



# TOOLBOX



*Maart 2012*

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

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## Dagsê Vriende

Met die 2012 Maluti Cars in the Park wat oor 'n week plaasvind, het ons egter slegte nuus ontvang deurdat die Munisipaliteit ons aansoek om finansiering afgewys het.

Dit beteken dat die Drift display en 'n paar ander attraksies ongeluk sal moet oorstaan tot 'n volgende keer. Nietemin gaan die skou voort soos beplan en gaan ons, ons nie laat onderkry deur so 'n terugslag nie.

Ons probeer om al wat 'n haas is uit ons hoede te trek in 'n poging om soveel as moontlik van die oorspronklike program en beplanning te laat geskied. Ons benodig egter nog borgskappe om die Reef Streetrod klub te kan akkommodeer. Asseblief kom gesels met ons indien u enige plan het.

Onthou van die gebruiklike "geesvang" en braai op Vrydagaand 9 Maart op die lughawe terrein. U sal ook dan die finale reelings ontvang en presies weet wat Saterdag gaan gebeur. Moet dit asb nie misloop nie.

## Kroonstad Water & Wiele Fees

Duimpie en Hannatjie het die Water en Wiele Fees in Kroonstad bygewoon en ook ons skou daar gaan bemark. Hiermee 'n paar foto's van wat daar te siene was.







### **George Old Car Show**

Frans en Nonnie het die George motorskou bygewoon. Volgens Frans staan ons klub nie 'n tree terug vir die Kapenaars nie. Hy meen dat ons stationary enjin-uitstallings van 'n hoer gehalte is en ook in getalle baie meer prominent is. Nonnie het ons skou goed bemark met oproepe wat daarna van oral ontvang is.

### **Jaarprogram**

01 Maart – Maandvergadering  
 08 Maart – Skou vergadering  
 09 Maart – Geesvang braai – Lughawe terrein  
**10 Maart – MALUTI CARS IN THE PARK 2012**

SAVVA – National Calender:

9/10 Maart – Durban to Johannesburg Commemorative Run  
 11 Maart – Any Dam wheels day - Jhb  
 18 Maart – Piston Ring Swopmeeting  
 24/25 Maart – OD Inggs run – Port Alfred  
 1-5 April – SAVVA National Edwardian Veteran Tour – East London

### **Verjaarsdae**

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

12 Maart – Clem Harrington

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

## **Te Koop**

Accuspark Electronic Ignition Kits for Classic Cars @ R495.

Also Sports Coils @ R295.

Contact Steve on 082-6460824

woodward@icon.co.za

1958 Nash Metropolitan in good condition – R28 000

1939 Morris 10. Complete for restoration – R5 000

1957 Morris Cowley in running order – R5 000

Contact Piet Neethling. Tel 083 456 5830 – Theunissen

1952 Opel Kapitan. Restored with new upholstery. R15 000

1932 Mercury V8. Partly restored. R15 000

Mr. De Bruyn. Tel 078 308 9999 – Hoopstad

1976 Valiant Rebel. Perfect condition. One owner car – R39 000

1962 Holden Premier in fair condition. R7 000

1972 Fiat 125S in running order – R7 800

1958 Puch scooter – R1 200

1994 Mercedes-Benz 280SE in good condition – R18 000

Cassie Castelyn Tel 082 255 1661

Dan het ek so pas verneem dat Clem slegte nuus ontvang het omtrent sy gesondheid. Ons wens hom en Elria spoedige beterskap en sal hulle in ons gebede hou!

Tot 'n volgende keer...

*Tertius*



### **SAVVA Technical Tip 57 – Overheating problems**

We are heading into a hot time of the year and the enemy of old cars will again be raising its ugly head – overheating.

Recently I was reminded of this when a friend purchased a comparatively modern car, a lovely 1967 MGB GT. All went well excepting it was getting a tad warm. Against better advice and judgment he went the usual route of fitting a new thermostat, back flushing, adding copious amounts of expensive additives etc. etc., all to no avail. After trying everything possible he reverted to what he should have done in the first place and that was to have the radiator professionally cleaned or the core replaced. He eventually replaced the core and his problem was solved.

We have to keep in mind that although cars like this MGB are 45 years old - how many liters of suspect water has been added to the radiator over these years. How clean was this water or the containers used?

I recall as a youngster when the family went on out of town trips it was common to see relatively modern cars (of the day) on the side of the road “cooking”. I think the problem in those days was that vehicles were made for countries with cooler climates and shipped to places like the RSA without much thought for our hotter weather.

So where are we today? Some 40 to 80 years later we expect these same cars, which were often marginal when new to handle our hot weather - well it's not going to happen. Our suggestion is to start with the radiator. Don't waste money feeding additives to it – rather give it to a specialist radiator company, let them look at the number of cores and the general condition of them and if necessary replace or increase them.

If the car was manufactured before pressurised systems became standard consider pressurising it to say 3 to 4 pounds. It's comparatively easy for a modern water cap and receptacle to be fitted to an early radiator whilst they are recoring or refurbishing it. In many cars an overflow bottle can be fitted which upgrades the system to a “closed” one as fitted to modern cars. An ideal overflow bottle/tank is the brass one originally fitted to early Minis and 1100's.