



TOOLBOX

April 2013



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

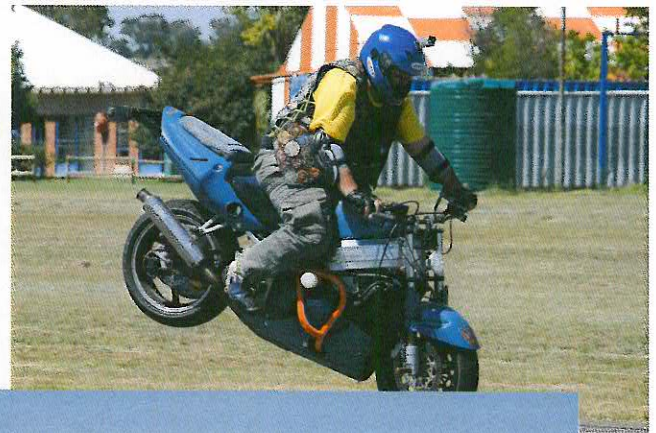
Since February 2004

Edition 97

Dear Friends

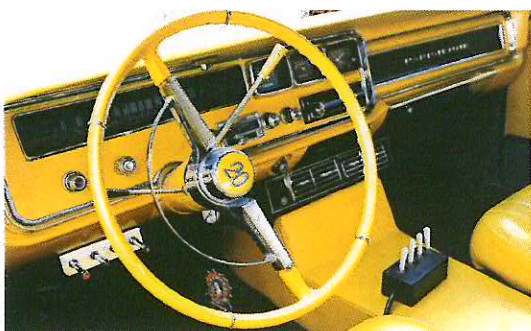
Thanks to everyone for a very successful show, but as you know the costs were very high and everybody must help to get some sponsors if we want to host another show in the future.











BEHIND THE WHEEL...

And so all good things came to an end. Months of hard work and planning concluded in two days of fun in the sun. I hope you all are well rested and ready to finish the projects standing around in the garage. Enjoy the last autumn sunshine as winter is bound to creep up on us. Thanks to everyone who helped us to host a very successful show. This time it felt as if the planning and organizing duties were divided into sections and that each section had a group of members that did an outstanding job.

One can measure the success of the show in many ways. Some will look at the amount of vehicles that was on display, and other will look at the amount of spectators that attended. One can measure it against the profit made, but to me it is more about the relationships and friendships that we have built. Friendships with the likes of Peter Lindenberg (Lindenberg Racing) and John Ogilvie (Ford Museum and Lazarus group), relationships with clubs like the Cobra Club, the GT40 Club, Diamond City Streetrod Club and all the others that attended. Relationships with local dealerships and businesses (from as far as Johannesburg), with national magazines and TV stations (Ignition) and with every person that attended the show. I'm still receiving letters of thanks and well wishes. At one stage I was wondering whether all of this hard work and planning to get everything done, is worth all the effort. But after a day like 9 March 2013, I know the answer is YES.

With an official count of 369 exhibits and about 50 new vehicles on display, we definitely had the largest turnout to date. About the same amount of spectators than previous years, 2500, attended. One last question...What are we going to do for next year to top this one?

Greetings till next time...
Tertius



Congratulations

Birthdays

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

Dave Green	08/04
Arthur Lloyd	22/04
Johnnie Neuhoff	23/04

First Car Accident in SA 1903

This is the first documented car accident in South Africa on 1 October 1903. The car was hit by a train from Johannesburg to Cape Town at the Maitland crossover. The car was a write off but the 3 people in the car survived. The car was repaired with parts from France. The owner Mr. Garlick, was the owner of the Garlicks group.



Ongelukkig net in Afrikaans beskikbaar

The first motorcars

DIE koms van die eerste motors op plattelandse dorpie het 'n hele beroering veroorsaak. Maar hulle was nie altyd welkom nie. Hulle kon immers die perde op loop jaag en het boonop baie stof opgeskop.

Die bakwerk van die vroeë motors was feitlik geheel en al van hout. Die vervaardiger was dikwels 'n koetsmaker, wat dit net soos die ou koetse geverf het. En omdat min mense in daardie baanbrekersdae verwag het om ver te gaan ry, het die meeste motors weinig bagasieruimte gehad. Die bagasiebak is gewoonlik met gereedskap en onderdele gevul!

Een vroeë toevoeging vir geriefliker motorritte was modderskerms by die wiele. Dit moes die passasiers beskerm teen die modder en dinge wat van die paaie af opgewerp is.

Reeds van die eerste dekade van die twintigste eeu af moes die motors in die meeste lande geregistreer word en 'n nommerplaat hê—deels om die owerheid te help om roekelose bestuurders te identifiseer.

By die vroeë motors moes die masjien gedurig met verstellers aan die stuurkolom of 'n kolom daarnaas verstel word. Só was daar 'n handversneller, 'n klepligter-beheerknop en 'n vonkvervroeger/-vertrager. Die snelheid is met laasgenoemde beheer.

Dit was baie moeilik om die eerste motors te bestuur. Om weg te trek moes die bestuurder die ontsteking verhaas en die kleppe verder oopmaak, dan die handrem losmaak en die motor in rat gooi terwyl hy die koppelpedaal versigtig uitlaat—en boonop die verkeer dophou!

Namate motors goedkoper en gewilder geraak het, wou die rykes ál meer eksklusiewe rygoed hê.

Vir die luukse-motors van voor die Eerste Wêreldoorlog is die beste tegnologie en vakmanskap ingespan. Geen koste is ontsien nie, en hierdie weeldemotors—Hispano-Suizas, Benze, Delauney-Belvilles en Rolls-Royce'e—is gebou volgens standarde wat daarna selde in motorvervaardiging geëwenaar is.

Hulle is binne met fluweel en brokaat, suiwer leer en dik pooltapyte uitgevoer. Bakwerke is deur die voorste koetsmakers presies volgens die klante se voorskrifte vervaardig. Die masjiene was groot, kragtig en gladwerkend. Maar dan is die motors nie deur die rykes self bestuur nie, dog deur professionele chauffeurs of motormanne.

Ryk vroue het nie verwag om te bestuur nie, hulle wou bloot in styl rondgeneem word. Een het gesê: "Ek stel nie die minste belang in die masjien nie. Ek laat dit aan Monsieur Chauffeur oor. Al waarin ek belang stel, is die binne-afwerking."

Oop toermotors is dikwels bo hoë toe-motors of limousines verkies wat gevaarlik om die draaie gekantel het. Motoriste was doodtevrede om 'n oop toermotor te hê, mits dit "agter 'n ligte kap van die kapkar-tipe het om die stof uit te hou en wat oopgevou kan word wanneer dit swaar reën".

Selfs vir luukse motors is baie onderdele nie spesiaal vervaardig nie, maar is ander gebruiksartikels bloot aangepas. Elektriese skakelaars was soos dié in die huis.

Nadat Charles Rolls en Henry Royce in 1906 hul eerste motor vervaardig het, het die Rolls-Royce spoedig vanweë sy loutere kwaliteit as "die beste motor ter wêreld" bekend gestaan. Met sy spookagtige geruisloosheid en blink aluminiumbak het hy die naam "Silwer Ghost" verdien. Teen 1909 het die meeste motors 'n masjienkap gehad wat in 'n vloeiende lyn van die verkoeler af na agter geloop het, met kopligte aan weerskante. Die Rolls-Royce se verkoelerrooster het sy handelsmerk geword.

'n Rolls-Royce Silver Ghost.



Ná 1909 het motors gewoonlik voorruite gehad om die wind en stof weg te keer. Maar omdat daar geen ruitveërs was nie, moes chauffeurs die ruite met rou aartappels of appels smeer om die reënwater te laat wegvloei.

Die vroeë motors het 'n noodband gehad, maar geen noodwiel nie. As die bestuurder dus 'n pap band gekry het, moes hy die motor opdomkrag, die band van die velling aflig, die noodband aansit en dit oppomp.

Die rykes is aangeraai om meer as een motor te besit, sodat hulle die regte koetsbak vir elke geleentheid kon hê. Hulle sou byvoorbeeld ook 'n "limousine" aanskaf wat geskik was vir die aand, omdat 'n keil (hoë hoed) daarbinne gedra kon word.

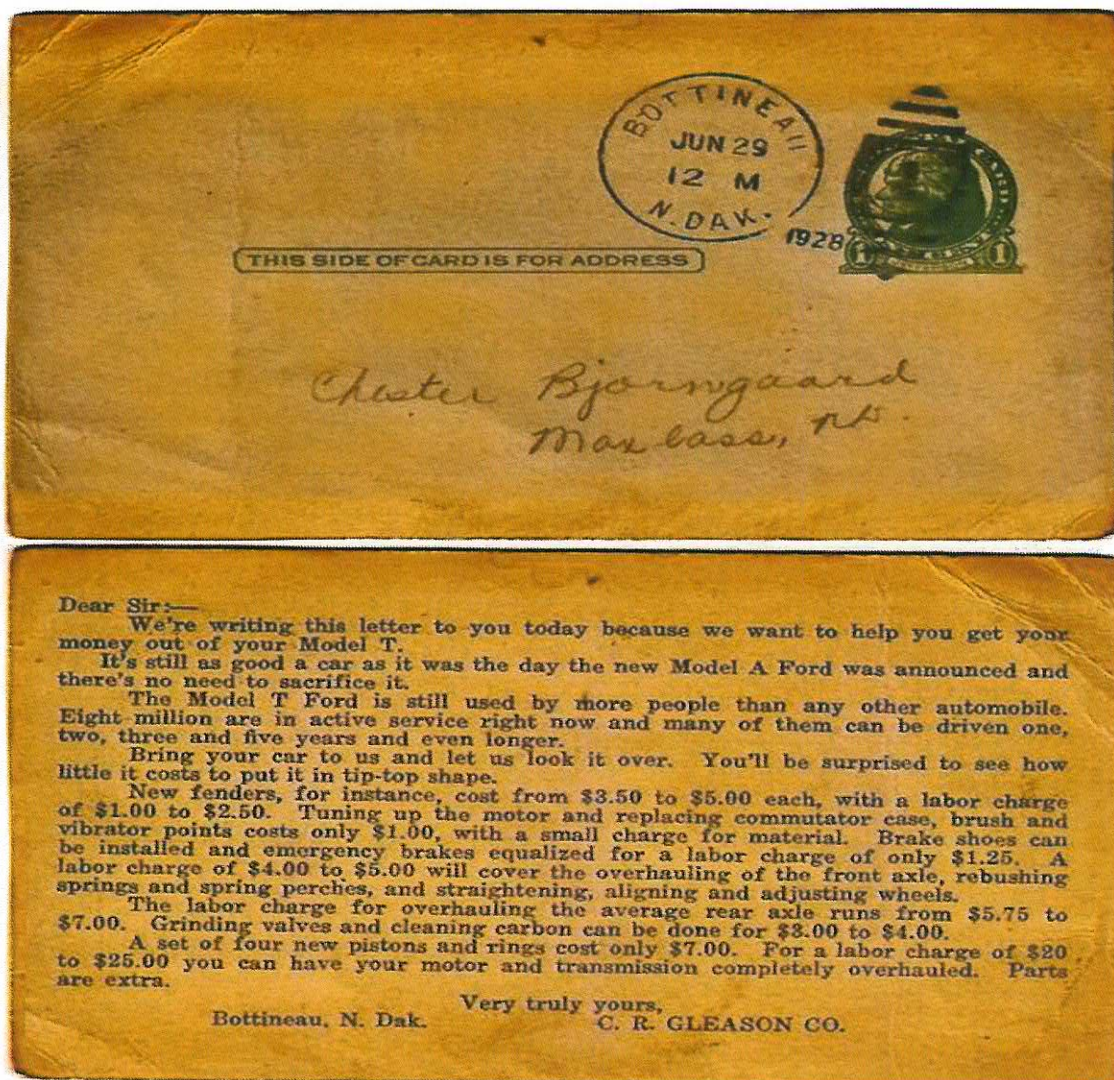
Did you know? By the turn of the last century there were more than 450 million cars in the world.

Sent in by Ralph

1928 version of Junk Mail ...

AUTOMOTIVE REPAIR ADVERTISEMENT IN 1928...

SENT ON A PENNY POSTCARD





1914 Model T Ford.

May 31st 1927, the last Ford Model T rolled off the assembly line. It was the first affordable automobile, due in part to the assembly line process developed by Henry Ford. It had a 2.9 litre, 20-horsepower engine and could travel at speeds up to 45 miles per hour. It had a 10-gallon fuel tank and could run on kerosene, petrol, or ethanol, but it couldn't drive uphill if the tank was low, because there was no fuel pump; people got around this design flaw by driving up hills in reverse.

Ford believed that "the man who will use his skill and constructive imagination to see how much he can give for a dollar, instead of how little he can give for a dollar, is bound to succeed." The Model T cost \$850 in 1909, and as efficiency in production increased, the price dropped. By 1927, you could get a Model T for \$290.

"I will build a car for the great multitude," said Ford. "It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be so low in price that no man making a good salary will be unable to own one — and enjoy with his family the blessing of hours of pleasure in God's great open spaces."

Greetings
Dircolene

Wat het gebeur op die dag in die geskiedenis

What happened on this day

Datum /Date	Die Yellow Cab Company is gestig deur Joohn Hertz 99 jaar gelede	The yellow cab company was founded by John Hertz 99 years ago. Yellow was selected because it was easiest spotted
10-Apr	Geel is gekies want dit is die maklikste sigbaar	
11-Apr	Henry Ford is getroud op die dag in 1888 met Clara Jane Bryant hy was 24 en sy 22 jaar oud . Sy was sy grootste ondersteuner	Henry Ford married on this day 1888 with Clara Jane Bryant He was 24 and she 22 years old . She was his greatest supporter
15-Apr	101 jaar terug het Titanic gesink. Aan boord was Washington Augustus Roebing hy was ook onder die wat gesterf het Hy was n 31 jarige race car engineer en drywer. Hy het n resies kar ontwerp bekend as Roebing-Planche wat tweede plek behaal het in 1910 in die Vanderbilt Cup Race	101 Years ago Titanic sank, on board was Washington Augustus Roebing, he also drown,he was a 31 year old race car engineer and driver. He develop a race car Roebing-Planche which took second place in the Vanderbilt Cup Race in 1910
21-Apr	General motors vier hul 100 miljoenste Amerikaans gemaakte kar. Op die dag 1967. Op die tydstip die wereld se grootste vervaardiger. In 1967 het hul ook begin om die Pontiac Firebird en Chev Camaro te vervaardig in antwoord op Ford Mustangs	General Motors celebrated the 100 millionth American made car on this day 1967. GM was the world largest autotmaker. In 1967 they started producing the Pontiac Firebird and Chev Camaro in answer to Ford Mustangs
25-Apr	Die Maserati broers bring die eerste car uit onder die Maserati naam in 1926.	The Maserati brothers brought out the first car under the Maserati name in 1926
	Raai watter kar sal n dokter in 1909 wou bestuur? Opel 4/8hp dit was ook bekend as die dokter se kar	Guess which car a doctor choose to drive in 1909? Opel 4/8hp it was also known as the Doctors car