



TOOLBOX

Mei 2012



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

Dagsê Vriende

Eerstens wil ek net die goeie wense en gelukwensings ontvang, oordra aan die lede aangaande ons afgelope skou. Ons het die afgelope weke steeds net positiewe kommentaar ontvang. Weereens dankie aan elkeen wat gehelp het om die skou suksesvol te kon aanbied. Ons DVD is nogsteeds by die vervaardigers. Ons sal laat weet sodra dit gereed is. Onthou ons skou datum vir 2013 is reeds vasgestel op **9 Maart!!!**

Dit was onlangs weer die Piston Ring swopmeeting in Modderfontein. Baie mense het hul voertuie vir die dag kom uitstal terwyl ander gesnuffel het tussen die stalletjies wat enigiets denkbaar probeer verkoop het. Dit was meestal motor onderdele, maar daar was ook heelwat snuisterye en antieke ware wat na nuwe heenkome gesmag het.





Jaarprogram

- 3 Mei – Maandvergadering
- 4 Mei – Rendezvous Rally verwelkoming
- 5 Mei – Bhm Wes

- SAVVA – National Calender:
- 4 tot 6 Mei - Rendezvous Tour
 - 20 Mei – Pietremaritzburg Cars in the Park
 - 25/26 Mei – Natal Classic Motorcycle Rally
 - 2 Junie – Mampoer Rally - Pretoria
 - 10 Junie – DJ Remembrance Run - Johannesburg
 - 17 Junie – Cars at the Mall – Nelspruit
 - 11-14 Junie Continental Milligan Time Trial – Port Elizabeth
 - 30 Junie – 1000 Bike Show - Germiston

2013 Skoukomitee

Die skoukomitee bestaan tans uit die volgende lede soos ooreengekom op die vorige vergadering:

<i>Koos de Beer</i>	<i>Laat weet</i>
<i>Tertius du Preez</i>	<i>asb indien</i>
<i>Hannatjie Swart</i>	<i>ons jou</i>
<i>Wessel Naude</i>	<i>naam hier</i>
<i>Hennie Knoetze</i>	<i>kan byvoeg</i>
<i>Duimpie Swart</i>	
<i>Dircolene Naude</i>	
<i>Francois van Niekerk</i>	

Gelukwensings

Verjaarsdae

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

4 Mei – Danie Poggenpoel
6 Mei – Kornel Smith
24 Mei – Ralph Raubenheimer
26 Mei – Kokkie du Preez

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

Ons wil ook vir Kokkie en Elsjé geluk wens met hul eerste kleinkind wat onlangs gebore is. Dit was 'n piepklein dogtertjie van 2.2kg.

Te Koop

3 PK Wolseley enjin in lopende kondisie met alternator vir skou doeleindes. Het ook 'n windlaaier in werkende toestand. Kontak Alta by 083 539 6001



1936 Stainless Steel Ford

The following photos are of a 1936 Ford Tudor sedan built for Allegheny Ludlum Steel in 1936. This is one of only four of these cars in existence, and is the only one still running and roadworthy.

This car is in exceptional condition. All four cars had gone over 320,000 kilometres before they were removed from service. These cars were built for Allegheny Steel as promotional and marketing projects. Each year, the top salesmen were given the honour of driving them for one year.

The 64 kilowatt V8 engine was surprisingly smooth and quiet. The car was insured for \$1.5 million for the trip to the Louisville show. The dies used to manufacture the body panels were ruined by stamping the stainless steel, so no more of these cars will ever be produced.



Tot 'n volgende keer...

Tertius

SAVVA Technical Tip 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 a 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.

SAVVA Technical Tip No 59 – Fitting Electrical Fans

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 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.

