



TOOLBOX

NOVEMBER 2015



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWENR 125 / EDITION 125

DAGSÊ VRIENDE / GOOD DAY FRIENDS

Soos julle weet is dit weer tyd om die nuwe bestuur te kies vir 2016. Ons gaan 'n spesiale dag hou vir die enjins om beoordeel te word. 7 November en wil graag weer die rekord verbeter. So almal wat enjins en trekkers het, asb, ons sien jul saterdag by die museum. Ons funksie is die 21 November en ons gaan weer lekker kuier en eet so ons sien uit daarna.

Saterdag was die karre se beoordeling by NG kerk Morelig se fees. Dankie vir almal wat die moeite gedoen het. Ons het lanklaas by n uitstalling soveel motors gehad.

Jaarprogram /Yearprogram

7 November – Maluti Enjin Dag – Bhm Museum

21 November – Year End function & Prizegiving – Yacht Club

3 Desember –Maluti maandvergadering

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

8 Nov – Don Whitehead

20 Nov – Hennie Knoetze

27 Nov – Hannatjie Swart

Baie geluk aan die volgende lede wat verjaar. Mag julle 'n vreugdevolle en geseënde jaar hê! .Ons wens elkeen van hierdie persone sterkte toe vir die jaar wat voorlê en verseker hulle van ons deurlopende ondersteuning!

Groete, Dircolene

FRANSCHHOEK MOTOR MUSEUM COLLECTION IN ACTION – BENZ

February 21, 2015



The second in a new, alphabetical series of short driving impressions of some of the museum's car collection, but this month we have had to cheat a little...

February's featured car was supposed to begin with B but when the museum was obliged to carry out some noise tests on the L'Ormarins Estate – FMM takes great steps to comply with legislation in this regard – the planned car had to be dropped in favour of something else. As a result, in helping out with driving a group of cars for the test I was allocated the Mercedes-Benz CLK DTM, which technically begins with M – but its origins do go back to Benz, so please forgive the literary licence...

Purposeful goes some way to describe the DTM's looks but does not fully encapsulate what the car represents, namely a road-going version of 'Benz's C-Class Deutsche

Tourenwagen Masters (DTM) competitor that took part in the 2003 championship season, winning nine out of 10 races. Produced for the 2004 model year, the initial release of the vehicle was limited to special order or invitation of ownership and FMM's car is one of these. Only 100 CLK DTMs were manufactured although in 2006 80 convertible versions were produced.

The DTM rules called for a normally aspirated 4,0-litre V8 limited to 500 hp (373 kW). However, the production cars utilised a supercharged version of M-B's 5 439 cm³ 24-valve V8 tuned to deliver 428 kW at 6 100 r/min and 800 N.m of torque at 3 500. Compression ratio was 10,5:1. Under the radically modified CLK coupe body shell (length/width/height: 4 650/1 800/1 360 mm), the all-independent suspension was revised and the front track widened by 74 mm and the rear by 110 mm to allow fitment of special wheels shod with 255/35 ZR19 front and 285/30 ZR20 rear Dunlop SP Super Sport tyres.

With a kerb weight of 1 740 kg that includes an EU-directive 7 kg of luggage and a 90 per cent full fuel tank (which holds 92 litres!), performance figures were given as 0-50 km/h in 2 seconds, 0-100 in 4,1, 0-200 in 12,2 and 0-250 in 20,7, with a standing kilometre time of 20,8 seconds. Top speed was electronically limited to 320 km/h (200 mph).

Getting into the car, the lightweight doors open up to a purely functional interior trimmed in leather, Alcantara and carbon fibre. An ever-so-slightly quartic steering wheel and two rock-hard bucket seats with full racing harnesses backed by a roll hoop where the rear normally resides immediately create an air of intent. Push the button and that forced induction motor burbles into life. Gear shifting is by sensibly-sized wheel-mounted paddles once Drive is selected. Pull away calm as you like but once on a track and the accelerator given some boot, this 12-year-old Silver Arrow is immensely powerful and quick even by today's standards. Using the big ventilated discs to achieve a slow in/quick out cornering technique, driven smoothly the DTM is immensely rewarding and satisfying with no hidden vices. Yes, it can be provoked into hooliganism but that's not the order of the day. Using the rev range in second and third is all that was needed to appease the sound man, the faint tyre squeal through the faster corners merely a bonus.

B for 'Benz. B for Brilliant... **MM**

Restoring Old Cars Is A Big New Business That Is Short Of New Blood

You might not think so, looking at glitzy, million-dollar auctions on cable TV, but classic car restoration is in danger of becoming a lost art, according to David Madeira, president and CEO of Tacoma, [Washington-based America's Car Museum](#).

"It is a real problem," he said in an interview before the recent [New York International Auto Show](#).

"The machines are incredibly hard to find, but the skills are even harder to find," he said. "We hear from collectors all the time, 'Who's going to work on my car?'"

Among acres of new cars at the New York show, the museum had a display of classic antique cars, in part to draw attention to a program aimed at recruiting and training technicians to restore old cars.

The program is called the [Hagerty Education Program at America's Car Museum](#). It provides grants to fund educational programs, scholarships, paid internships and apprenticeships for 18- to 25-year olds.



1936 Hudson 65 custom 8 convertible (On loan from the Collection of Allentown Classic Motor Car, Inc.) Photo: Pacific Communications Group

Madeira said the program has awarded more than \$2.5 million in scholarships and grants since 2005. Car collectors don't all look like the millionaires on TV, Madeira said. Lot of owners with modest means are looking to restore their classic Mustang, but it's hard to find anybody who's qualified to do the work, he said. "It's not only the high-end scene, the [Barrett-Jacksons](#) or [Pebble Beach](#), or [Amelia Island](#), where they have these million-dollar cars. Really, the budget can run anywhere from \$30,000 to millions," Madeira said.

On the positive side, glitzy TV coverage has helped drive greater interest in classic cars, he said.

Madeira said the [Specialty Equipment Market Association](#) estimated the restoration segment generated about \$1.4 billion in retail parts sales in 2014. That's not counting another estimated \$1.3 billion for labor and installation plus the sale of collector cars, he said.

Training newcomers is essential, he said, "if this big industry is going to keep going."

Windscreen/Window Manufacturing

All custom made windscreens/door glasses for any make & model

We have been an established manufacturer and supplier of classic car windscreens since 2002. Our head office is based in Johannesburg and in 2013 we opened a satellite branch in the Western Cape. Our main objective is supplying the South African market with vintage and classic car windscreens and door glasses. If we don't have it we will make it. We have a selection of 190 moulds and a continuously growing customer database.

LAST ORDERS FOR THE YEAR

**IT IS THE TIME OF YEAR WHERE WE WILL BE TAKING IN LAST ORDERS FOR 2015
PLEASE MAKE SURE YOUR ORDERS ARE PROCESSED ASAP**

CONTACT: julien@classiccarwindscreens.co.za



2.1



3.1



3.3



3.5



3.9

2 IMPLEMENTE & TOEBEHORE:

- (2.1) Case Baler.
- (2.2) International Harvester Baler.
- (2.3) Diesel Bowser.
- (2.4) Petrol Pompe (X2).
- (2.5) 38" wriel en band (X2).

3

VRAGMOTORS & BAKKIES:

- (3.1) 1934 REO Speedwagon: gedeeltelik gerestoureer, skaars.
- (3.2) 1949 Standard Vanguard: gerestoureer, met dokumentasie, uniek.
- (3.3) 1950 Thornycroft Trusty: gedeeltelik gerestoureer, ikoniese Engelse perd, bande goed.
- (3.4) 1951 Bedford insleeptrok: gedeeltelik gerestoureer, bande uitstekend.
- (3.5) 1954 Albion Clydesdale: valkant plattak, bande uitstekend, getinsieseër (NSS 372 GP).
- (3.6) 1958 International trok met Dreyer Boormasjien, oorspronklike toestand.
- (3.7) 1977 Ford F250 bakkie: ouer restaurasie, getinsieseër (JGK 233 GP).
- (3.8) 2006 KIA 2700 Bakkie: in gebruik, getinsieseër (TGR 308 GP).
- (3.9) 1957 Morris: 1 ton (onderstel & kap), ses silinder enjin, ongerestoureer.
- (3.10) 1926 Graham Brothers: screen trok, gerestoureer, baie seldsaam.

Vroeë 1900's Ransomes Sims & Jeffries Stoomenjin

Veiligheidspunt
GPS koördinate:
S26°43. 80'
E027°49. 11'



5.1



5.3



5.5



5.8



6.1



6.3



5.2



5.4



5.7



5.11



6.2

4

ENJINS:

- (4.1) Vroeë 1900's Ransomes Sims & Jeffries Stoomenjin: gerestoureer, gereeld gestoom. (4.2) Wolseley 5pk: lugverkoel, gerestoureer. (4.3) Lister 3pk: ongerestoureer.

5

PASSASIERSVOERTUIG:

- (5.1) 1926 Dodge Brothers: genoeg onderdele om miskien X2 karre op te bou.
- (5.2) 1951 Willys Aero Wing Coupe: kompleet, skaars, getinsieseër (JZC 491 GP).
- (5.3) 1957 Ford Anglia: mooi en oorspronklik, getinsieseër (NFD 099 GP).
- (5.4) 1957 Ford Customline V8: gedeeltelik gerestoureer, getinsieseër (CZK 170 GP).
- (5.5) 1964 Gypsey Karavaan: mooi en oorspronklik, ou wêrelds, getinsieseër (DTC 662 GP).
- (5.6) 1967 Ford Corsair V4: gedeeltelik gerestoureer, getinsieseër (KSB 204 GP).
- (5.7) 1989 Ford Bronco V8 Eddie Bauer: oorspronklik, getinsieseër (BNG 112 GP).
- (5.8) 1991 Mercedes Benz 560 SEC: oorspronklik, getinsieseër (HCJ 853 GP).
- (5.9) 1976 Chevrolet: 3800: getinsieseër, oorspronklik (NV 26531).
- (5.10) 1959 Mercedes Benz 190: gerestoureer, getinsieseër (DBX 613 MP).
- (5.11) Datsun 1200GX 1973 model, 75 641km

6

MOTORFIETSE:

- (6.1) 1955 Ariel 350cc: gerestoureer.
- (6.2) 1958 Puch 150cc: oorspronklike toestand.
- (6.3) 1958 BSA Bantam 175cc: gerestoureer.

ROETE

VANAF SASOLBURG: Ry op die Vanderbijl pad (R57) vir 5 km. Draal links op die Stonehaven/Ravel straat. Ry vir 300m. Draal regs in Vaal Drive. Ry vir 1 km. Draal regs by velling in.

SAVVA Technical Tip 102 – Modern fuel filters

Many of us, very wisely fit modern fuel filters to our early cars and bikes. These filters are inexpensive, extremely efficient and ideal for cars and bikes that stand round a lot building up muck in the tank.

Once on a National rally I ended on the side of the road with a blocked filter. Any speed above 30 kph the car shuddered and shook. Fortunately, a passing competitor saw my plight and came to the rescue. Unlike me, they were wise enough to carry a spare which they kindly gave me so I was able to get going. The lesson learned was to carry a spare – they are small and cheap enough. Under normal conditions with vehicles that are used regularly these filters last a long time but they don't have that much capacity and block fairly easily if you have gunk in the tank.

Reading a US vintage car publication they offered the following advice:

“Very often fuel filters are fitted into the line between the pump to the carburettor, which could be very dangerous. The pump is pumping the fuel at around 3 to 6 psi and if the rubber hose perishes – as they seem to do prematurely nowadays, fuel is going to spray all over the engine causing a potential fire hazard”.

Their advice is to fit the filter before the pump where if a rubber fuel line perishes it will only suck air and not cause a major catastrophe. The fuel line from the pump to the carburettor should be solid metal.

