

TOOLBOX



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LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

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DAGSÊ VRIENDE / GOOD DAY FRIENDS

Die winter is om die draai, maar ons het 'n lekker braai gehou en gekuier. Geen koue kan 'n demper plaas as ons eers begin het nie. Dankie vir almal wat gehelp het met die kosse en ook vir elkeen wat kom saam kuier het. Dit was regtig lekker en hoe later hoe kwater. Toe hoor ons so bietjie wat party lede oorgekom het. Oom Luame het 'n noodlanding in Oom Wimpie se mielie land gemaak, maar met 'n draad om die enkel. Oom Luame moet dit self vertel om dit te waardeer. En ook Danie wat so lekker dans met 'n padda in sy crocks, dat Lydia die hele nag lê en lag. Tertius het troukar gery daardie saterdag en het omtrent nie senuwees oorgehad nie. Die ou karre kan jou in die skande steek veral as jy aankom kerk toe en die hoeter begin te blaas sonder enige oorsaak. Almal sit eweskielik regop in die kerk en dink die bruid moet maar met so 'n lawaai arriveer. Groete Dircolene

Sandstone Heritage Trust

I am writing to you as one of the premier car clubs in South Africa to let you know about an exciting and unique event to be held at the Sandstone Heritage Trust in the Eastern Free State from 30th March to 9th April 2017, Stars of Sandstone 2017.

This is one of the major heritage festivals to be held in the world and certainly the one with the most varied attractions ranging from the largest private collection of 2-ft Narrow Gauge railway equipment in the world, a 25km 2-ft Narrow Gauge system with trains running throughout each day, military displays in conjunction with the SA School of Armour, road steam, vintage tractors and agricultural equipment as well as classic cars, vintage aircraft displays and flips.

I have attached our information document and I am sure that your club would like to take the opportunity to bring a group to this event. We have run many successful events over the past 15-years including numerous special events for car clubs and have hosted over twenty

thousand local and international visitors but Stars of Sandstone 2017 promises to be our best ever. It should not be missed!

There are numerous guest houses in the area for accommodation and we also offer excellent camping facilities on site. I have attached a list of accommodation for you in the immediate area. We can offer a dedicated parking and display area for your club and the option of promoting your club to our many visitors. This is an ideal event for a dedicated tour for the club and we have entertained many such tours over the past few years.

I look forward to hearing from you and please do not hesitate to contact me should you require further information.

Regards,

Louise Norton Marketing Liaison

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"Preserving the best of our past for the future"

SAVVA Technical Tip 107 – Stopping Model T's

Submitted by Paul Hoogendoorn

At home I have a little booklet "The Book of the Ford" written in 1922 by a Mr R T Nicholson, it dishes out some very useful tips on how to stop the Model T. Besides the foot operated service brake, Mr Nicholson informs me, I have four other brakes making my T a very safe vehicle.

These additional brakes are

1. low gear,
2. switching off the ignition,
3. using the reverse gear and
4. lastly the handbrake.

The first three are sure ways to wreck your Ford in a very short period of time - leaving only the emergency / hand brake as a means of slowing, not quite stopping the T.

Can you imagine having to go through the first three procedures when a split second separates you from disaster? Please bear in mind that Mr Nicholson was a Brit!

Why has the T got such poor stopping power? Firstly there are no brakes on the front wheels and secondly the foot operated service brake works through the transmission using a well lubricated contracting cotton band to do the stopping. As a matter of interest, stopping the car using the service brake thereby locking the prop shaft can lead to some very scary moments on slippery or gravel roads – the moment both rear wheels do not have the same amount of grip they can actually start turning in opposite directions!

So apart from going for some aftermarket brakes such as Rocky Mountain Brakes the only other option is to use the hand brake. Initially the shoes were steel on steel to be used for starting and parking purposes only – soon aftermarket lined shoes became available and the hand brake with very thin walled drums at the rear could be used to supplement the service brake in modern traffic.

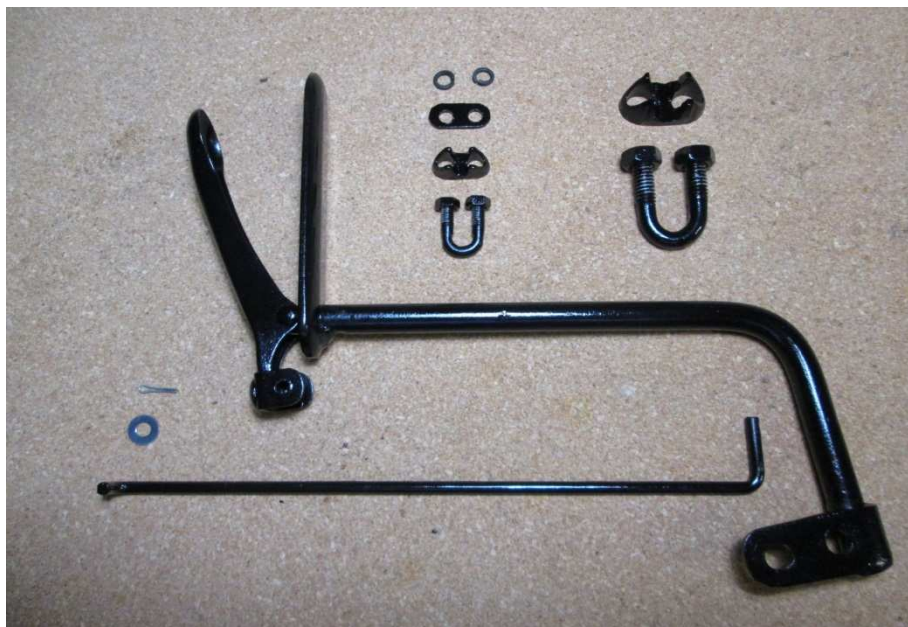
Well, almost. The hand brake is mounted pretty low down in the T requiring one to bend down and forward if you wanted to use the device – not very comfortable in an emergency. So, like with the reverse pedal extender someone, in this instance a Mr Grout invented an aftermarket hand brake extender. Although complex to install it was a very handy accessory item indeed.

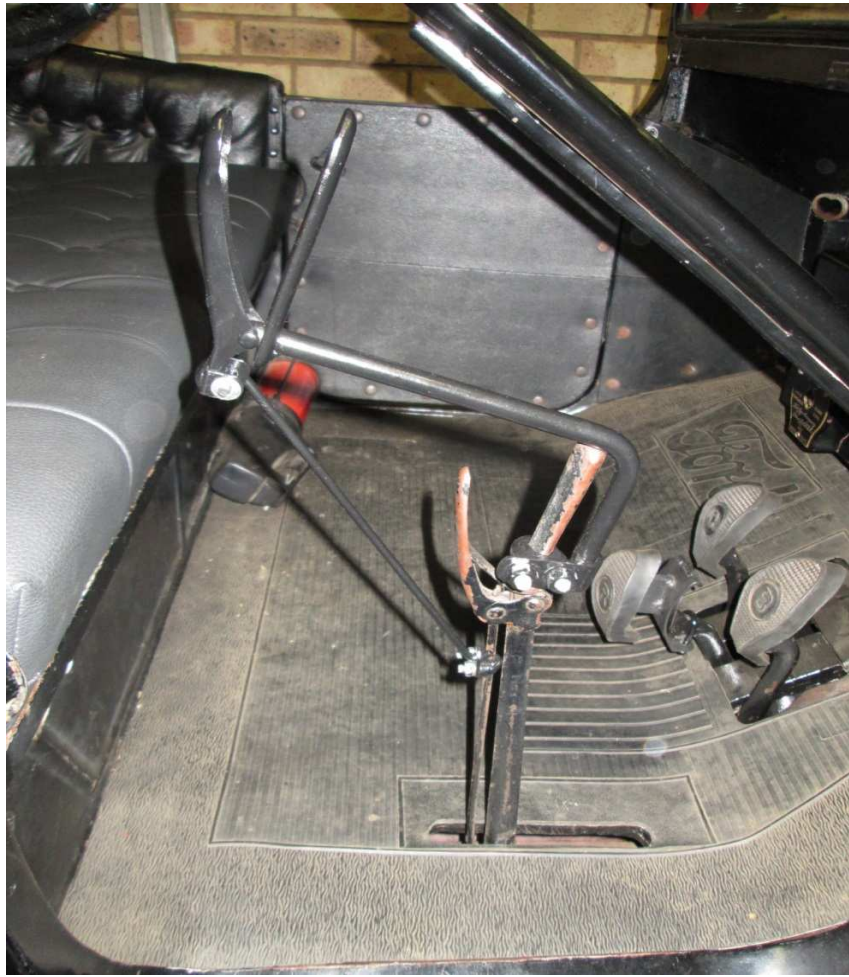




Sadly, today this item is no longer available. A few years ago some NOS (new old stock) items were discovered in the USA – they were soon replicated and sold for \$149.99 apiece until production ended through lack of finding a manufacturer with the necessary skill and patience to manufacture this retro article.

I therefore recently decided to make my own – one weekend later I had a perfect hand brake extender of a much simpler and stronger design than the original and once again made from bits and pieces I had lying around in my garage. Maybe not as elegant as the original but it does the job very well positioning the handle within easy reach when driving by bringing the lever 15 cm forward and raising it by 12 cm. Also much easier to remove and install than Mr Grout's - should one need to remove the floorboards for routine adjustment of the transmission bands one simply undoes one split pin and two nuts securing the extender to the original handle.





Paul Hoogendoorn, 1922 Ford T Runabout

Credit Card Classics: Five great collectors for under \$5,000

Published September 20, 2015

Hagerty



1974 Triumph Spitfire (Hagerty)

In a collector car world that barely flinches when a car crosses the auction block for \$10 million or more, it seems like there's little room for collectible cars that cost less than the average American's credit card debt. The five grand collector car is far from dead; in fact, it's alive and well on Craigslist. Here are five to look for:

1. **1988-91 Buick Reatta Coupe:** The Reatta was designed to do for Buick what the Allante did for Cadillac, provide a halo car to get people into showrooms. And while the Reatta didn't sport an Italian styled and crafted body like the Allante, it was assembled with great care in Lansing, Mich., at a specially created Reatta Craft Centre. Initially produced as a two-seater coupe, a convertible joined in 1990. The latter can get a bit pricey, but nice Reatta coupes aren't too tough to find at five grand or less. Not bad for a genuinely rare piece of Buick history.

2. **1974-80 [Triumph Spitfire](#)**: The Spitfire was one of the last traditional British sports cars sold in the U.S. Although introduced in 1962, early Spits have appreciated beyond our five grand target. But the last of line (with big bumpers and 1500cc engines) can still be found in the five grand range. Spitfires 1500s are attractive (in spite of the 5-mph bumpers), sport a real plank of wood for a dash and are sharp handlers. On the downside, their rudimentary three-fuse electrical systems, fiddly convertible tops and tiny size can cause frustration. Still, it's the entry level for anyone seeking a genuine British roadster.

3. **1990-97 [Mazda MX-5 Miata](#)**: The first generation (NA) Miata is the car that remains the beloved of a generation of convertible sports car fans who no longer had to suffer with the quirks of British cars in order to enjoy a nimble roadster. The first cars came with a willing 1600cc twin-cam four making 115 hp and a convertible top that you could throw over your shoulder at a stoplight. One of the secrets to the original Miata's appeal is the fact that they're capable of posting the kind of miles that you'd expect to see from a Chevy Silverado or a Volvo 240; in fact, 300,000 miles aren't unusual for a Miata. Try that in a Spitfire.

4. **1976 [Cadillac Sedan De Ville](#)**: Call it the "Goodfellas" effect, but 1970s-era full-size Cadillacs are getting quite popular as inexpensive collectibles. We like the 1976 because it's the last year of both the full-size De Ville and the massive 500 cubic inch V-8, but in truth, any 1971-76 DeVille is worth checking out. They're easy to maintain and they have tons of style. You can fit six people in them, and if any of your friends get out of line, the trunk is always an option. Just ask guys named "Big Mike" or "Fat Tony."

5. **1985-93 [Ford Mustang LX 5.0 Coupe](#)**: Fox body Mustangs are beginning to heat up in the collector car world. Nice convertible GTs and 5.0-liter LXs are getting a little pricey as are hatchbacks, which leaves the notchback coupe that was the darling of the California Highway Patrol as the option for enthusiasts on a budget. While the Fox body Mustang was introduced in fall 1978 for the 1979 model year, things really started to get interesting horsepower-wise from 1985 on. Concentrate your search on the post-1984 V-8 cars.