



# TOOLBOX



DESEMBER 2017



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWE NR 140/ EDITION 140

## DAGSÊ VRIENDE / GOODDAY FRIENDS

So snel nog 'n jaar ten einde. Dit was n besige jaar gewees, nie net by die klub nie, maar so ook het elke lid persoonlik maar hul eie dinge gehad om te verwerk. Die tye wat ons wel saam was het ons elke oomblik geniet.

So moes ons ook 'n "ma" van ons klub, tannie Nonnie van Staden, afstaan aan die dood. Ons mis haar veral met ons uitstappies waar sy en oom Frans altyd gewillig was om saam te gaan.

Ons het 'n lekker jaar afsluiting gehad met Mr Gatsby wat homself oortref het. Baie dankie daarvoor. Een en almal het dit geniet.

Ons het ook onlangs, Saterdag 18 November, 'n lekker ontbyt geëet en daarna Ficksburg toe gery na Dawid Viljoen se uitstalling. Daar was 'n paar ongevalle. Danie se kerie het uitgetrek. Ek bedoel die Chev sn. Gelukkig het almal veilig by die huis gekom en was hulle lekker pootuit.

Geseënde Kersfees en Voorspoedige Nuwejaar vir elkeen met jul gesinne. Die wat gaan vakansie hou moet veilig ry en dit geniet.

Groete

Dircolene

## Nuwe bestuurslede vir 2018!!!

### Baie geluk aan die nuwe bestuur

Voorsitter - Tertius du Preez

Ondervoorsitter- Danie Poggenpoel

Sekretaresse – Lydia Poggenpoel

Tesourier - Dircolene Naude

Skakelbeampte – Kornel Smith

Beskermheer - Oom Hennie Knoetze





## Advies van 'n Ou Kar

Wys van watter stoffasie jy gemaak is in  
jou 'vintage' jare

Dra die duike en skrape van jou  
lewenspad met trots

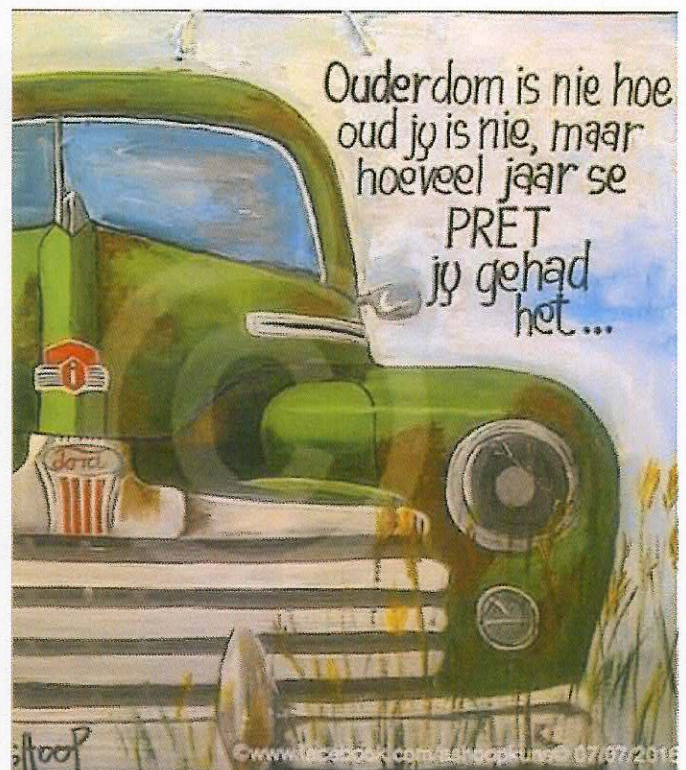
Vermaak mense met interessante stories  
oor die paatjies waarop jy in jou lewe gery  
het

As daar 'n vurk in die pad is, vat dit

Jy is nooit te oud om mans se aandag  
te trek nie

Geniet jou ontsnapping van die  
mallemeule stadsverkeer

Roes in vrede





## Maluti Engine Day 2017

Due to the passing of Nonnie van Staden, the Committee decided to move the engine gathering from Frans and Nonnie's house to the Museum grounds so that the family won't be bothered. Danie and Tertius brought their engines out to play...



Another highlight was the Separator display showing the youngsters how to make butter.







# *Hoëveld Oumotor Klub*

## *Highveld Old Motor Club*

Hereby we as Higveld Old Motor Club (HOMC) wish to invite you to our annually carshow at Middelburg Mpumalanga on the 5<sup>th</sup> May 2018

This is the 8<sup>th</sup> year of our show and we would like you to be part of it.

Various clubs has also been invited so the day promises to be great fun.

We have special entertainers and we also have a kiddy play park.

A poster with final detail will follow shortly.

Will you please spread the word to all other car owners and clubs.

Hope to see you

Victor Henning  
Show Organiser  
0845139543  
victor@judea.co.za



## *Spring Day – 1 September 2017*

The Metropolitan Centre in Bethlehem presented a Spring Day Festival this year. Maluti Club was asked to exhibit cars during the festival. Thanks to the owners of the 7 cars that participated.







## THE DATE IS SET...



### VINTAGE, CLASSIC & SPORTS CAR AUCTION GEORGE OLD CAR SHOW



The 22<sup>nd</sup> George Old Car Show is set to be held over the weekend of 10/11 February, 2018. Initiated by the Southern Cape Old Car Club, this event continues to be hosted by the club on an annual basis. Since February this year, committee members and volunteers have been hard at work - planning, arranging and organising the many facets that have to be in place to ensure a successful and enjoyable show. Countless hours have been spent and countless hours are yet to come as preparations are made for this, George's biggest annual event,

attracting approximately 12 000 people locally and internationally.

An event of this magnitude does not happen by accident. Every detail has to be meticulously covered to ensure that more than 800 cars, trucks, tractors, and motorcycles are displayed and exhibited to their best advantage. In addition, there are stationary motors and model cars (Dinkie, Corgi, Matchbox, etc.) which attract their own group of interested spectators. Stallholders display and sell a wide variety of goods and, of course, no show is complete without food vendors and refreshment stalls.

This is by no means a static show, however, as opportunity is provided for vehicle owners to parade and show-off their treasured vehicles which are grouped into various makes or years. At designated times, owners are invited to drive their cars into the arena to give a short description and background on the vehicle. A well-versed and knowledgeable commentator is on hand to assist and ask questions where necessary.

One of the highlights of the show is the auction of vintage, classic and sports cars which, for the 6<sup>th</sup> year running, will be hosted by House of Classic & Sports Cars in Knysna who specialise in buying and selling vintage, classic and sports cars. The auction will be held at 1.00 p.m. on Saturday, 10 February and lasts about an hour. From 9.00 a.m. on the Saturday, vehicles submitted for auction are exhibited in a demarcated area in close proximity to the registration tent. House of Classic & Sports Cars staff are available to assist potential buyers and to answer any questions. Anyone wishing to bid must register between 9.00 a.m. and 12.45 p.m. in the Registration Tent as a strict "No registration, no bidding" rule applies. A refundable deposit of R3 000.00 (Three Thousand Rand) is payable upon registration. This entails a credit card being swiped and the docket retained. If no purchase is made, the docket is handed back to Bidder. No cash deposits are accepted.



House of Classic & Sports Cars believes in contributing towards charitable organisations and, as such, the Auctioneer's full commission (bidder's premium) of 6% is given to the Southern Cape Old Car Club for onward donation to a charity or charities selected by the Club.



Entries for the auction are now open and sellers are encouraged to contact House of Classic & Sports Cars directly for further information. Only vehicles in good, running condition will be accepted and, to increase the chance of a sale, sellers are urged to specify realistic prices. Buyers are slowly coming to realise that these sales are not "bargain basements", but as the vehicles are on auction, they do expect to pay competitive prices.

House of Classic & Sports Cars staff can guide sellers on what may be realistically achieved.

**For more information, contact House of Classic & Sports Cars on 044-382 1000 / 081 325 1507 / 082 566 7897. Email: [info@hocasc.co.za](mailto:info@hocasc.co.za). ([www.hocasc.co.za](http://www.hocasc.co.za))**



## Erferis Fees – 23 September 2017

Die Vriende van die Bethlehem Museum het 'n fees aangebied rondom Erferisdag. Die tema was vervoer en dus het Maluti Motorklub ook deelgeneem aan die statiese uitstalling by die Museum.



The naughty 1940's



Die Kattel!!



The English...



The Americans...



Sports cars....  
And  
Military sports!





## SAVVA Technical Tip 125–Safety fuel pump cut-offs

*We received this excellent advice about fuel cut-offs from Ferrari owner Robert van Zyl and regretfully I have been remiss in not publishing it earlier – apologies Rob.*

The warning is that if you use or convert to using an electric fuel pump a cut-out should be installed to disconnect the electric pump should the vehicle be involved in an accident. If the engine is not running for whatever reason the pump should stop pumping.

To Quote Rob:

“I agree that the fitting of electric fuel pumps is a practical solution to the problem of cars that are not in use on a daily basis. I have also fitted electric pumps to some of my cars. During the carb era Ferrari also fitted an electric pump to his cars in addition to a mechanical pump. In some instances he fitted an electric pump and two mechanical pumps.

There is a problem with fitting an electric pump without some cut-out device in the electric circuit. Early fuel injected cars had an inertial cut-out switch which stopped the fuel from pumping when the car was subjected to an impact. This could also be a problem when driving on some of our bumpy roads.

There are two solutions:

- Fit an inertial cut- out switch.
- Fit a pressure sensing switch to the oil supply which would cut off the electricity to the pump if the engine is not running.

It might be possible to use the oil pressure warning light switch but I have not tried this. You will have to fit a press- button over riding switch to get the car started before the oil pressure has had time to build up.

Good Luck

p.s. Ideally the electric pump should be used for priming the carb and then switched off and the mechanical one then taking over.”



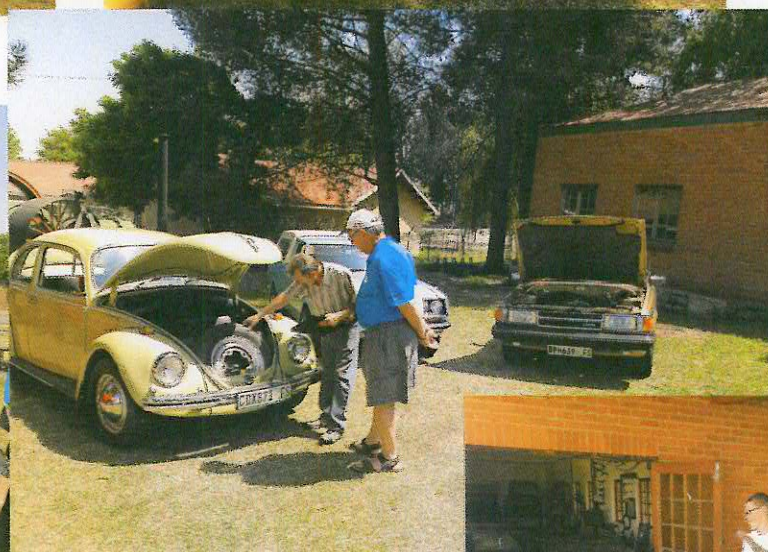


## MALUTI CONCOURS 2017



Maak gereed vir  
die beoordeling..

Wimpie was en  
politer!!!



En alles eindig met 'n braai!





## Uitslae vir 2017 Concours

Mees Betrokke Lid – 1ste: Dircolene Naude  
2de: Tertius du Preez  
3de: Manie Geyer  
4de: Luamé Liebenberg  
5de: Hennie Knoetze

Chairman's Trophy – Luamé Liebenberg

Mees Toegewyde Dame – 1ste: Miemie Naude  
2de: Lydia Poggenpoel  
3de: Susan Botha

Lid van die Jaar – Manie Geyer

Mees Entoesiastiese Lid – Ralph Raubenheimer

Peregrinus – August van Niekerk

Vasbyt Trofee – Kornel Smith

Enjin van die Jaar - Nie toegeken nie

Bes Gerestoureerde Motor – 1ste: Danie Poggenpoel – 1939 Chev Master Deluxe  
2de: Danie Poggenpoel – 1948 Chev Fleetline  
3de: Koos de Beer – 1981 Pontiac Trans Am

Mees Oorspronklike Motor - 1ste: Wimpie Pieters – 1994 Audi 500 SEL  
2de: Koos de Beer – 1981 Datsun ZX  
3de: Manie Geyer – 1983 Toyota Cressida

Klas F (1961-1970) - 1ste: Luame Liebenberg – 1962 Ford Anglia  
2de: Kobus Nel – 1970 VW Beetle  
3de: Kobus Nel – 1967 Volvo 123GT

Klas G (1971-1997) - 1ste: Charles Botha – 1972 Chev El Camino  
2de: Charles Botha – 1971 Toyota Corona  
3de: Tertius du Preez – 1981 MGB GT  
4de: Kornel Smith – 1974 Jaguar XJ6  
5de: Rex Whitehead – 1983 Jaguar XJ6

Trekker van die Jaar – Wimpie Pieters – 1951 Ferguson Vaaljapie

People's Choice – Koos de Beer – 1981 Pontiac Trans Am





# SAVVA

## 50<sup>th</sup> Anniversary Tour 7<sup>th</sup> to 10<sup>th</sup> May 2018



### Invitation to Participate – *Please “Save the Date”*

The SAVVA 50<sup>th</sup> Anniversary Tour will include both motorcycles and cars and will be based at the Houw Hoek Hotel near the Houw Hoek Pass, in the Western Cape. Both cars and motorcycles will compete on an even footing, over the same course and, for the most part, for the same trophies and awards. Details of all the awards will be forwarded to you with the Entry Forms and Supplementary regulations shortly, once the MSA Permit has been applied for.

The following is a brief timetable for the event:

- Monday 7<sup>th</sup> May: Competitor registration, Documentation and Scrutiny for entrants from 12h30 to 16h00. Competitors and Marshals meetings at times to be advised in the final instructions.
- Tuesday 8<sup>th</sup> May: Start the Competitive event (Day 1) from Houw Hoek Hotel. Start times and numbers will be advised in the Final Instructions. First day results will be posted at a time / place to be advised.
- Wednesday 9<sup>th</sup> May: This is a “Free Day” – to visit the Franschoek Motor Museum, a Wine Estate, or sightseeing of your choice.
- Thursday 10<sup>th</sup> May: Start of Competitive event (Day 2) from Houw Hoek Hotel. Start times will be included with the Final Instructions. Second day results will be posted at the “Final Dinner “ Prize Giving / Awards Dinner at +- 7pm

The course will traverse some very beautiful and interesting areas of the Western Cape and will include several mountain passes, on magnificent roads - which only the Western Cape can provide.

The Houw Hoek Hotel, has 52 x Rooms, of various configurations – including family formats. All rooms are in reasonable proximity to each other and the main Hotel facilities.

We are currently negotiation a rate of +- R 3,100.00 per person sharing – which includes dinner and breakfast on a daily basis, with the exception of the Prize Giving Dinner.

All rooms are of a good standard, as the Hotel has been revamped.

We look forward to welcoming you to the 50<sup>th</sup> SAVVA Anniversary Tour – and celebrating this milestone in our history.

With kind regards,

Hylton Allison

Clerk of the Course. Mobile. 078-234-7144. Email. [contacthylton@gmail.com](mailto:contacthylton@gmail.com)





## SAVVA Technical Tip 126 – Corroded cylinder heads

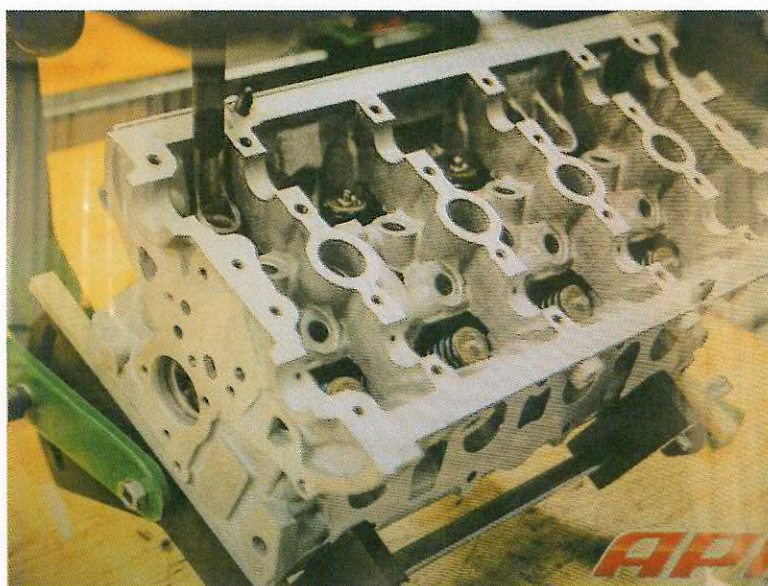
Years ago most cylinder heads were made of good old cast iron and lasted for the life of the car. However, with the passing of time and the manufacturers' quest for lighter weight and increased efficiency, more and more are made of aluminium or aluminium composed types of material.

Aluminium heads aren't that new and go back many years. I've had cars like a '34 Ford and a '31 De Soto fitted with them but, unfortunately, they didn't last because of corrosion and had to be replaced with cast iron ones.

We are told aluminium heads are far superior to cast iron, which is obviously true, as they warm up and dissipate heat quicker. Unfortunately, the quality of the aluminium used 40 or 50 years ago wasn't up to the standard of today, in fact, many English cars of the '60s - because of a shortage of product - used a considerable amount of recycled aluminium. Having owned numerous Sunbeam Alpines over the years I can attest to this as the aluminium heads are the weakest component of these great cars. The earlier models used cast iron and rarely gave trouble - can't say that for the later ones.

To make matters worse, in the '60s when aluminium became the "in thing", good anti-corrosive radiator products that are freely available today were virtually unknown resulting in premature head failures. The question is how do we preserve the life left in the heads on our 40 and 50 year old cars? And don't believe expensive cars don't suffer from the same fate as I have had both Mercedes and Rolls Royce with "terminal" corrosion problems.

The answer: Use one of the best anti-corrosive additives one can buy. Expensive, yes, but considering the price of a head replacement or repairs - still cheap at the price. Additives used by manufacturers such as Mercedes, BMW, Volvo, Toyota, Audi, Nissan etc, are of a very high standard and worth paying the extra premium for. The cheaper products may boast all kinds of magical ingredients to combat freezing, overheating and this and that but their anti-corrosive qualities could be questionable and that's what we do not need in our older cars.



Typical modern double overhead cam head – very complex



*Some interesting cars at Piston Ring Swap Meet – September 2017...*



*'n Voormalige Bethlehem  
Voertuig –  
1939 Ford Deluxe*





## Party like Gatsby – by Tertius du Preez

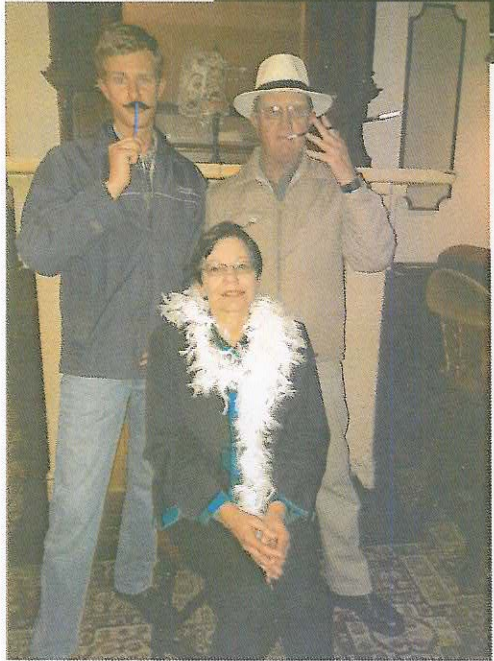
The 2017 Year-End function and Prize-giving ceremony recently took place at the Park Hotel. The Hotel has undergone a transformation and is being restored to its former glory. The event took place in the old ladies bar which was decorated in 1920 period style.

The weekend featured an unseen cold front with snow falls in surrounding towns. With that in mind the fireplaces were lit and the Old Brown Sherry assisted in chasing the cold away.

A fun time was had by all whilst the Big Brass Band accompanied by Frank Sinatra and Robbie Williams entertained the crowd in the background with their timeless swing classics.





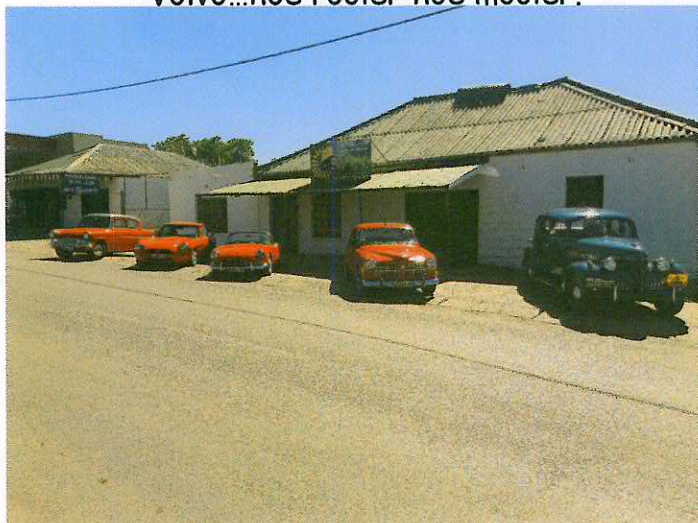




## Die Ossewa-familie-Museum in Ficksburg

Gedurende die naweek van 18 November het ons 'n rit na Ficksburg onderneem op uitnodiging van Dawid Viljoen. Om die rit in te kleur het ons besluit om ontbyt te nuttig by Di Plaasstoep op Fouriesburg.

Groot was die verbasing die oggend toe slegs rooi motors by die Wegspringplek in Bethlehem byeen gekom het. Anglia, Triumph, Dart en Volvo...hoe rooier hoe mooier.



Op Slabberts het Danie en Lydia by die konvooi aangesluit. Hulle het bietjie blou bygevoeg. Dieter en Chanel het die konvooi gelei. Nadat hulle die afdraai gemis het, was ons skielik omring met televisiekameras. Nietemin, na 'n heerlike buffet ontbyt is voort na Ficksburg. Die pad was besig aangesien dit Kersiefees was. Menigte het ligte geflits of toeter gedruk en gewaai as hul ons gewaar het.

Dawid en familie het ons ingewag met koffie en koeldrank. Spesiale moeite is gedoen om al hul voertuie saam met ons sin uit te stal. Daarna is ons deur die museum en gastehuis geneem waartydens baie staaltjies vertel is met betrekking tot die wye verskeidenheid artefakte wat te siene was.





Dawid het gevra dat ons saam in konvooi deur die dorp moet ry, met sy 1931 Chrysler wat die konvooi begelei het. En dis daar wat Danie se Chev sonder ratte gaan staan omdat die rathefboom losgekom het. Hoeveel lede het dit gevat om die rathefboom weer op sy plek te kry? 5  
Luame se Anglia wou net hardloop. Die versneller se kabel het vasgehaak. 2 van ons stop toe om hom te help en daar verloor die res van die konvooi ons.



Die rit deur Ficksburg was nogals 'n senutergende storie...soveel voetgangers en slaggate...maar almal het dit darem veilig terug gemaak tot in Fonteinstraat. Daarna is daar heerlik gebraaai voordat ons weer die tog terug na Bethlehem aangepak het.





## SAVVA Technical Tip 127- Water pumps

An oldie had all kinds of overheating problems. The owner, although very experienced, tried all the usual cures in vain and as a last resort decided to pull the water pump off. Being a large mid 30's car this wasn't a pleasant task as it meant removing the bonnet and then the radiator.

Once the pump was removed the problem was glaringly obvious. Years back when fitting the pump he had wrapped some plastic insulation tape around the pipe as the hose was slightly too large and to make it a nice tight fit.

Little did he realise that when this type of tape gets hot the adhesive becomes slippery and "walks". As can be seen in this (poor) photo the tape was obscuring a good 50% of the orifice. No wonder the car was overheating.

If the hose is a bit too big and you have to take up a bit of slack rather use something that doesn't have adhesive on it. Plastic electrical tape without adhesive is available from specialised electrical suppliers, alternatively, in an emergency, masking tape would work.

The problem with us DIY mechanics is that emergency fixes end up being permanent fixes.

