



TOOLBOX



JULIE/JULY 2016

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWE NR 132/ EDITION 132

DAGSÊ VRIENDE / GOOD DAY FRIENDS

Ons wil net geluk sê aan Tertius en Rob en Oom Clive en Tannie Martie wat so lekker rally gery het en dit nogal so in die koue. Ons is trots op julle. Tertius sal al die nuus in detail gee.

Hoop almal wat siek was, is gesond. Die winter is maar net nie 'n lekker tyd nie. Ons was weer Borrelfees toe gewees. Wat 'n lekker uitstappie, met biltong en droë wors, pannekoek en kerrie en rys, maar 'n paar lede het die poedingtafel meer geniet. Oom Manie kon nie wag om te ry nie. Daar was 5 karre gewees. Dankie vir almal wat saam gery het en die dag opgeoffer het.

En dan was daar die middag... die Austin Healy klub het by Lavender Hill oornag. Baie vriendelike mense. Hulle het lekker met ons gesels en saam gekuier. Baie interessante inligting gedeel oor die karre.

Groete, Dircolene



Tannie Nonnie het gaan "shopping" doen!!!

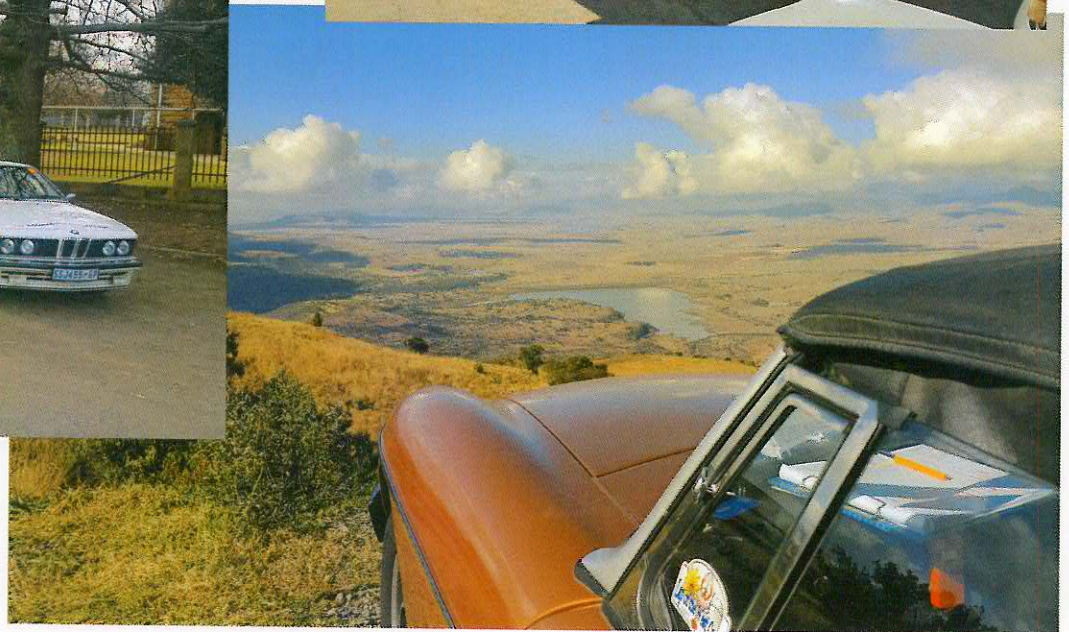
Kestell Borrelfees – 4 Junie 2016

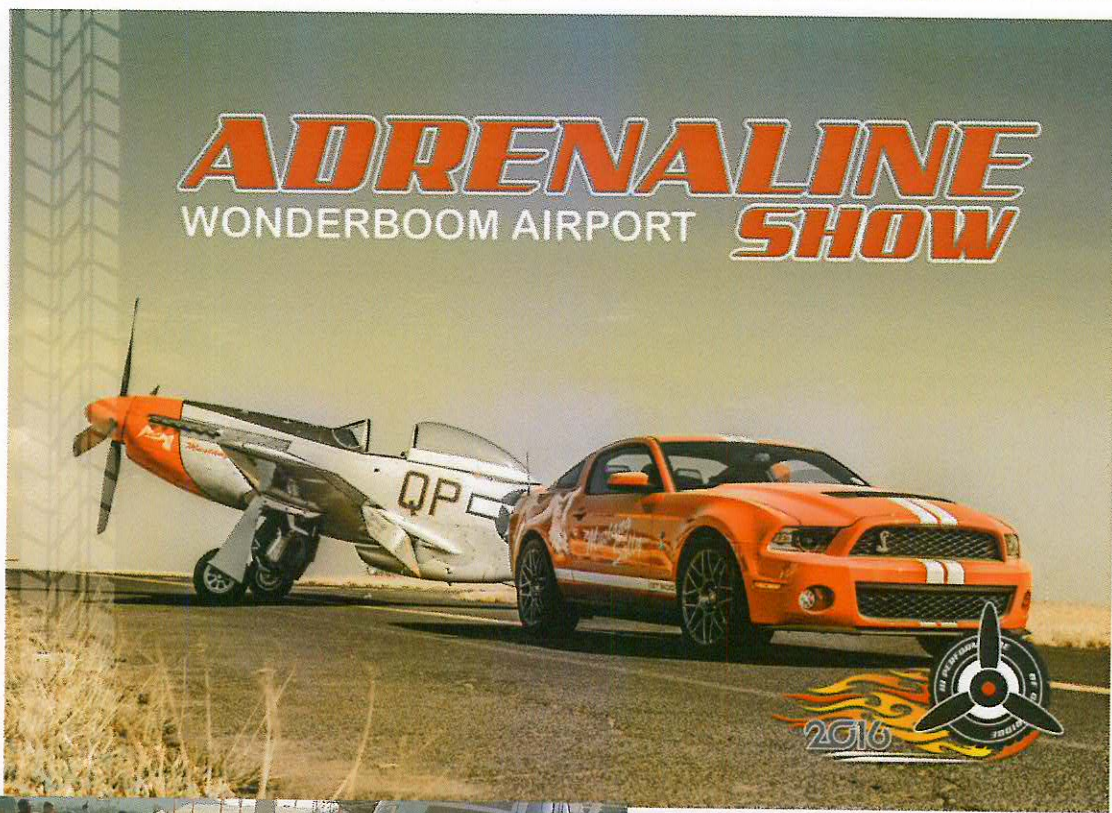


Austin Healey Club visits Bethlehem – 4 June 2016



MACGREGOR MALUTI MEANDER 2016 – 16-18 JUNE 2016







© Simon McDonnell 2016



Maluti lid skenk ploeg aan Bethlehem Museum

Oom Johnnie Neuhoff, wat onlangs van sy plot na die dorp verhuis het, en sy vriendin, Rita het 'n ou Case ploeg aan die Bethlehem Museum geskenk. Omdat die Museum nie oor 'n trekker-ploeg beskik nie, was hierdie 'n welkome skenking. Die ploeg gaan saam met die John Deere trekker uitgestal word. Mettertyd sal die ploeg afgeskuur en gerestoureer word en in sy oorspronklike kleure oorgeverf word.



CARS in the PARK



Aangebied Deur:
**Vrystaat
Veteraanmotor
Klub**

Dinsdag

9 Augustus '16

Martie Du Plessis

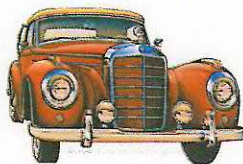
Skool

Toegang:

Volwassenes R30

Kinders R10

*Maak van die dag 'n gesinsdag
& lewer 'n bydrae tot liefdadigheid.*



Navrae:

Theo Potgieter 084 551 6122

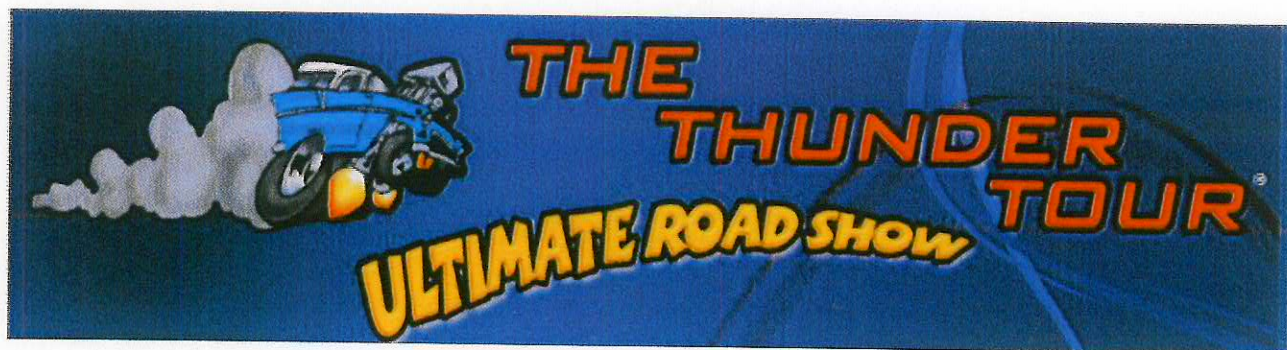
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ROUTE PLAN:

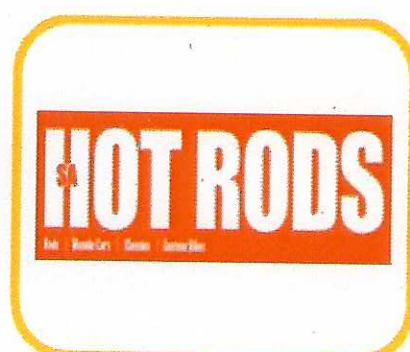
Departure Day 1 31 July 2016 at Pretoria Cars in the Park to Bothaville. Day 2: Bothaville to Bethlehem. Day 3: Bethlehem to Howick. Day 4: Howick to Durban. Day 5: Durban Day 6: Durban to Richards Bay Day 7: Richards Bay for the final show and shine and the big prize giving dinner on Saturday night. (Each participant will judge his/her fellow tour mates vehicle (s))

For more information contact:

Wilna 082 887 1137 / Vlooi 083 925 3253

www.thethundertour.co.za

Email: thethundertour@gmail.com



SAVVA TechnicalTip 109 – Cold starting

Some five years ago we discussed the advantage/disadvantage of converting from 6 to 12 volts. As we are heading for cold weather and possible hard starting here is an extraction from that article.

If the old engine doesn't turn over in a nice friendly fashion start checking items like timing, wiring, compression etc – mainly wiring. A simple check is to connect a voltmeter to the starter motor terminal and see what voltage it cranks at. Another test is to crank the engine and check the voltage at the coil. A year or two ago a club member purchased a 1938 eight cylinder Packard that throughout its entire life had a reputation of being a bad starter – especially in the winter. The new owner, quite rightly, refused to accept the fact that Packard ever produced a car that had starting problems. After a preliminary investigation of battery condition, earthing, wire size etc. a simple check showed that the voltage at the coil was only 4.0 volts. The problem turned out to be a serious volt drop in the wiring circuit due mainly to a faulty ignition switch and a fuse holder of dubious quality. When a temporary piece of wire was connected directly from the battery to the coil - it started first turn. A replacement ignition switch and fuse holder ended years of suffering.

Bad connections are not only the prerogative of older cars, recently, a more modern 12volt sports car cranked over freely but took a long time to fire up. Everything appeared to be in excellent condition but it was found the voltage dropped from 12 to 9 volts at the coil. Only by an examination of the wiring was the problem finely identified – the bolt holding the earth strap from the battery to the chassis had rusted badly causing a very poor connection. In this case the problem was difficult to locate as the connection was under the back seat in the most inaccessible position imaginable. A new earth strap was fitted and the problem was solved.

Incidentally, always check the thickness of the battery cables on six volt systems. So often they have been replaced with modern ones from local spares shops and these are designed for 12 volt systems. Using these thinner 12 volt cables the 6 volt starter will turn over, but not happily. If thicker cables are difficult to find use welding cables, or, in an emergency double up the thinner ones.

So there you have it, before changing over to 12 volts, check a few points first, otherwise you may simply make a 6 volt problem a 12 volt problem.



This is a good quality welding cable – highly recommended for battery cables. It consists of numerous strands of wire so it can wriggle and giggle without breaking.