



TOOLBOX



December 2012



AFFILIATED TO THE SOUTH AFRICAN VINTAGE & VETERAN ASSOCIATION (SAVVA)
Since February 2004 *Edition 93*

Greetings to all

With Christmas just around the corner we all have this Christmas and holiday feeling. At our last meeting the new management for 2013 was elected. Congratulations to all of you and for the big task to make 2013 also a successful year.

New management is as follows:

Tertius du Preez	Chairperson
Koos de Beer	Vice-Chairperson
Hannetjie Swart	Secretary
Dircolene Naude	Treasurer
Wessel Naude	Public Relations Officer
Hennie Knoetze	Patron

It was our year end function on Saturday the first of December and the presentation of prizes for the cars, engines and tractors at Uncle Hennie and aunt Florence. Thanks for your hospitality. Congratulations to all of you that received accolades.





Upcoming Events

- | | |
|------------------|--------------------------|
| 10 January 2013 | – Monthly Social Meeting |
| To be announced | – Club activity |
| 24 January 2013 | – Show meeting |
| 07 February 2013 | – Monthly Social Meeting |
| To be announced | – Club activity |
| 21 February 2013 | – Show meeting |

SAVVA National Calender

- | | | |
|------------------|-------------------------------|-------------|
| 03 February | – Kalk Baai Veteran Run | – Cape Town |
| 04 - 08 February | – SAVVA Edwardian Veteran Run | – George |
| 09 - 10 February | – George Old Car Show | – George |
| 10 February | – CMC Autumn Rally | – Germiston |

Congratulations

Birthdays

Congratulations to the following people on celebrating their birthdays during December. May you have a very prosperous and blessed year ahead!

- 19 December – Wimpie Pieters
23 December – Frans van Staden



New Members

A warm welcome to Edward van den Berg who recently joined the club. We trust that he will soon feel at home in our midst.

Stork's visit

Congratulations to Jors and Ann who became proud grandparents of a little boy. May he bring you lots of joy!



BEHIND THE STEERINGWHEEL...

Hereby my first letter as Chairman for the 2013 season. Firstly I would like to thank the members who had faith in me to choose me as the person to guide this club through the next year. Hopefully I won't disappoint you. But therefore I'm going to need everyone's support. I believe that my fellow committee members share the same passion and way of thinking than I do, and that we as a team are going to wheelie the wagon. A big word of thanks to Dircolene who took over as editor of the Toolbox. Remember it is a new experience for her and thus she will rely on our continued support.

And so we have reached the end of 2012. Again it was a pleasant year for our club with a record breaking show, growing membership and no meaningful fights. Many members struggled with their health but we are thankful to still have them all around as part of the Maluti-family and are glad that they recovered so well.

It is now time to end the year on a calm and peaceful note and to celebrate Christmas with loved ones. It is also time to recharge the batteries for 2013. Behind the scenes preparations are well on their way for the 2013 Maluti Cars in the Park. With only 2 months to go, time is running out. Various new structures in the management of the club have been introduced of which the Show committee is one. More members are going to get involved in the organizing of this event and everybody's talents are going to be put against the test. Hopefully this will ease the load on the rest and ensure that everyone will be able to enjoy a show like no other. It is on this note that I want to get something off my chest. During the last year, I was in a favourable position whereby I could stand back from club management, spent time on my projects and hobbies and observe fellow member's attitudes. Sometimes when one stands too close to a painting you tend to focus on a specific part of it. Once you step back and see the whole picture in its context, things begin to make sense.

What caught my attention the last couple of months, was how members can get envious at each other and how they constantly look for stones to throw at each other. This will kill our camaraderie and unity. It will also be the first thing people will notice when they put us under the magnifying glass. Let us each focus on our own interests. In this club we have a common goal and hobby. There is no place for club-politics. We are here to restore and preserve vintage vehicles and machines for the generations to follow. In the meantime we are custodians of these machines and should ENJOY it. No member must feel obliged to attend club gatherings and no member must expect to be beseeched to attend gatherings. We are all equal and friends. No title or money should distinguish the one from the other.

Therefore I would like to call on everyone to leave petty issues from the past as well as fetes there where it belong...in the past. Transactions between members that went astray shouldn't be brought up again in club related matters. After all, the club wasn't involved in any wheeling and dealing from the beginning. If someone revs their car excessively, don't jump up and throw all your toys from the cot. It is not your car, so leave the owner to do as he pleases. There is a more civilized way of handling matters like this. And if you are aware that you might upset other people, then don't rev your engine to the limits. There's a time and place for everything. Don't compare your vehicle with others, and then get upset if the other is better than yours. This is not a competition, but a social club. Don't insult other people or their cars due to jealousy. That won't make you look good nor will you benefit from it. Allow everybody their ray of sunlight. There is enough for all of us.

Our club has grown into a multi-cultural and bilingual club. Let's respect each other's culture, language and customs. From the committee's side we shall try and accommodate everybody

and make everyone feel at home. This is not always possible, neither easy. But please bear with us. Eventually we will succeed.

Please accept the club's new coat of arms and rules and proudly wear your shirt with your fellow club members. It's only a logo and it won't affect your ego or personality. Everyone had a fair chance to raise their voice and opinion to and against the design of the logo at the time being. Thereby I wish to put this issue now to bed.

Remember that life can be gone in the wink of an eye. None of us know what the future and 2013 will bring. If tomorrow never comes, don't let us sit in pity for what we have wished upon each other, but let us rather be grateful for the valuable time that we could enjoyed each other's company. In the end, all we have left is the memories!

Let the change that you want to see in others, start with yourself! Remember that success is a choice. And if we all can make that same choice and work together in unity and harmony, then I am sure that we can build this club to be an example for others and to stand as a monument for our hobby. It should be a club where people can ENJOY themselves and where they can escape from the daily stress at work.

Enjoy the festive season and may you all experience God's grace and blessings. For those that is lucky enough to break away for a holiday, please drive safely and arrive alive. Don't overdo it! A happy and prosperous New Year to all of you!

Till next year...
Tertius

Why men shouldn't write advice columns

Dear John,

I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter!

I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?

Sincerely, Sheila

Dear Sheila,

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps,
John

— Forwarded by Steve Sanderson,
Gilbert, S.C.

Do you
remember?
send in by Koos

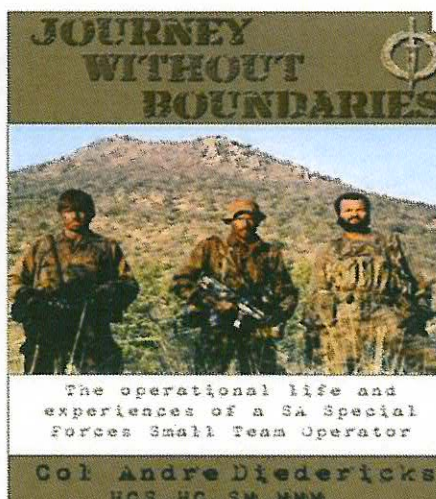




See next edition for more!



First Valiant made in the Pretoria plant - 53,160rd Valiant made in South Africa (Chrysler photo at allpar.com via Hans Enslin)



An engineer's engineer

Anybody who has any sense of the dedication to a job done to the nearest level of perfection, who sees beauty in such purism of craftsmanship, who can appreciate the dedication and love of a person for such an impeccable job, who can relate to the ability of a single person to do what Lou has done with after years of dedication, all these people must applaud Mr. Louis Chenot for having accomplished such a task.

A miniature functioning replica 1932 Duesenberg by Louis Chenot

No, it's not a real full-size Duesenberg, but rather a beautifully constructed 35" long working model made in 1/6 scale.

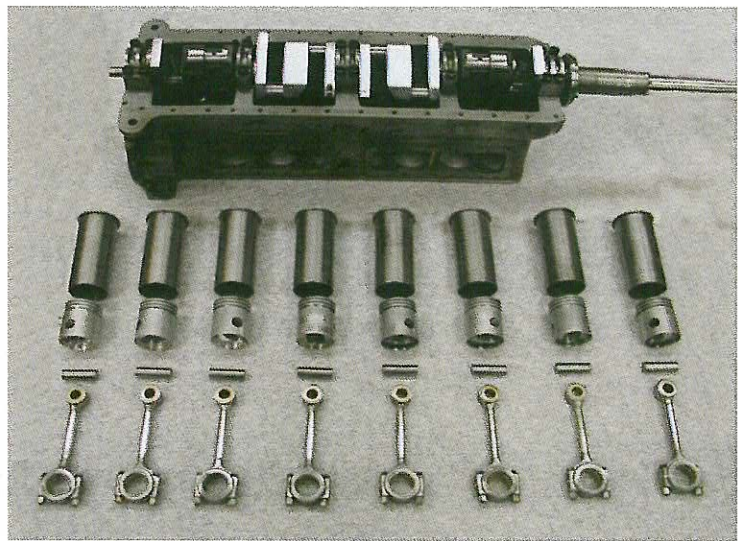
Louis Chenot has spent the past ten years building this incredibly detailed 1932 SJ Duesenberg LaGrande dual-cowl phaeton. Not only does it look good, but the engine runs, the lights work, the top mechanism functions and the transmission and driveline are complete. Lou started his research on this project over fifty years ago with the purchase of a book and through the following years collected many drawings and studied a number of Duesenbergs while they were being restored, taking photos and recording dimensions.



Here's a shot of the finished car from the side on its specially made display table. The model weighs about 60 pounds.

Lou's 40 year career was spent as a mechanical engineer. In the 1960's he spent 7 years restoring a vintage 1930 Cadillac convertible that was on the show circuit for years, but now he prefers to work on smaller projects in the comfort of his home shop.

The bodywork is all metal, not fibreglass. Here is the car in Lou's shop before the brass coachwork was primed or painted. Lou is not adverse to remaking a part that doesn't meet his standards. He started over on the especially difficult brass radiator shell nine times.



Most running models are built at larger scales like 1/3 or 1/4. Working in the smaller 1/6 scale magnifies the problems caused by miniaturizing certain parts. Remember that these scale parts are 1/6 as long, 1/6 as high and 1/6 as deep as real parts, making them $1/6 \times 1/6 \times 1/6$ or 1/216th the volume of the original part. By comparison, a 1/3 scale model is 1/27th the volume and a 1/4 scale model is 1/64th the volume. Further complicating the prospect of building a running engine at that size is the fact that fuel molecules and electricity don't scale. It is very difficult to get tiny carburetors and little spark plugs to work like the big ones.

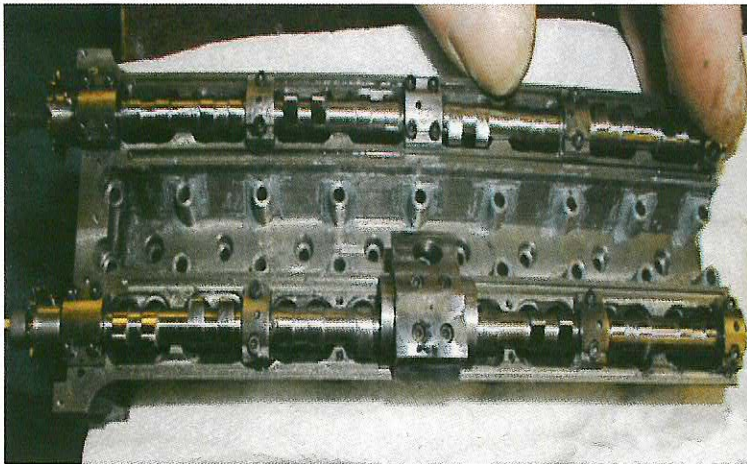
Inside the straight eight engine are all the correct parts custom machined to scale from steel, cast iron and aluminum. Here we see the block and crankshaft at the top. Arrayed below the block are the cast iron cylinder sleeves, pistons, wrist pins and assembled connecting rods.

Even though there would be no way to tell once it is all assembled, the cylinder head shows that Lou didn't cheat. The engine has 4 valves per cylinder--32 total--just like the real one.

Here is the head (before painting) with the camshafts in place--there are 16 lobes on each shaft. (The apparent curve of the upper shaft is caused by the camera's wide angle lens.)



The gears inside the differential will never be seen by anyone, but Lou cut them as actual hypoid gears like the real one rather than machining simpler bevel gears.



The complicated convertible top mechanism is shown in the lowered position before the canvas top material was installed. Louis Chenot (Left) and Joe Martin (Right) inspect progress on the chassis and engine at the NAMES show in Detroit in 2007.



Lou was presented with a special Lifetime Achievement award by the <http://www.craftsmanshipmuseum.com/> in 2009. The model was nearing completion but the engine had not yet run. Now that the engine runs and the model is completed, Lou has been selected as the foundation's "Metalworking Craftsman of the Year." The award includes an engraved award medallion and a check for \$2000.00. Lou is the 15th person to receive this coveted annual award. Because it is likely that this could well be the finest running model car ever built in this small a scale, Lou's award this year will be presented as the "Craftsman of the Decade."



SAVVA Technical Tip 67 - Waterless radiator chemicals

As you are aware it's not our policy to promote any particular product but in this case we believe this particular product should be brought to the attention of car owners, especially those with valuable cars that have engine components that can/ will deteriorate with time. This product could also be an inexpensive solution for cars that have continuous corrosion problems. Basically it is a liquid coolant that replaces radiator water.

The product is manufactured in the U.S. by a company called Evans who have been manufacturing coolants for over 25 years for specialised purposes. The coolant is called Evans Non-aqueous Propylene Glycol (NPG). It has an efficiency that is considerably higher than conventional coolants and has a boiling/vaporisation point considerably higher than convention water-based coolants. It has a boiling point of 191 degrees c.

To quote an extract from their brochure:

'Water when heated drives off a significant proportion of dissolved oxygen, but as it cools reabsorbs fresh oxygen. This cycle leads to a perpetual cycle of corrosion, which is accentuated in classic vehicles with no expansion chamber. NPG on the other hand is non-toxic, non-corrosive, and operates with zero pressure.'

It was interesting to note that collector Jay Lenno who owns a massive collection of valuable cars uses it exclusively in his collector cars. For further information about this product go to "Evans Coolant Systems" on the internet.

The product is available from KC Saayman at:
info@theclassiccar.co.za
www.theclassiccar.co.za
or call KC on 083 645 1604

