TOOLBOX

March 2013

AFFILIATED TO THE SOUTH AFRICAN VINTAGE & VETERAN ASSOCIATON (SAVVA)

Simce February 2004 *Edition 96*

Dear Friends

Only two days left before the big day. I want to say thank you to everybody who worked so hard and for all the arrangements, so that we can make Saturday a huge success.

I just want to remind members to renew membership fees for 2013.

Events
9 March- MALUTI CARS AT THE AIRPORT
16 March – Van Reenen Picknic Run
4 April – Monthly Social Meeting

Congratulations

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

12 March– Clem Harrington

Monthly Entertainment

February – Piano Lounge

We paid a visit to the Piano Lounge on Saturday the 26th of January for lunch. The food was delicious and thanks to Miemie who have done all the arrangements. Definitely a place you can visit.

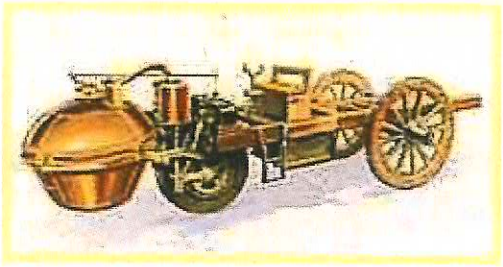
Rosenhof Breakfast Run

Saturday 16 February we visited Paul Roux and had Breakfast at Rosenhof. Richard arranged everything for us, very quiet and peaceful and everybody enjoyed the morning. Richard also told us some history about Paul Roux, where the name came from and about the many projects they are busy with, all to make it a better place. We wish them all the best with their plans and we will go and visit them to see how their plans are coming along. Maybe exchange an old car for horseback.

Sorry this is only available in Afrikaans

Stoomkrag

IN 1769 bou Nicholas Joseph Cugnot, 'n Franse leëroffisier, 'n affêring wat vandag as die wêreld se eerste selfaangedrewe landvoertuig beskou word. Dit is 'n driewiel-trekker wat teen minder as 5 km/h aankruie, maar op sy eerste toetslopie as 'n wrak eindig.



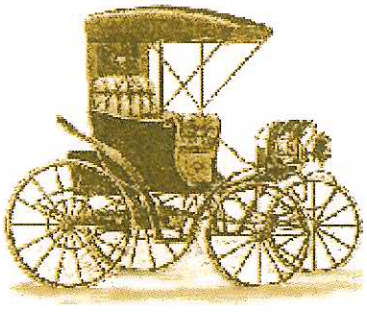
REGS: Nicholas Joseph Cugnot (1723-1804) se driewiel-stoomtrekker.

Britse uitvinders begin in die laat 1700's swaar stoomaangedrewe koetse bou wat passasiers vervoer, maar tolhek-eienaars skrik hulle met hoë tolgeld af omdat die logge voertuie die paaie verrinneweer. Boonop kla boere oor die lawaai en rook, terwyl operateurs van perdewaens hulle nie net as opposisie beskou nie, maar ook as 'n gevaar op die pad. Daar is soveel teenkanting teen die aanstomende gevaartes dat verskillende wette aangeneem word om hulle aan bande te lê. Mettertyd ontwikkel stoomvoertuie toe darem in iets wat nie openbare paaie nodig het nie—hulle word suksesvolle stoomlokomotiewe wat op treinspore beweeg.

Elektriese krag

THOMAS DAVENPORT (1802-1851), 'n Amerikaanse uitvinder, het die eerste werkende model van 'n elektriese motorkar vervaardig, maar nie genoeg geld gehad om sy idee te ontwikkel nie.

Ander ingenieurs het volhard en teen die 1880's is elektriese motorkarre in Europa gemaak en teen die 1890's in Amerika. Die elektriese motor het nog tot omstreeks 1910 gewild gebly, veral onder vroue en bejaardes wat gevind het dat hulle dit maklik kon hanteer.



LINKS: 'n Elektriese motor van 1902.

Die nadele van elektriese motors was egter dat hulle traag, swaar en duur was, asook dat hul batterye herhaaldelik herlaai moes word. Dit was eers dekades later dat daar opnuut na elektriese motors gekyk sou word—as 'n skoon alternatief vir besoedelende petrolaangedrewe motors en weens 'n verlammende olietekort wat die wêreld onvermydelik in die gesig staar. Maar vandag se elektriese motors word gerugsteun deur moderne tegnologiese ontwikkelings waarvan die ontwikkelaars van die destydse koddige waentjies nie eens kon droom nie.

Petrolkrag

EUROPESE uitvinders was die eerstes wat binnebrandmasjiene gebruik het om motors aan te dryf. Die eerste masjiene is egter deur gas voortgestu en nie deur petrol nie. Die binnebrandmasjien word só genoem omdat dit krag lewer deur 'n mengsel van lug en brandstof in 'n silinder te verbrand. Dit verskil in 'n belangrike opsig van die stoommasjien wat steenkool in 'n afsonderlike oond buite die eintlike masjien verbrand. Die stoommasjien is dus 'n *buite*brandmasjien.

'n Ruwe soort motorkar met 'n eensilinder-gasenjin is so vroeg as 1860 reeds deur Jean Étienne Lenoir van Frankryk gebou. Die mees betekenisvolle vordering in hierdie tydperk is deur dr. Nicholas A. Otto in Duitsland gemaak. Sy vierslag-gasenjin is 'n regstreekse voorsaat van vandag se motorenjins.

Karl Benz en Gottlieb Daimler, altwee Duitsers, het in die middel-1880's Otto se beginsels in petrolmasjiene toegepas. Hulle het twee van die wêreld se eerste vervaardigers van petrolaangedrewe motors geword. In Frankryk is Daimler-masjiene in karre gemonteer wat deur die firma Panhard & Levassor gebou is. Die ingenieur Émile C. Levassor het in 1891 'n motorkar ontwerp wat die basis vir alle verdere ontwikkeling was.

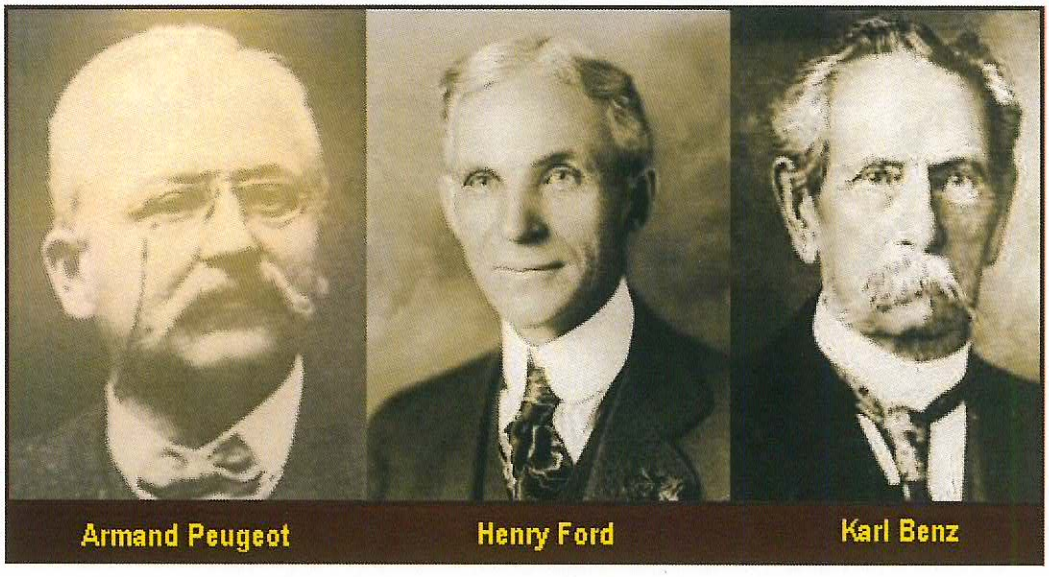
Ander Franse uitvinders—mense soos Albert de Dion en Armand Peugeot—het ook belangrike bydraes gelewer. Die invloed van die Franse vervaardigers was so sterk dat sekere van hul terme vandag steeds gebruik word—woorde soos *garage, chauffeur* en *limousine* is van Franse oorsprong. Selfs die leenwoorde *automobiel / automobile / Auto*, soos die motor in verskillende tale bekend staan, kom uit Frans.

Die bakke en enjins van die vroeë petrolmotors was eksperimenteel. Die meeste het fietswiele of perdekar-agtige wiele gehad en was óf heeltemal blootgestel aan die elemente óf is deur 'n voukap beskerm.

Die masjiene het agter gesit en die krag is na die agterwiele oorgedra deur middel van kettings, bra soos die kettings van fietse. Die stuurmeganisme was toe nog nie 'n stuurwiel nie, maar 'n stuurstok, waarna grappig as 'n "beesstert" verwys is. Boonop kon 'n mens jou oor 'n mik spook om die motor met 'n slinger aan die gang te kry.

John W. Lambert was moontlik die eerste Amerikaner wat 'n petrolaangedrewe voertuig ontwerp en gebou het. Sy petrolkarretjie met een silinder en 'n vierslag-enjin kon 24 km/h haal. Hy het beweer dat hy dit in 1890 in Ohio toetsbestuur het.

Die eerste kommersieel suksesvolle petrolaangedrewe motors is deur die broers Charles E. en J. Frank Duryea van Massachusetts gebou. Hul eerste motor, met twee silinders en 'n tweeslag-enjin, het sy verskyning in 1893 gemaak. In die daaropvolgende jaar is 'n motor wat deur Elwood G. Haynes ontwerp is, met welslae in Kokomo, Indiana, getoets.



Geboorte van die bedryf

IN September 1895 het die broers Duryea die eerste Amerikaanse maatskappy gevestig wat petrolaangedrewe motors vervaardig het. In 1896 het die Duryea Motor Wagon Company dertien motors volgens dieselfde planne gebou—die eerste keer dat meer as een motor in Amerika volgens dieselfde ontwerp gemonteer is. In die jaar 1896 was daar ook ander betekenisvolle ontwikkelings. Ransom E. Olds (wat later Oldsmobile en Reo gevestig het) en Henry Ford het hul eerste motors gebou en Charles King het sy eerste motor in Detroit gemonteer, wat later die wêreld se motorhoofstad sou word.

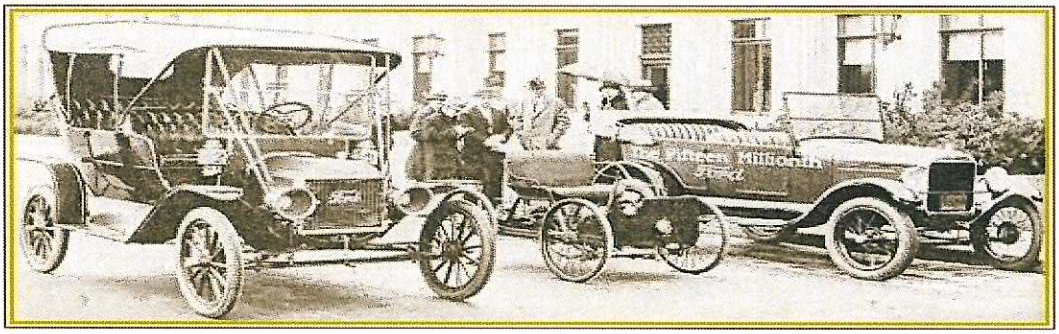
In daardie vroeë dae kon enige bedrewe werktuigkundige 'n motor in 'n smidswinkel aanmekaarflans en nuwe vervaardigers het soos paddastoele regoor Amerika opgeskiet. Meer as drieduisend verskillende fabrikate is in die Verenigde State gebou en die intense mededinging het baie firmas laat ondergaan en talle met ander maatskappye laat saamsmelt.

In 1895 het 'n regsgeleerde, George B. Selden, 'n patent bekom wat enige wesenlike deel van 'n petrolaangedrewe motor gedek het. Feitlik alle vervaardigers moes hom vergoed vir elke motor wat hulle vervaardig het. Henry Ford het Selden jare lank in die howe beveg. Ford het uiteindelik in 1911 gewen, toe beslis is dat Selden se patentregte nie die vierslag-Otto-enjin gedek het, wat die soort was wat in die meeste motors gebruik is nie.

Die motor het tussen 1900 en 1920 geleidelik sy moderne vorm aangeneem. Die stuurwiel het die stuurstok in 1900 vervang. Snelheidsmeters, skokbrekers, staalrame, toebakke, windskerms en H-ratverwisseling was teen 1905 in gebruik. In 1908 is die standaardisasie van motoronderdele deur die Cadillac Motor Company ingestel. Die elektriese aansitter, wat sy verskyning in 1912 gemaak het, het die moeilike handslinger vervang en vroue aangemoedig om motors te koop en te bestuur. Daar was nog baie ander toevoegings.

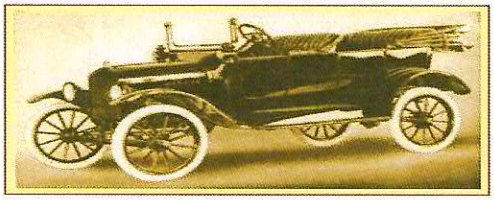
Een van die eerste motorvervaardigers wat van 'n monteerwerkplaas gebruik gemaak het, was Olds, wat die stelsel in 1901 aanvaar het. In 1913 het Ford 'n vervoerband geprakseer om onderdele na sy monteerdery te bring.

Ford het die konsep van die motor as 'n noodsaaklikheid eerder as 'n luukse ontwikkel. Sy Ford Motor Company, wat in 1903 gestig is, het in 1908 met die produksie van die beroemde Model T-Ford, of Tin Lizzie, begin. Deur middel van massaproduksie waardeur omruilbare standaardonderdele per vervoerband na werkers gebring is, kon Ford sy produksiekoste só sny dat motors baie goedkoper verkoop kon word as wat vroeër moontlik was.



BO: Ford-motors van weleer. Van links is 'n vroeë Model T, Henry Ford se eerste motortjie wat in 1896 gebou is, en die vyftienmiljoenste Model T wat in 1927 vervaardig is.

REGS: Nog 'n Model T Ford... die toermotor



Krediet: Histories ("Public Domain Old")

Die gevolg was dat dit nie meer net die rykes en eksentriekes was wat met motors gery het nie, maar dat gewone gesinne dit ook kon bekostig. 'n Verbysterende 15 miljoen Model T-Fords is binne negentien jaar verkoop.

Ná 1900 het Amerika die toon aangegee in die ontwikkeling van die motor en die motorbedryf. Onder die manne wat belangrike rolle in dié verband gespeel het, was die einste Ford, maar ook Olds, Charles F. Kettering, Walter P. Chrysler, William C. Durant, William S. Knudsen, Louis Chevrolet, Charles W. Nash, David D. Buick, Henry M. Leland, die broers Dodge, die broers Studebaker, Roy D. Chapin, die broers Fisher en Henry Bourne Joy.

Die motorbedryf het in die Eerste Wêreldoorlog tot wasdom gekom en teen die vroeë 1920's was die motoreeu in volle swang. En aan die vooraand van die Tweede Wêreldoorlog was die luuksheid lank reeds 'n moet vir elkeen wat dit kon bekostig, soos die swierige Plymouth op die ou advertensie hieronder...

For Sale

Tractors - got no papers:

Vaaljapie
Model: 1970's
Previous Owner: Piet Nel
Price: R25 000

Massey Furguson 35
Model: 1980's
Previous Owner: Piet Nel
Price: R25 000

Contact Johan Nel, 0823120855 at Almal se Winkel

Meaning of the markers along the road!!

Wat beteken daardie vreemde klein merkers langs van ons nasionale paaie? Op al ons hoofpaaie kan hierdie kort paaltjies met "vreemde" padtekens al langs die pad gesien word. Ongelukkig is te min motoriste bewus wat hierdie roete merkers en die syfers daarop beteken en hoe belangrik dit kan wees in 'n noodsituasie op die pad!

Dit is belangrik vir die padgebruiker om die volgende oor die bordjies te weet:

- Dit is 'n SANRAL (Suid-Afrikaanse Nasionale Padagentskap) standaard vir alle nasionale paaie.
- Daar word 'n spesifieke formaat gebruik ten opsigte van die spesifieke merkers.
- Die merkers word elke 200 meter geplaas.

Wat beteken die inligting op die merkers?

Padteken langs N4

N4 = roete waarop gereis word bv. N4.

8X = dui die gedeelte van die pad aan waarop gereis word bv. 8X.

68,0 = dui die kilometer posisie aan op die gedeelte van die roete.

E = dui die rigting aan waarin gereis word, bv. East/Oos.

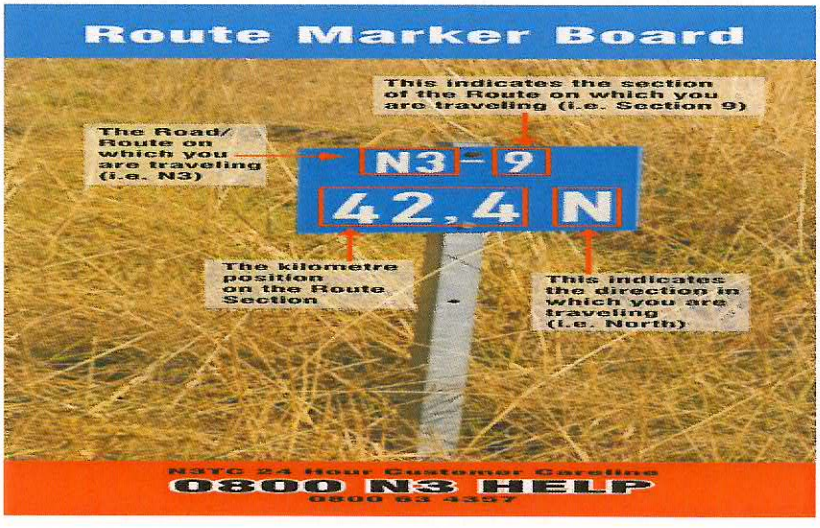
Die TRACASSIST noodnommer, elke twee kilometer, kan geskakel word vir bystand indien die voertuig onklaar raak of in 'n botsing betrokke was.

Die merkers is van onskatbare waarde wanneer 'n noodsituasie ontstaan. Dit help die noodpersoneel om presies te weet waar die insident gebeur het wat dan ook bepaal vanwaar die naaste hulp uitgestuur sal word.

Die persoon wat vir hulp skakel, kan na die naaste merker stap en die inligting met die persoon by die oproepsentrum deel.

Die oordra van akkurate inligting in die geval van nood kan verseker dat mediese bystand vinniger verleen kan word en die minute beteken tussen lewe en dood!

Sign on the N3



Mystery?
Ralph wants to know if anyone can help

I came across this vehicle the other day and there is no indication of what it is other than the marks on the hub caps. The car seems to be complete although it has been partially stripped with all the front removed, but the wings lamps radiator grill seem to be there. I would be interested to hear if any of the chaps has any idea as to what it may be.

SAVVA Technical Tip 70 - Power Tools

A month ago we mentioned the necessity of having fire extinguishers handy when working on our vehicles. We also mentioned the dangers that surround us when working with machinery, inflammables etc.

Here's another one to add to our list – and that's power tools. I have a fear of working with tools like circular saws and angle grinders. Years ago when apprenticeships were still deemed as necessary some of us were lucky enough to have become apprenticed in some industry or the other. In those days, regardless of what trade you entered the first lesson one was taught was respect for the tools of that particular trade and

a) how to treat them correctly to ensure the tools longevity, and
b) how to ensure your own longevity when working with them.

About a year ago my faithful old angle grinder packed up so I purchased a new one with all the bells and whistles fitted. A friend looked at it and expressed his concern that the new one had an "on and off" switch and not a switch you had to hold down to operate it (like the old one). I took no notice of his comment until recently when I placed the "said" grinder on the work bench and plugged it in and it took off. The switch on the grinder had inadvertently been knocked on. Fortunately, it took off South and not North. It jumped off the work bench with me doing the highland fling around it. Needless to say I've now fitted new brushes to the old one and the new one will be available at a bargain price at the next club flea market.

I recall some years ago, our old friend Tom Zeederberg cut his leg very badly with a portable circular saw. He never really recovered from that ordeal and could only drive automatic cars after that.

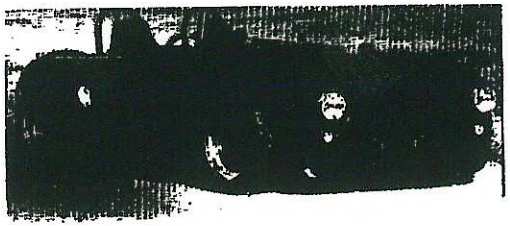
We've just heard of another accident and that was with an angle grinder. The gentleman in question was cutting something on his garage floor when the disc jammed, jumped out of whatever he was cutting and went across his foot seriously damaging it.

Accidents like this take a fraction of a second to happen but can affect the rest of our lives. Let's be more aware of the dangers of operating these machines.

If you have electric tools fitted with this type above of on/off switch make absolute sure it is in the "off" position before plugging in.

BACKDRAFT Racing

Story & pics: Gavin Foster



The story of the AC Cobra...

also known as the Shelby Cobra, is so unlikely small British manufacture, AC Cars, developed an aluminium-bodied two-litre sports car, the AC Ace, in 1953, using a two-litre six-cylinder OHC engine designed in 1919. A local dealer and car racer, Ken Rudd, reckoned that the car would be better with a two-litre Bristol engine tucked beneath the bonnet, so he converted his AC and immediately started winning races with it. The Bristol engine was originally designed by BMW for their sexy 328 sports car between 1936 and 1940, and at the end of the war the design and tooling were confiscated and handed to British manufacturer Bristol as part of war reparations.

The people at AC noted the racetrack success of Rudd's car so they did a deal with Bristol, and the AC Bristol with its 135 bhp (101 kW) engine was born in 1957. The car did well until 1961, when Bristol ceased production of the BMW engine, and AC redesigned the car to accommodate a 2,6 litre Zephyr V6. Only 36 such cars were built before American racer Carroll Shelby hove over the horizon waving his chequebook and asking if AC could supply him with a steady flow of cars without engines. These he would then market in the USA with small-block V8 engines supplied by the Ford factory installed. With this powerful new sports car he hoped to take on the mighty Chevrolet Corvette on racetracks in the USA and Europe.

And so it came to be that a brutal American engine replaced a German engineering masterpiece in a delicate British sports car and bludgeoned its way into motoring history by beating the mighty Italian manufacturer, Ferrari, at Le Mans and elsewhere. Legend has it that one of the cars under development was responsible for the imposition of Britain's 70 mph (110 km/h) speed limit, after it was clocked at 196 mph (315 km/h) during a test run on one of the perpetually damp island's freeways.

The AC Cobra, also known as the Shelby Cobra or AC Shelby Cobra, was an enormous success. It was sold in road or track guise, with a wide array of V8 engine choices ranging from the original 260 cubic-inch offering to the 427 cubic-inch big block version used in the DragonSnake Cobra built for quarter-mile drag racing events. In 1964 a coupe derivative – the Shelby Daytona Cobra Coupe - beat Ferrari and won the Le Mans 24 Hour for Ford, after which Carroll Shelby started development of the even more successful Ford GT40 race car that was to take up where the Cobra left off.

Fewer than a thousand genuine Shelby Cobras were built, although Carroll Shelby, who was a bit of an operator, was exposed by the LA Times in 1993 for trying to counterfeit his own cars. When values of the few remaining AC cars went through the roof he saw an opportunity and started surreptitiously building additional cars using chassis numbers that had been reserved for the marque but never used. The chassis of his later versions he'd had built in the early 1990s in Torrance, California, and had very little to do with AC Cars. Shelby's own car – the original prototype – was auctioned in 2007 for $US 5 million, and an unrestored barn-find Cobra originally built in 1963 sold in 2012 for just under $US 500 000.

South African single-seater champion of 1980 Tony Martin has produced handbuilt replica Cobras called Backdraft Roadsters through his Durban-based company, TR-Tec, since 2002. "In the beginning we bought kits from Kit Car Centre, and then we amalgamated and formed a partnership with the owner, Rudi Malan, who died in 2011," says Tony. "Rudi was the father of the Cobra in South Africa and sold kits for years – I think between the Kit Car Centre versions and our Backdraft cars there are about 3500 Cobra replicas out there. There are a lot of half-built ones standing in garages." Where earlier replicas traditionally used suspension and brakes sourced from old Jaguars, the Backdraft Roadster versions use BMW E36 components. "Rudi pioneered the BMW suspension cars and we've since perfected them," says Tony. He also made the cars bigger all round, so they're more practical than the cramped originals.

Most of the Backdraft Roadsters built by TR-Tec are sold in the USA as "turnkey-minus" cars, meaning they're basically complete except for the engines. About 10% of production is sold in South Africa. "We have various people around South Africa and in the USA who do engine installations for customers – the cars can take any of about 20 different V8s. Big and small block Chevs and Fords, Toyotas, Lexus...they all work well. We also sell the cars as kits at home." Production currently runs at about 10 a month, though that climbs to 20 or so when times are good, with about 10% sold as kits. "The BMW E36 parts are drying up so we're busy developing our own suspension that we'll manufacture in-house, based upon later BMW designs," says Tony. The reason for selling the cars without engines in the USA is to avoid the need for expensive homologation processes.

Tony Martin is a well-known name in the USA, thanks to his having, along with team-mates Sarel van der Merwe and Graham Duxbury, won the prestigious Daytona 24 Hour Endurance race in their Kreepy Krauly Porsche-March back in 1985. Tony still races in classic events here and overseas in his Backdraft Cobras, nearly half a century after he first took to the track in anger at the same time that the original Cobras were doing their thing, way back in 1965.