points, Plugs & Condensers

We are advised by the experts to change the points, plugs and condenser on a fairly regular basis. This is true to a point as older cars invariably run a bit on the rich side and the plugs tend to foul-up long before they burn out. These fouled up plugs can be the major cause of hard starting. It's therefore wise to either clean the carbon off them or replace them with nice new shiny ones. The points also can wear out as they are opening and closing at a furious rate.

However, many years ago a wise man, many years in the trade, said we can question replacing the condenser. When examining the points see if they have a metal build up on either side – if they have, replace the points and condenser. If they don't show a build up rather keep the condenser and replace only the points. The build-up of metal on either of the points indicates the condenser is either over or under capacity. No wear on either side indicates the correct capacity – so why replace it? Good quality condensers like Lucas and Delco last for years but unfortunately are hard to find today. If you have any on the shelf hang on to them. Many of the modern replacements are of questionable quality.

Whilst working on the distributor check if your distributor has a little fly lead that goes to the points. It's a thin very flexible woven lead which enables the advance/retard plate on which the points are mounted to turn freely. If this is in anyway worn - replace it soonest. These leads, which have a limited life, are often hard to find. If you see any at flea markets we suggest you buy a couple and keep them as spares – you could need them one day.

P.S. *I asked Len Ward the auto electrician Guru from Cape Town for his opinion on the above and this was his reply and confirmation.*

"Hello Eric,

The only two times I have had trouble with condensers is when I installed brand new ones. One lasted 2 days and the other a week.

I acquired my '39 Austin 12 in 1958 and during the 11 years I had it I never replaced the condenser. All automotive condensers are (or should be) electrically identical: 0,22 microfarad +/- 10 percent. At 0,5mfd you will have considerable material transfer. In a magneto the advantage is that with every half revolution the polarity is reversed so transfer is virtually eliminated. Automotive condensers are large in physical size in relation to their capacitance because they must be able to withstand about 600 volts in both directions, which is easier to achieve with greater physical size. This is due to the fact that when the points open you get a back and forth surge of about 600volts through the coil primary winding and condenser at a high radio frequency lasting about a nanosecond which will be received by most radios as an audible "crack" - the spark leads acting as transmission aerials. The biggest car condenser I have ever seen is on my 1928 Austin 16 - it has a

volume of about 2 cubic inches. So, the size and shape of a condenser depends on how "safe" manufacturers want to make them, or mounting arrangements.

Therefore, what the old man said about replacing condensers and points is quite correct.

Len Ward

