



# TOOLBOX

NOVEMBER 2016



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWENR 135 / EDITION 135

## DAGSÊ VRIENDE / GOOD DAY FRIENDS

Soos jul weet is dit weer tyd om die nuwe bestuur te kies vir 2016. Die karre gaan vandag beoordeel word en dan volgende naweek die 12de die enjins. Danie wil graag die klub rekord verbeter, so almal wat enjins het moet dit bring asb. Dit vind plaas by oom Frans van Staden se huis.

Ons prysuitdeling funksie gaan voorlopig die 19 de November wees. Maak asb seker dat jy voor die tyd jou geld betaal en plek bespreek teen 5 November. Ons gaan weer lekker saam kuier en eet.

## CLASSIC CAR SHOW HOSTED BY



The Citizen

ticketpro

## 4 DECEMBER 2016

## NASREC EXPO CENTRE

## WWW.CLASSICCARSHOW.CO.ZA

Supremelimos.net

Calisto's  
Portuguese Restaurant



SPEED  
& SOUND

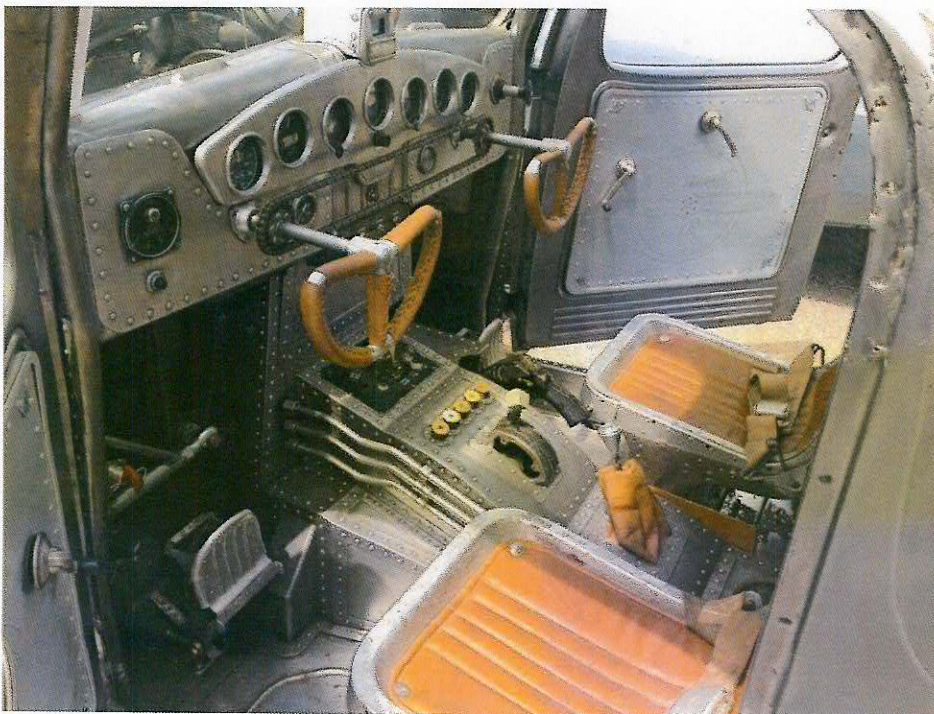
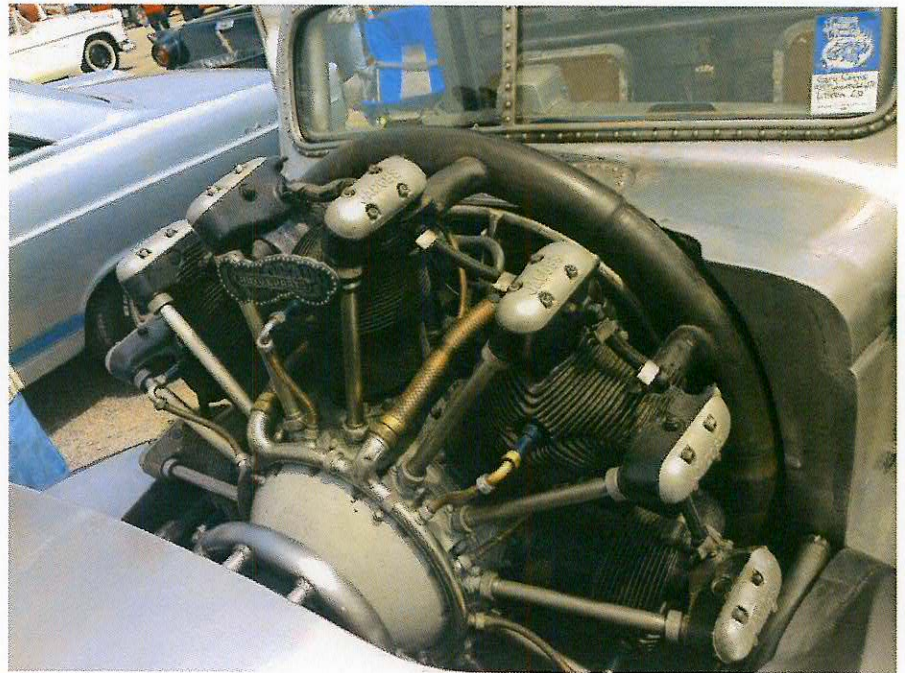
JOHNNESWAY  
PROFESSIONAL TOOL RANGE





**When  
aviation and  
flying runs  
through your  
veins.....**

**you just  
can't  
seem to  
shake it...**





## FOR SALE

"I bought the old girl from a local retired Dr some years back. The only info I have been able to find on the body style 'colonial box body' is that coach builders built these box bodies for the Kenyan motor vehicle market. I am lead to believe that these builds were done using a number of manufactures. When the vehicle came to this country and why I have not been able to find out. Attached are some pics of her. I am selling as I feel a Ford will be easier to maintain giving me more opportunities to drive. I would appreciate the word being spread that she is for sale at a price of R220 000.00. The old girl is registered with an "s" license and is up to date, runs like a dream but does need some minor attention in some areas."

Please contact Sevrin Hansen on [tsc@telkomsa.net](mailto:tsc@telkomsa.net)









### 3. ENJINS

- (3.1) RANSOMES SIMS & JEFFRIES STOOMENJIN (1925's; mooi lopende toestand).  
 (3.2) MARSHALL STOOMENJIN (1911's; uitstekende lopende toestand).  
 (3.3) VERTIKALE STOOMENJIN (nie-lopend; met stoomketel; allerhand reeds gedoen).  
 (3.4) STATIESE ENJINS (verskeie enjins in verskillende toestande).  
 (3.5) RUSTON No.9 (van die grootste Rustons vervaardig).

### 4. JOHN DEERE IMPLEMENTE & TOERUSTING

2 Sleepploë, Hooihark, 2 Grassnyers, 2 Osploeë, Damskrap, Planter, Baler, Oshaler, Mielie-afmaker, Skattel-eg.



**ROETE**  
**VANAF SASLSBURG:**  
 Ry op die Vanderbijl pad (R57) vir 5 km.  
 Draai links op die Stonehaven / Ravel  
 straat. Ry vir 200m. Draai regs in  
 Vaal Drive. Ry vir 1 km. Draai regs  
 by velling op.

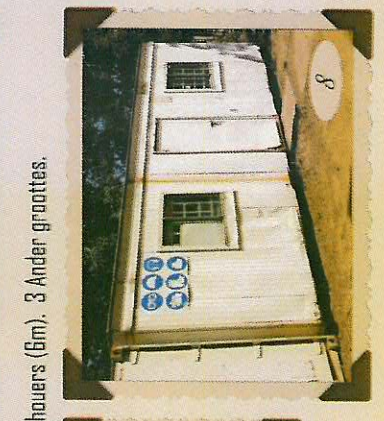
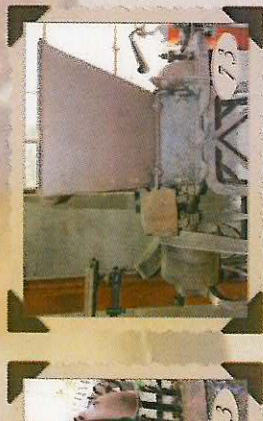
### 6. WAENS

- (6.1) OSSEWA (goed bewaarde ossewa in puik oorspronklike toestand).  
 (6.2) VERE-WA (uitstekende voorbeeld van 'n vere-wa in oorspronklike toestand; met lesensie).  
 (6.3) KAPKAR (oorspronklike toestand; Boje Bouers; Kroonstad).  
 (6.4) PENTECHNICON SLEEPWA (1960's; Aluminium bakwerk; Ex-SAR).



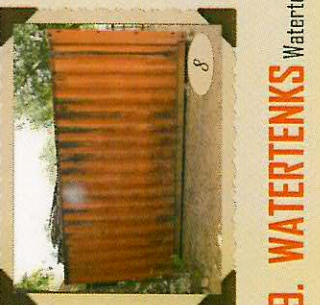
### 7. PLAAS TOERUSTING & LOSGOED

- (7.1) MASSEY HARRIS 630S COMBINE STROPER (1950's - Kanada; Volkswagen 1100 enjin; petrol).  
 (7.2) ROLLER (10 Ton) (1960's; Ford 6-silinder enjin; lopende toestand).  
 (7.3) MEULENS (Turner en Harrison McGregor meulens).



### 8. VRAGHOUERS

2 Aluminium vraghouers (12m). 2 Staal vraghouers (6m). 3 Ander groottes.

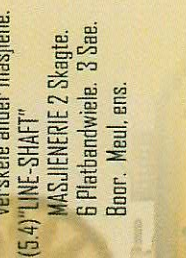
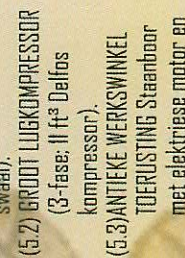
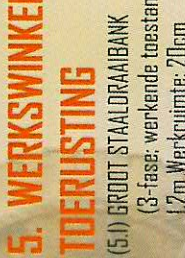


### 9. WATERTENKS

Watertenk (1000l). Watertenk (500l).

### 5. WERKSWINKEL-TOERUSTING

- (5.1) GROOT STAALDRAAIBANK (3-fase; werkende toestand; 1,2m Werkruimte; 20cm swaai).  
 (5.2) GROOT LUGKOMPRESSOR (3-fase; 11 kva Delfos kompressor).  
 (5.3) ANTIKE WERKSWINKEL TOERUSTING Staander met elektriese motor en verskeie ander masjiene.  
 (5.4) "LINE-SHAFT" MASJINERIE 2 Skagte, 6 Platbandwiele, 3 Sae, Boor, Meul, ens.





# **Classic Cars: What Is The Difference In Original, Restored And Resto-Mod?**

Automotive restoration is a thriving business for some and a challenging hobby for others. The world of classic cars is made of an unimaginable number of makes and models, thousands of upgrades and unlimited options. But all classic cars fall into one of three categories: Original, restored or resto-mod. As you begin the gruelling task of refurbishing a special vehicle, you should consider the options available to you for your specific project.

## **Original cars**

Original cars are extremely rare. A true, original car is a vehicle that has been maintained both aesthetically and mechanically without the replacement of any parts or pieces. The repairs that have occurred are few and far between, and whenever possible, parts needing maintenance have been fixed rather than replaced.

One way to determine if a classic car is original is to look for "matching numbers." The term "matching numbers" or "numbers matching" simply refers to the serial numbers that were stamped or cast on the major components of the vehicle during production. Those serial numbers match the other components on the car or may refer to the assigned numbers of the production facility, date or the series of the vehicle. Since VIN's were not standardized until the 1980's, the manufacturers each had their own system of assigning numbers. Depending on the make and model of the classic car, the engine, transmission, rear axle, alternator, generator, carburetor, distributor, water pump and heads may be numbered. A vehicle with "matching numbers" is original and is considerably more valuable than those without.

Thus, a true, original vehicle is a rare thing, and the reality is that most vehicles being sold as "original" are more appropriately described as "restored."

## **Restored cars**

Restored vehicles are classic cars that have been refurbished to their factory specifications using original factory parts. "New old stock" or NOS, are parts that are old, but have never been sold at retail. While many of these parts can be located, the cost, time involved and availability of some parts make it a daunting task. Therefore, many vehicles are restored using new parts that have been manufactured to the original specs. For a "restored" car, the end goal is to repair and refurbish the vehicle so that it looks and operates exactly the same as the day it rolled off the assembly line.



## **Resto-mod**

A resto-mod is a classic car that has been restored, but modified with modern parts and technology. Aesthetically, the vehicle looks the same until you look under the hood or reach for the radio. When an owner decides to modify their vehicle it is usually to comply with emissions standards, incorporate safety features such as airbags, brakes, or in some cases, GPS systems. Further, many owners will upgrade the engines on a classic car so as to enhance performance and increase fuel efficiency. Regardless of what features are changed or added, the ultimate goal is to modify the classic car without significantly altering its outward appearance.

## **Buying and selling classic cars**

When it comes time to purchase a classic car, there are lots of factors to consider. First, you'll want to consider what plans you have for your classic car. If you are looking for an investment vehicle, you probably don't plan to drive it so an original classic might be your answer. On the other hand, maybe you're looking for a project and would love the opportunity to bring a car back to its glory. In that case, a car to restore might be for you. But if you're just looking to have a fun vehicle to drive, maybe a resto-mod, with all its modern conveniences, would be the choice for you.

When it comes time to sell your classic car there are a few things to remember. Original classics are very rare and therefore hold their value. Restored cars, by definition, are transformed and may or may not garner enough to cover the cost of restoration. And resto-mods are the hardest to predict. Because of the intense amount of customization, it may be hard to find the perfect buyer for your resto-mod. Be sure to consider your resources, budget and commitment before you decide which type of restoration is best for your classic car.





## SAVVA Technical Tip 113- Brake boosters

Some of us have cars with vacuum brake boosters and some of us wished we had cars with vacuum brake boosters. Without question, they help with the braking effort on early cars.

To-date replacement "in-lines" vacuum boosters have been fairly expensive, however, thanks to our Eastern friends some very smart replacement units are arriving on our shores for about R2000.00 each. This is considerably cheaper than even rebuilding the originals. The package includes all the necessary (and un-necessary) brackets, hoses, clips etc.

Whilst these are ideal for replacing tired old units they are also ideal for adding to the brake systems of early cars that weren't equipped with such modern devices. With most modern cars fitted with disc brakes, boosters, equalisers, ABS and XYZ's etc. we can't be too careful. I'm sure most of us have experienced a modern car zipping in front of your oldie and slamming on brakes. Quite an experience, which I believe, justifies fitting whatever we can to improve the braking efficiency on older cars.

Should you decide to fit a booster to your oldie it is advisable fit a non-return valve at the same time. This valve, which is a low cost item, stops the fumes from the intake manifold from getting into the booster which will eventually contaminate the diaphragm rendering it useless or at the least ineffective. Keep in mind if the booster has a leak, even a minuscule one it could be sucking air making idling a bit rough. To check the booster for leaks one should remove the suction pipe and block it off and see if the idling improves or not.

Attached is a picture of a typical replacement unit with a non-return valve just below it.

If you have problems getting further information regarding technical or availability of these units in your area contact Isabel at Wingate Brake & Steering, Johannesburg.  
e-mail: [parts@winbrake.com](mailto:parts@winbrake.com) phone 011 334 7030 or 082 600 6500.

P.S. I have subsequently learned that they have a unit finished in black for Jaguars.

