

TOOLBOX



Augustus 2012

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

Dagsê Vriende

Die tyd het aangebreek vir die lang verwagte besoek van die Durban Early Car Club. Dit is reeds bevestig dat 24 motors met 52 lede ons op Saterdag 11 Augustus kom besoek. Ons het reeds 'n paar idees om die dag saam met hulle onvergeetlik te maak.

Die dames gaan hoofsaaklik help met die voorbereiding van die middagete. Dus wil ek 'n beroep doen op die mans om asseblief te help met ander take, waaronder die braai van die vleis ens.

Ek wil weereens vra dat almal ons reputasie van 'n vriendelike en gasvrye klub sal uitleef en vir hierdie mense 'n toonbeeld sal wees van ons omgewing en sy mense. Die doel is om hulle volgende jaar by ons skou te sien!

Ek plaas graag 'n gedeelte wat hul Voorsitter, Jack Kalil, onlangs met die deelnemers en myself gedeel het:



Die Durban Early Car Club tydens 'n vorige Prowl

The Durban Early Car Club was formed in 1980 with 19 members and over the years has stabilized between 75 and 100 members. It was formed as an organisation that took into account the less fortunate members of society. i.e. pensioners, physically disabled, Reach for a Dream children etc. To which end they have taken out lots of old folk for lunches, dinners and trips around the countryside, donated several wheel chairs to the Open Air School, fridges and washing machines to several Old Age Homes etc.

In 1991 the club started what was to become the biggest Motor Show in KZN at the Durban Exhibition Centre where they had about 300 Vintage/Classic cars and bikes, about 10 modern dealerships displaying new cars and bikes and 26 stall holders selling automotive articles. It grew from about 13000 visitors in the first year to over 40,000 visitors in it's 5th year. It became far too big for DECC as a club to organise so it was handed over to a professional company in 1996 whereby it became much more of a modern vehicle show but due to the current recession the show hasn't been run for the past 4 years.

In 1997 the first Prowl was organised and DECC went to the Pretoria Cars in the Park and since then the Prowl has visited Bloemfontein, Johannesburg, Kimberley, St. Lucia, Drakensburg, Paulpietersburg, KZN South & North Coasts.

This is now Durban Early Car Club's 15th prowl and they feel privileged to be visiting now one of the most beautiful and historic areas of South Africa, Clarens and Bethlehem.

Jaarprogram

2 Augustus – Maandvergadering
11 Augustus – Durban Prowl in Bethlehem
11 Augustus – Welkom Cars in the Park
31 Augustus – Bethlehem Lugskou Optog
1 September – Bethlehem Lugskou

SAVVA – National Calender:

5 Augustus – Pretoria Cars in the Park
9 Augustus – Cars in the Park – Bloemfontein
15-18 Augustus – SAVVA National Car and Bike Tour - Hazyview

Gelukwensings

Verjaarsdae

Baie geluk aan die volgende lede wat gedurende Augustus verjaar. Mag julle 'n vreugdevolle en geseënde jaar hê!

01 Augustus – Susan Botha
15 Augustus – Jors van Heerden
22 Augustus – Miemie Naude

Ons wens elkeen van hierdie persone sterkte toe vir die jaar wat voorlê en verseker hulle van ons deurlopende ondersteuning!

Projek: Mercedes-Benz 280 SE By Dr. Richard Lewis - new club member

Driving back home from a Board meeting in Johannesburg one day in August last year (2011) I happened to spot a very sorry sight sitting in a used car dealership, outside in the bad weather. I immediately reversed and went to have a look. A 1968 Merc 280 SE coupe. This was a late Friday afternoon. On the Saturday I enquired and when the dealer offered to meet me after his church on Sunday I happily agreed as I thought when another collector spots this they will move quickly. She was for sale at R55k. The paint was cracked and had peeled right down to the metal in places, the dashboard was a mess and so was the carpeting inside. The seats were crooked, she had a power steering leak, etc, but I knew her worth and decided absolutely to purchase her. On the Sunday, we closed the deal.

On Monday when I went to sign papers etc, there was a german man there pleading with the dealer to sell the car, he would offer R25k more than what I had paid. But I had the deal- thanks goodness we had met on the Sunday.



Thereafter, I had her stripped down and resprayed - I was not happy with the job and so then brought her here to Jaco at GM Panelbeaters in Bethlehem, and he gave her a beautiful new paint job. I then sent her off to Mercedes restorer Ryan Uys in Johannesburg where I spent close to R50k having extensive mechanical and body / auto fitting work done on her - including some incredible work on the restoration of her dash. I brought her back home the other day (12/7 2012) - a beautiful ride, in a beautiful car.



I am told that for my total outlay (to purchase and restore) currently at R119k, that I can expect to fetch over R400k for her. But with certain classic cars, this being one of them appreciating at 23% every 2 years (According to FINWEEK), she will remain part of my pension. I still have some work to do on her, such as get some small strips here and there re-chromed, and a new air conditioner, but in all she is now in very good condition.

Te Koop

Please help I'm looking for a good home for my 1960 SAAB 93F I will consider any reasonable offer I'm hopping for around R15 k. A few bits and pieces are not original or missing 1st the wind shield is Perspex not glass ,2nd the indicator lenses are not original ,a spot of rust on rear fender and boot just small bubbles, wiper blades not there. What I do have is the original workshop manual for the car very rare and useful. No paper work for the old girl and getting her road legal would be near impossible because of the left hand drive .

Kind Regards Brett Eichbauer 0833106330 or 034 9821116



Huishoudelike Interkom te koop. Skakel Wessel by 083 264 8386

2006 Ford Fiesta 1.4i te koop. 155000 km, R55 000. Skakel Kornel by 0765921330.



Ten slotte wil ek vra dat u vir Hannatjie en Duimpie in u gebede sal hou met Hannatjie se moeder wat ernstig siek is.

Tot 'n volgende keer...

Tertius

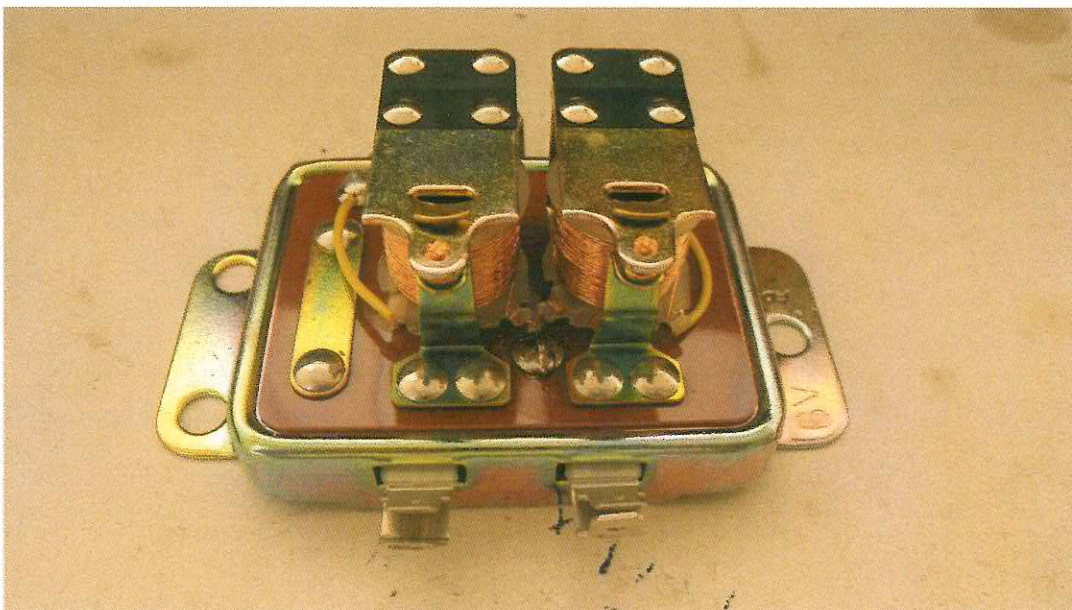
SAVVA Technical Tip no 62 - Headlight Relays

Whether your car is 6 or 12 volts the same laws apply to the electrons scurrying around the wiring. I was reminded about this when the owner of a nicely prepared car flashed his lights when coming past me. The lights emitted a sad yellowish glow – in other words the voltage at the bulbs/lights was very low.

The reasons? Poor wiring, faulty light switch, poor earthing etc., etc. In the case of collector cars many have been rewired without the use of relays. When you consider that the wiring in most cars goes from the battery to a fuse then on to the light switch on the dash then down to the dimmer switch usually situated on the floor and then only to the lights themselves - the chances of still having 6 or 12 volts is often doubtful. Your light bulbs could be taking up to or even over 20 amps and when you consider the miserable little contacts on your light switch it's doubtful they can handle a few amps. That's why light switches often get warm or even hot.

As an exercise, switch your headlights onto bright and check the voltage at the bulb/seal beam. If it's below the 6 or 12 volt level then you have a few volts taking a devious route. If your car has a relay fitted, measure the voltage coming in and going out of it. So often the points are either dirty and need cleaning or the relay is past it's "use by date" and needs replacement.

If your car doesn't have a relay fitted consider fitting one. Many of the older cars have three relays, one for the hooter, one for dim and one for bright lights. If you are lucky you can find a head light relay unit that has two light relays fitted, one for dim and one for bright – see picture. If you can't find one of these then use two relays side by side.



This relay illustrated is a 6 volt double one purchased at a Flea market for R50.00



1901 ALBION DOG CART

AutoNews Southern African Veteran & Vintage Association

IN THIS ISSUE – 1928 MERCEDES BENZ

Report back to members

From the Chair,

Well it's time to let you know about recent developments and information needs to be distributed to clubs and members. I would like to raise a few points that some might already be aware of, if not this will be useful to those of your members that may find themselves in this situation.

- For those members that use their vehicles for weddings on an occasional basis or may even be doing this as an income – It would be advisable you look at getting yourself or the driver a Public Driving Permit. Recently it has been discovered that when driving a wedding and the service has been paid for it constitutes a fare, and one should therefore have a PDP. It has been reported that just recently some members have been stopped for exactly this reason. *So a word of warning - rather be informed and obtain a PDP as it is the law that any driver of fare paying passengers is required to hold one.*
- To re-cap on a previous item that was brought to our attention; that of the seating capacity on the license disc. This matter was raised with NDoT and Arto

as it was felt that there could be a glitch in the system. As it turns out the system is fine, it seems that when the original information was loaded onto the system this may well have been the time of the error. *The result being that individuals will have to inform their local authorities when re-newing licenses, and request the relevant changes be made.*

- **PERIODIC TESTING** – *I am very pleased to report that the proposal has been gazetted and open for comment before becoming part of the new legislation.*
- At a recent National Council meeting held on the 22 June, the council is of the opinion that for all future major events individuals should ensure that their vehicles are covered by insurance, at the very least even a third party insurance cover. This is not only to protect the individuals but the organizers' and clubs as well from a claim. We are of the opinion that should there be a mishap and a participant has NO cover there may well be a chance of claiming from the organizer or club/s.

I am pleased to announce that SAVVA will be embarking on expanding this newsletter to all its members and in so doing Prof. Alex Duffey has agreed to take on the position as editor. I would like to thank Alex for his kind gesture and wish him all the best in the future, please make sure that we support this new initiative.

UP-DATING OF RECORDS – Secretary: Jean Gobey

Jean has sent out another request to clubs for your membership lists, we urgently request that you assist us in this matter as we need to up-date the SAVVA records. *Please assist Jean in this regard as she would like to finalize the process.*

PLEASE BE ADVISED THAT ALL INFORMATION IS STRICTLY CONFIDENTIAL AND ONLY FOR THE USE OF THIS OFFICE.

WEBSITE – SAVVA Webmaster: Pierre Cronje

We have taken note that our website provider has made contact with various clubs requesting that they could provide you with an updated website or create a website for your club. I would like to point out that clubs are under NO obligation to go into a website unless you feel that it's to your best interests. I must also point out that Afrihost gives a good rate to clubs and their service is excellent.

PLEASE VISIT THE SAVVA WEBSITE FROM TIME TO TIME AND KEEP YOURSELF UPDATED OF THE CHANGES.

ITAC – International Trade Administration Commission

Representative: Eric McQuillan
Assisted by - Alan Hogg & Peter Hall

The Policy Document has been FINALISED between ITAC and ourselves and will be available on the web soon. Please bear in mind that any of our members wanting to import vehicles must deal with ITAC directly.

SAHRA – South African Heritage Resources Agency

Representative: Alex Duffey

The MOU [Memorandum of Understanding] has been completed and our appreciation is extended to Koos de Beer from Maluti Club who has spent many hours ensuring that SAVVA is covered in this document. Alex has also completed SAVVA Policy documents for this portfolio which will be presented at the SAVVA AGM. I would like to thank Alex for the many hours of work on this document as well. Thank you to both gentlemen for the great job.

INSURANCE – Representative:

This portfolio is currently vacant and we would like to ask clubs to nominate someone for this position. It would be preferable that it is someone who knows or works in this field. Please forward any nominations to me directly at chairman@savva.org.za Glen Broadhurst through FNB will be making additional facilities available to our members with existing portfolios of insurance which will include modern vehicle insurance as well as house holders insurance. All under your one portfolio, so if you would like to take up this opportunity please contact him directly on the following contact details:

Glenn Broadhurst
Branch Manager
FNB Insurance Brokers
Commercial
FNB Newton Place
16 Newton Street
Newton Park
Port Elizabeth
6045
Tel 087 736 2222, Fax 011 699 0783, Cell 082 550 4112
e-mail glenn.broadhurst@fnb.co.za
www.fnb.co.za

DATING – All Vehicles / motorcycles

We have taken a decision in National Council that for the six month period August 2012 – January 2013 anyone wishing to apply for a new dating certificate for his / her vehicle/s will be given at a reduced rate of R25.00 per certificate plus postage. The main reason for this reduction is to update our current records as many vehicles have changed ownership, so that vehicles are registered to the correct owner/s.

Dating fees are as follows:-

Plaque and Certificate - R220.00 of which R200.00 is paid into SAVVA and R20.00 for the clubs admin and postage.

Certificate only for the next six months –

R25.00 plus postage

Plaque only – R120.00

FIVA – Representative: Brian Lawlor.

Our current SAVVA dues to FIVA have been settled and I would like to take this opportunity of thanking Brian in negotiating a reduced rate for SAVVA once again. This is truly appreciated as it saves SAVVA thousands of rands in annual fees.

The Turin Charter is ongoing and in the final stages of debate, as soon as we have any additional news it will be passed onto you the members.



MOTOR SPORT – Theo Stander

The Clearance Certificate has been finalised, together with the application form. The application forms can now be downloaded off the SAVVA website. Please complete as application form and send to:

motorsport@savva.org.za

This must be accompanied by a copy of your R25.00 deposit slip, these funds must be deposited into the SAVVA account via EFT. Should any of these fees be deposited by cash or cheque the bank charges will be passed onto the club.

FIVA / SAVVA – REPORTS & INFORMATION

We are trying to gather all the old records and documentation belonging to SAVVA in order to preserve the Associations history, so if anyone knows of or has any documentation please contact me so that we can arrange to collect these items. I would really like to find some of SAVVA's early records, minute books etc...

At the same time I am currently placing together records on some of our earliest clubs that were formed in S.A. so if you have the history of your particular club let us have it as eventually it would be nice to put these records into a small booklet of sorts.

PLEASE NOTE

In recent correspondence it has come to our attention that some clubs are not up-dating their records and therefore do not receive information sent out by SAVVA.

Please it is important that you inform the secretary of any changes to e-mail addresses for your club delegates, alternate, chairman and / or editors.

PLEASE SEND ANYTHING YOU WISH TO PLACE IN THE SAVVA AutoNewS. SEND DIRECTLY TO:

alexander.duffey@gmail.com

secretary@savva.org.za

chairman@savva.org.za

TECHNICAL TIP - NO: 58

DIRTY FUEL TANKS

It's not our policy to promote individual suppliers however every now and then our attention is drawn to someone who is able to offer an unusual and/or specialized service that could benefit the restorer.

A problem many of us have had, are having, or will have, is the rejuvenating of sick fuel tanks, especially those that have been standing around for some years gathering rust and scale. Even relatively new tanks can develop rust build-up which can be bothersome. Most modern manufacturers have solved this problem by using a plastic/polyurethane material for tanks.

This problem is also very common with motorcycle fuel tanks which for some unknown reason seem to be even more vulnerable to corrosion than their counter parts are in cars. Some years ago I had this very problem with a motorcycle tank and the solution was to line it with a product manufactured by 3M. I believe this product was originally designed for the coating of aircraft petrol tanks. There are however two problems with this, firstly, the price of this goo was prohibitive and only available in 5 liter containers. The other was that the preparation was messy as one had to use acetone or something like that to clean the old gunk off.

As a simple solution, I was recently contacted by a gentleman who's business is the cleaning coating and rebuilding of petrol tanks. If they are too far gone he repairs or builds replacements. His claim to fame is that in thirty years he has never had a comeback.

Should you need assistance or further information about this service he is based in Pinetown and his contact details are: Dean van Doorn, Telephone 031 7011868, Email rads2go@telkomsa.net
p.s. you may recall Tip 48 in which we were singing the praises of DIY electronic ignition units called Accuspark that fit most popular English cars. We have been advised that Steve Woodward from the Crankhandle club is now importing them and keeping a goodly stock at R495.00 each. Steve can be found at 021 – 6834960 or woodward@icon.co.za. This saves the problem of importing them yourself.

TECHNICAL TIP - NO: 59

OVER HEATING

Hooray! It's pleasing to see that at least one person reads the Technical Tips. We had response from Richard Palmer from the VCC who is the proud owner of an MGB and has had over-heating problems in heavy traffic. His solution was to fit an electric fan which solved his problem. Many older cars are very marginal and tend to overheat in traffic. On a hot day standing in traffic the engine driven fan is only turning at idling speed and isn't going to do much cooling. Under these conditions a car needs a good water pump and a good capacity radiator. Some cars just aren't equipped with these items. There are three solutions:

- 1) Fit an electric radiator fan.
- 2) Fit a larger core radiator and upgraded fan. (many MGB's have a 3 blade which can be replaced with a more effective 4 blade)
- 3) Use your modern car.

Let's look at the fitting of an electric fan. Firstly, decide which side of the radiator you can fit it. On some cars it can go where the current fan is and pull the air through whilst on others it will be mounted in front of the radiator blowing or pushing the air through. Incidentally, if you are fitting an electric fan you may as well dispose of the old engine driven one – you'll be surprised how much quieter your engine will run.

There are various sizes of fans available; the popular solution seems to be to fit two fans. There are various sizes of fans available, the popular solution seems to be to fit two fans side by side rather than one large one. I think that's because most radiators are oblong. Securing the fans to the radiator shouldn't be too much of a problem. I see in fan adverts in USA magazines they supply cable ties that go through the cooling fins to hold them in position – seems to work.

Electric fans can take a fair amount of current when starting up so it would be advisable to fit a relay. The thermostatically controlled switch can then operate the relay. The problem is – where to fit the switch. One has a choice of fitting it into the engine block or into a receptacle in the radiator.

Ideally, we should try to fit the switch into the engines water jacket. Switches are available from most parts suppliers for about R75.00 each. If your car has a temperature warning light you can use the same hole and scrap the light, if however you have a

temperature gauge – well that could present a problem as I'm sure you will want to keep it working.

I recently had a situation where there just wasn't place for the switch in the engine block as the only suitable orifice was taken up by the temperature gauge unit which I wasn't prepared to do without. The solution was solved by having a radiator shop fit a small socket into the radiator that could accommodate the switch. (They didn't even charge me – bless them.) If you go this way, try to fit it lower down in the radiator because if your water level is low the switch may not operate.

Another very simple alternative which is often used by caravaners is to fit a switch on the dash and when the temperature goes up you simply switch the fan on manually. Just remember to switch it off when it's not needed.



INTERESTING FAST FACTS

Classic Car Industry

In a recent article received it shows an amazing barn find that I am sure you will find interesting. A recently discovered 1928 Mercedes-Benz 26/120/180 'S' Type Sports Tourer will headline the Bonhams Goodwood Revival 2012 auction, scheduled for 15th September at the Goodwood Motor Circuit in West Sussex, England. The S Type, which has the same family ownership from new, is expected to sell for more than £1.5m.

"Bonhams has a strong tradition of offering the greatest discoveries in the collectors' motor car field and particularly of vintage Supercharged Mercedes. At a time when motor cars in original condition and with impeccable provenance are appreciated more than ever, this one-owner car offers an unrepeatable opportunity for collectors," said Rupert Banner, the Bonhams specialist who secured the Mercedes-Benz.

The legendary 'Kompressor' (Supercharger in German) Mercedes' 'S' series of the 1920s – with its distinctive scream from the supercharger – re-established Mercedes' reputation for building fast, luxurious and high quality motorcars. Ferdinand Porsche designed the supercharged 6.8-litre engine which was set in a low-slung chassis frame and adorned with the now iconic Mercedes 'V' radiator grille. Capable of more than 100mph, the 'S' was first seen at the Nürburgring in 1927, where it won in the 5-Litre class and recorded the fastest time of the day at the hands of ace driver Rudy Carraciola.

Production cars promptly followed after this success and the current owner's grandfather, himself a noted and pioneering British motorist, would have been one of the earliest buyers of one of these cars. Sold under order number 38130, the 'S' Type was supplied through 'The British Mercedes Ltd.' in London and was bodied by local London-based coachbuilders Cadogan Motors with lightweight fabric sports tourer bodywork. The completed car was registered for the road in May 1928.





WHEELS AT THE VAAL Vintage & Steam Festival 2012

Festival Dates : Saturday 1 and Sunday 2 September 2012

This Festival has become a firm favourite with many visitors and enthusiasts from far and wide.

A distinctive feature of the Festival is the display of working steam engines , the oldest dating back to 1891 . This year's Festival is the twelfth (12th) to be held , at the North-West University Campus in Vanderbijlpark on the banks of the Vaal river .



On show will be classic, vintage and collectable cars, trucks, motorcycles and stationary engines. Antique farming and industrial equipment and other interesting exhibits will also be featured.

There is something of interest for everyone in the family such as arts and crafts stalls, flea market, collectables and antiques as well as lucky draws and fun rides .The show caters for all visitor's needs and requirements from food and beverages, to entertainment and an opportunity to win a sporty VW Beetle.

An enjoyable experience for all visitors and exhibitors is guaranteed.



SOUTHERN AFRICAN VETERAN & VINTAGE ASSOCIATION

15/07/2012

AMENDMENTS AS PER SARS REQUEST

Dear Delegates / Alternates,

At last year's Annual General Meeting David Hoff raised the issue of certain sections of the Constitution that are required to be changed as per the SARS (South African Revenue Services) request and that we would send out the amendments as per the requirements which are as follows:

2.2.6. To promote social and recreational facilities for member clubs in a non-profit manner

2.3.1. All member clubs shall be entitled to annual membership

2.3.2. Member clubs are prohibited from selling their membership rights or any entitlement in terms thereof

2.7.7. No surplus funds may be directly or indirectly distributed to any person.

2.7.13. At least three persons who accept judicial responsibility for the association will not be connected persons in relation to each other and no single person may directly or indirectly control the decision making powers relating to the association

2.16.1. No remuneration will be paid to any person which is excessive, having regard to what is generally considered reasonable in the sector and in relation to the service rendered, nor may any remuneration be determined as a percentage of any amounts received or accrued to the Association

2.22. DISSOLUTION: If, upon the dissolution of the Association there remains, after the satisfaction of all debts and liabilities, any property whatsoever, the same shall be divided between member clubs pro rata to the amount of moneys paid to the Association over the previous five year period, ***provided they have been approved by the Commissioner in terms of Section 30A of the Act. Any Club which, for any reason, ceases to be a member of SAVVA forfeits any claim to moneys paid to SAVVA during the course of its membership.***

2.22.1 Alternately any public benefit organisation contemplated in paragraph (a)(1) of the definition of a "public benefit organisation" in section 30 (l) which has been approved in terms of section 30 (3) of the Act; or

2.22.2 Any institution, board or body which is exempt from tax under the provisions of section 10 (1) (ca)(i) of the Act, which has as the sole principal object the carrying on of any public benefit activity; or

2.22.3. The government of the Republic in the national, provincial or local sphere as contemplated in section 10(1)(a) of the Act

These amendments need to be ratified at the next AGM and thereafter SAVVA will need to confirm amendments with SARS in order to comply.

PLEASE NOTE THAT THESE ARE NOT THE SAME AMENDMENTS THAT WERE SENT OUT TWO WEEKS BACK.

A DRAFT OF THE NEW CONSITUTION IN ITS ENTIRETY WILL BE AVAILABLE AT THE AGM FOR DELEGATES PRIOR TO THE MEETING FOR VIEWING.

Many thanks

Peter Hall
Chairman



SOUTHERN AFRICAN VETERAN & VINTAGE ASSOCIATION

2/7/2012

To all Club Delegates / Alternates / Chairman,

Please find the proposed amendments to the SAVVA Constitution which was circulated for comment, we had a number of responses and together with the National Council and Mr Raymond Meyer an attorney who has assisted to some of the wording now present a final proposal for adoption at the Annual General Meeting to be held on 15th September 2012.

2.19. AMENDMENTS TO THE CONSTITUTION : The Constitution may only be amended at the annual meeting of the General Assembly provided that a formal 60 (sixty) day notice of such proposed amendment shall be given to each member and provided further that no amendment to the Constitution shall be made without a two third majority of those entitled to vote. The notice period of sixty days referred to above may be waived by members in writing and provided that any decision thus taken is unanimous without any abstaining or dissenting votes.

2.10. PORTFOLIO HOLDERS: In order to carry out the day to day business of the SAVVA, the following portfolios have been amended and/or created:

1. **Vehicle Dating:** All vehicles and motorcycles upon receipt from clubs of the appropriate form. The actual investigation and inspection is the responsibility of clubs.
2. **Motorsport:** In association with MSA issue permits and control all aspects of competitive motor sport events, issue clearance certificates for the relevant events or activities that clubs may wish to apply for.
3. Representative at Historic and Marque Vehicle Commission of MSA.
4. **Insurance:** The insurance requirements of SAVVA, plus the Comprehensive Motor Scheme for vehicles of club members.
5. **Trophy Register:** Secure the trophies for national events.
6. **Sponsorship:** Acquire and deal with sponsor/s on behalf of SAVVA
7. **FIVA and International Liaison:** Contact with international associations.
8. **Secretariat:** Secure the records of the SAVVA, the Indemnity records and maintain the Councillor's Handbook.
9. **Government Liaison Officer:** to liaise between various government departments on issues that concern all SAVVA affiliated clubs and their respective members with regard to the changes to future legislation, both national and provincial, including road traffic legislation.

10. ITAC (International Trade Administration Commission): a sub-committee consisting of the nominated portfolio holder and a minimum of two other persons who will liaise with the commission and determine the aims and conditions as per the Policy Document devised for this portfolio.

11. SAHRA (South Africa Heritage Resources Agency): a sub-committee consisting of the nominated portfolio holder and a minimum of two other persons who will liaise with the relevant government department with regard to the exporting of heritage items/objects. It would be advantageous for the portfolio holder to be a person/representative who has a sound background of museum policies and procedures or a similar field.

12. COMMUNICATION & EDITOR: Public relation aspect of SAVVA and the quarterly newsletter – 'AutoNewS'.

2.10.1. Portfolio Holders shall submit a written report annually to the General Assembly at the Annual General Meeting

2.10.1. Portfolio Holders: shall submit a written report annually to the General Assembly at the Annual General Meeting, but will be required to provide reports for the National Council on a quarterly or bi-annual basis as determined by the council.

2.10.1.1 Portfolios: where portfolios have Policy Documents governing their aims and objectives, such policy documents must be adhered to by the portfolio holder and by the sub-committee of the portfolio during their term of office. These policy documents have been drafted between the relevant parties and SAVVA in order to obtain specific guide lines for both parties to adhere to for all concerned enthusiasts, collectors and general public.

2.16. Treasurer: The treasurer shall at all times act on the instructions of the General Assembly and/or the National Council. The treasurer shall receive all moneys due to the Association and may only deposit moneys in recognized banking institutions approved by the General Assembly, unless the treasurer is otherwise directed by the General Assembly. The treasurer must keep full and proper books of account, and provide the National Council with a monthly income and expenditure account of the Association within seven days of conclusion of the month, and must also submit an audited set of financial statements to the General Assembly at the annual general meeting of the Association. The withdrawal of funds invested on behalf of the Association shall require authorization by not less than two of three authorized signatories nominated by the National Council, one of whom shall be the Treasurer. Similarly, electronic funds transfers by the treasurer or by another authorized signatory, as well as confirmation of all electronic payments received must be communicated to the other authorized signatories by way of approved electronic media. All moneys received shall be deposited into an account in the name of the Association.

Thank you to all who have responded, the National Council and Raymond Meyer for his input.

Kind regards

Peter Hall

SAVVA Technical Tip 63 - Gearbox Oils

Many years ago I had a Cortina XR6 (company car) which during the winter was reluctant to change gears until it had warmed up. This you must appreciate was very embarrassing in heavy traffic. To solve the problem the agents replaced the gearbox oil with one of a much lighter viscosity. Come summer, the lighter oil was replaced with the normal heavier one – problem solved.

Years later, I am having a similar problem with an early Buick. Come the winter, it's rather reluctant to go from first to second when cold and it takes a long, long time to warm up. I mentioned this to a truck mechanic who said they have similar problems with certain trucks that also use heavy oils i.e. SAE 140. He suggested I try multigrade gearbox oil which has solved many of their problems. I had never heard of such oils but it was worth investigating.

The local Midas, who caters more for the car industry didn't carry it and suggested I try a Midas in the industrial area that caters for the truck trade. There I found it - they knew exactly what I wanted, in fact, they had a big display/promotion of this product. I take it the other oil companies have similar products, however the one they stocked was Shell, Spirax, Axle oil, 85W - 140.

After using it, I have found out that it helps a fair bit when cold but it also helps when hot. After a long run when the oil is hot it seems easier to get back into first without the usual grating and necessity for double declutching.

