

TOOLBOX

JUNIE/JUNE 2013

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)



Sedert /Since Februarie 2004

Uitgawe nr 99/ Edition 99

Dagsê Vriende

Dit is weer sulke tyd vir lekker sop en toebroodjies om die koue te verdryf. maar herfs is ook die mooiste tyd as al die blare so verkleur

Quote of the day

"When everything seems to be going against you, remember that the airplane takes off against the wind, not with it." - Henry Ford

Jaarprogram /Future Events Program

15 Junie – Vryheid Classic Car Show

17 Junie – Rustenburg Wheels at the Mall

04 July – Maandvergadering / Monthly Social Meeting

20 July – Kroonstad Klassieke Motorklub byeenkoms

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays



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

8 Junie – Ann van Heerden

19 Junie – Luame Liebenberg

28 Junie – Johan Heyns

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

Q: What car used the first successful series-production hydraulic valve lifters?



A: The 1930 Cadillac 452, the first production V16

Uitstappie na Kestell

Ons wil net baie dankie se aan Luame vir sy reelings met die uitstappie dit was 'n baie lekker dag en as al die paaie so lyk sal ons sommer oral wil gaan kuier.



Saturday 4 May 2013, 08:00 – Seven members of the Maluti Antique Auto Club got together at the Engen 1 Stop, ready to support the Dutch Reformed Church of Kestell's annual "Borrelfees". As we depart to Kestell, one could feel that the summer is a thing from the past as the crisp fresh autumn breeze kept the temperature gauges from rising.

Frans and Nonnie attended in their Valiant VIP and took the lead. Kestell is about 40km from Bethlehem. With the newly rebuilt N5 it was a dream to drive. No potholes and dual carriage ways most of the time, kept the older ladies and the faster cars out of each other's way.

Cyril Adkins, a former member, joined us with his latest finished project. A Chevrolet Nomad. Following him were Luame in his DKW and Tertius in the Desoto with Richard and Eddie from Paul Roux behind them. Richard in the Jaguar Mk2 and Eddie in the Mercedes-Benz. New member, Manie Geyer, formed the back of the convoy in his Chevrolet Constantia.

We were well received at the church in Kestell, where they have set aside a circular parking spot for us. Luame organized the trip and has taken his Citroen through the previous day. Another new member, Piet van Wyk, who is a local face of Kestell also joined us in his Honda Goldwing motorbike. Later during the day a motorcycle club from Bethlehem also joined the festivities. Wessel, Miemie and Dircolene arrived later.

New cars by the makers of Ford and Isuzu were also displayed by dealerships from Harrismith. Spreaded across the terrain were all sorts of fun and games for the children. From jumping castles to a driving range. Inside the first hall

were the normal bazaar tables. Meat, Curry and Rice, Pancakes, Pudding and Pumpkins. And don't forget the home made cakes, jam, bread and koeksisters. All from the hands of the local ladies.

In the second hall were tables and chairs where breakfast and coffee were served. This could be complimented with waffles or cake of choice. Later an artist from town performed and his interpretation of some famous songs was enjoyed by many. Outside all kinds of food was being braaied. Sosaties and Boerewors flavours filled the air. By lunch time the smell of Potjiekos was eminent. Three of our members were asked to help out as judges for the Potjiekos competition.

They had to look at aspects like presentation of the food, quality of the ingredients etc. This ended with the tasting and scoring of each potjie. Never thought we had so many connoisseurs amongst us. While they had the time of their life, Eddie and Tertius were interviewed by a group of Dutch students from the Netherlands as part of their assignment during their stay in South Africa.

After lunch everyone got in their cars and took the road home. What an enjoyable Saturday morning with the weather turning out to be a sunny and cool day. What did we learned today? Amongst our architectural gems in the rural areas are many a building carrying history connected to famous people. The church in Kestell for instance was designed by Gerhard Moerdyk, who was also the designer of the world famous Voortrekker Monument in Pretoria. And ever wondered where Carike Keuzenkamp got the song Timothy from? Well the reverend that served this congregation 50 years ago was the man who wrote the song that made her famous. Regards – Tertius du Preez

Met al die lekker kuier was daar ook hartseer vir die mense van Kestell Kobus Le Roux wat een van die potjies gemaak het, het die Maandag verongeluk.

**Die bydrae is deur Hennie Storm van Kestell vir ons deurgee
Die kerk is in 1905 gebou en is nou 108 jaar oud**



BORRELFEESE NG GEMEENTE KESTELL

R. Swanepoel

Deesdae het elke dorp 'n fees: KKNK, Aardklop, Dolosfees, Woordfees, noem maar op. Kestell het op 4 Mei 2013 sy eerste Borrelfees gehou.

Kestell? Waar op aarde is Kestell? Kestell is in 1905 op die plase Mooifontein en Driekuif gestig. Ons dorp is vlak langs die N5, presies halfpad tussen Harrismith en Bethlehem. Prentjiemooi in die dag met deinsigerige berge in die agtergrond. Of snags, wanneer die groot toringkerk soos 'n baken verlig word.

Onthou julle die ou dae van 'n regte-egte kerkbasaar? Hiertydens het elke gemeentelid getrou agter die pannekoekpanne, sosatiebraaier en Kerrie-en-rystafel saamgestaan. Ons het besluit om ons Gemeentebasaar uit te brei na 'n Gemeenskapsfees.

Die bekende kinderliedjie stel dit so mooi: "Dit borrel in my, want ek is so bly. Jesus het my lief. Vir my't Hy gesterf en gered van verderf, ja, Jesus het my lief." Ons basaar is dus verander in 'n Borrelfees omdat ons vir die gemeenskap 'n saamkuiergeleentheid wou skep waartydens ons saam met ons gemeenskap die liefde van Jesus kan vier.

Die fees is begin met 'n Jesusmars. Die graad van hoendervleis was direk eweredig aan die afstand wat die groep mense, gelei deur motorfiets, afgelê het. Opgewonde stappers het geestelike liedjies gesing en vrolik saam handegeklap. Plakkate om hulle geloof uit te dra, het die lug versier.

Tydens ons eerste volwaardige fees, het ons die volgende aan die gemeenskap gebied:

- Kerrie-en-rys of Breyani-en-rys
- Koffie- of tee-en-koek
- 'n Talentkompetisie vir ons gemeenskap. Die inskrywings was gratis en die eerste vier plekke kon pryse wen
- Riaan Naude, 'n opkomende sanger van Bloemfontein. Wat 'n ongelooflike getuigenis!
- Vetkoek soos gemaak deur drie oumas
- Nagereg (ook bekend as heerlike basaarpoeding)
- Wit Olifanttafel
- Heerlike outydse pannekoeke
- Biltong- en droëworsstalletjie: die beste en goedkoopste in die land!
- Vleistafel met premiumsnitte teen winskooppryse
- Koeldrank vir die droë kele
- Lekkergoedtafel wat Weight Watchers na hulle asems sou laat snak het
- Keurige fyngebak
- Kestell se spesiale sosaties

- Potjiekoskompetisie: daar was afval, hoender, skaap en bees wat geport en dolleeg geëet is. Ook hier is 'n prys gewen: 'n halwe skaap (seker vir nóg 'n potjie)
- Springkastele vir die kleinspan
- *Paint Ball* met 'n groot prys op die spel
- Ander speletjies soos gholf en veerpyltjies-met-'n-twist
- Motorfietsklubs vanaf die buurdorpe

En natuurlik: 'n uitstalling van veteraanmotors. Ek het menige ouer persoon in heimwee sien terugdink aan hulle jong dae. Iemand het kom spog oor sy vuurwa wat dieselfde model was as die een wat uitgestal is. Syne was 'n ander kleur, maar in sy kop was dit steeds die beste motor wat ooit gebou is. Hulle kon stories vertel van wat presies onder die enjinkap aangaan, die petrolverbruik (wat in daardie dae nie so 'n groot oorweging is as wat dit tans is nie), die ruitveërs wat op die onmoontlikste tye kon lol.



(Links: oom Josef Fourie en Lodewyk Odendaal)

Wie sou dan sy eerste afspraak met sy nooientjie en sy motor vergeet? Die ou motor is gewas en gepolitoer totdat jy die son daarin kon sien blink. Die ou tandeborsels is ingespan om die speke in die wiel doppe te laat skitter. Daar was ook natuurlik 'n wit lappie byderhand om die hardnekkige stofkolletjies sagkens te poleer.



Ons Borrelfees was vir ons gemeenskap. Vir enige persoon wat vir daardie dag deel wou wees van ons gemeenskap, al bly hulle nie in ons dorp nie. Ek is seker hulle sal weer volgende jaar terug wees. Wanneer ons 'n nog groter fees gaan hou.

Want hoe hou jy die liefde van Jesus in 'n klein handjie vas?

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AGTER DIE STUURWIEL... BEHIND THE WHEEL...

Volgens die Suid-Afrikaanse Weerburo is dit nou amptelik winter. Geniet dit, want oor 3 maande is dit weer verby. Ek is bly om te verneem dat dit goed gaan met al die lede wat die afgelope maand deur siekte en operasies gebuk gegaan het. Jul sal sien dat die Toolbox van nou af tweetalig sal wees. Dit spaar nie net tyd vir die samestellers nie, maar ook drukkostes.

Ek wil weereens 'n beroep doen op alle lede om vir ons 'n storie of interessante inligting te bring omtrent jul motors, trekkers en enjins. Ons wil dit graag op die webwerf plaas. Dit bied interessante leestof vir besoekers aan die webwerf en is net nog 'n manier om met jul pragstukke te pronk.

Kan jul glo dat dit byna tyd is vir ons 10de verjaardag? Graag wil ons alle lede nooi om met idees vorendag te kom oor hoe ons hierdie spesiale verjaardag kan vier. Laat weet asb vir enige lid van die bestuur sodat hul daarvoor kan besin.

Een ding waaroor ek hierdie klub altyd innig dankbaar sal wees, is vir die vriende wat ek deur die klub ontmoet het die afgelope 10 jaar. Hoeveel van ons sou mekaar geken het as dit nie vir die klub en ons gesamentlike stokperdjie en belangstelling was nie? En ek praat nie net van die plaaslike mense nie. Weekliks kry ek skrywes of oproepe van regoor die land omtrent verskeie kwessies. En dis hoe ons onvervangbare vriendskappe bou.

Die geheim van 'n goeie vriendskap is om te vergeet hoeveel jy gee, maar te onthou hoeveel jy ontvang!

According to the South African Weather Service it is now officially winter. Make sure you enjoy it cause in three months time it will be a thing of the past. I'm glad to hear that all members that were sick or under operation this past month, have recovered well. You'll notice that from this month the Toolbox will be bilingual. This not only save time for the editorial staff but also saves on printing costs.

I want to urge members to supply us with info or interesting facts surrounding your classic car, tractor or stationary engine. We want to publish it on our website. This proof to be interesting reading material for visitors and is just another way of showcasing your pride and joy!

Can you believe that it's nearly time for our 10th birthday? If anyone has nice ideas on how we can celebrate this special occasion please let any member of the Committee know so that they can discuss it.

One thing for which I am very grateful towards this club is the friendships that I have made the past 10 years. How many of us would ever have met if it wasn't for this club and our joint interest in this hobby? And I'm not only talking about the local people. Every week I receive calls or communication from people across the country about various issues. And that is how we create lasting friendships.

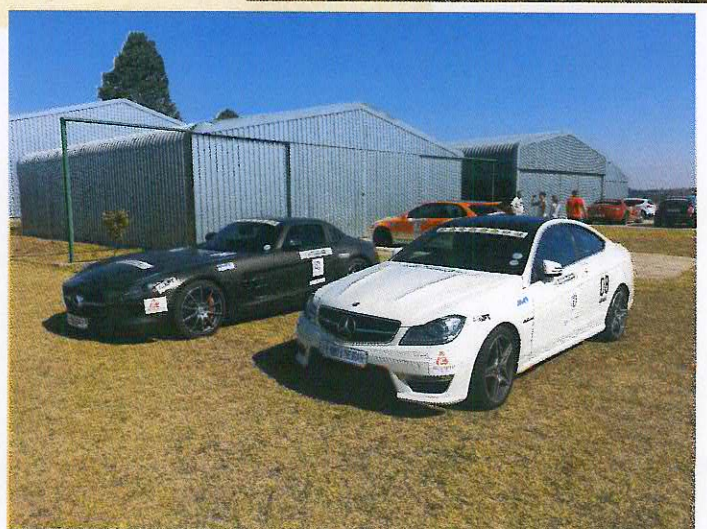
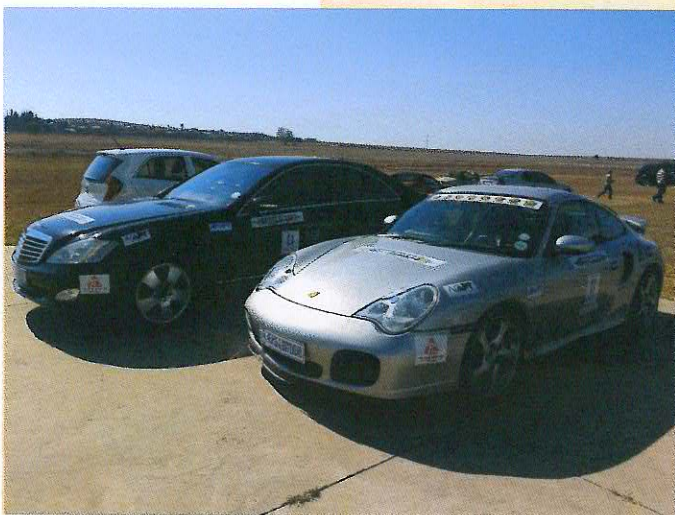
The secret to a good friendship is to forget what you gave, and to remember what you received!

Tot volgende keer... / Till next time...

Tertius

Cannonballrun 2013

The Natal Roundtable recently hosted their famous Cannonball Run for charity. This was the third time since their inception that they have visited the Eastern Freestate. According to Mr Ross Crighton, organizer, it was a very successful event with 30 entries. The event was in the format of an "Amazing Race" and participants received their clues of where to go next after each task that they performed correctly. The route for the mean machines started in Durban, all the way to Bethlehem with a stopover and prizegiving in Clarens and back to Durban. Below are pictures of the participants at the Bethlehem Airport:



Railroad tracks.

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England and English expatriates designed the US railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since. And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. Bureaucracies live forever.

So the next time you are handed a specification/procedure/process and wonder 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' asses.)

Now, the twist to the story: When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah

The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important? Ancient horse's asses control almost everything...and "Horses Asses" in Washington are controlling everything else

Wat het gebeur op die dag in die geskiedenis

What happened on this day

Datum /Date	32 jarige Bruce Mc Laren sterf in n motorongeluk terwyl hy	the 32 year old car driver Bruce M Laren died in crash while test
02-Jun	geeksperimenteer het met n kar wat hy ontwerp het.Sy naam	ing an experimental car if his own design at a track at Goodwood
	leef voort in die Mc Laren span een van die suksesvolle spanne	His name lives on in the Mc laren team one of the most successful
	in Fomule een	in Formula one
04-Jun	Op die dag 1896 is die eerste automobile ontwerp deur Henry	On this day 1896 the first autotmobile ever designed by Henry Ford
	Ford at 4 am het hy dit getoets bestuur. Dit het n ligte metaal	at 4 am the test drove his vehicle it consisted of a light metal frame
	raam gehad,fiets wiele en a twee silinder, four horsepower motor	bicycle wheels and a two cylinder four horsepower motor
07-Jun	Jaguar neem deel aan Eifel Klassik 2012 van die karre wat ingeskryf	Jaguar participate is Eifel Klassiek 2012. Among cars entered were
	is ex Royal household XJ12 en MK V 11 beide deur die Queen	ex Royal Household XJ12 en MkV11 both used by Queen Mother
	Mother gebruik en XJS wat deur prinses Diana gebruik is	an XJS used by Lady Diana
10-Jun	110 jaar gelede was daar vuur by die Duitse Daimler fabriek	110 years ago a serious fire at the German Daimler Factory
	wat die Mercedes Karre wat gemaak is vir die Gordon Benett	destroyed the Mercedes cars which had been prepared for the
	resies vernietig het	Gordon Benett race
20-Jun	Verlede jaar open die eerste Citroen DS winkel sy deure in	The first Citroen DS store oen it doors for business in Jiangsus
	Jiangsus	
22-Jun	Internasionale Beetle dag	International Beetle Day
25-Jun	Die laaste Packard word gemaak op die dag 1956	The last Packard rolled off the production line on this day 1956
30-Jun	Gordon Irvin 72 jaar oud bestuur 1966 Volvo P1800S orals .Hou die	Gordon Irvin 72 years old drives a 1966 Volvo P1800S everywhere
	wereld rekord vir die hoogste myle sedert 2002 .Hy koop kar op	he held the Guinness World Record of the Highest Mileage
	30 Junie 1966 vir \$4150 op ouderdom 25. n Jaar gelede het die kar	Verhicle since 2002. He bought the car on 30 June 1966 for \$4150
	4.8 miljoen kilometres op die odometer gehad dit is gelyk aan	at an age of 25 . A year ago the car had 4.8 million kilometres
	1176 keer om die wereld	on odometer. Equivalent of nearly 1176 times across the globe

SAVVA Technical Tip 73: Silicone brake fluids - to use or not to use

The question often arises – should I convert to silicone brake fluid or not? There have been so many positives and negatives about this issue. I would therefore like to add my little bit to the saga of “to use or not to use”. I can only go on my own experience.

For about 30 years I owned a 1930 Dodge which had hydraulic brakes as standard. A problem was that every couple of years the brakes had to be stripped down to remove the crystallized jelly that had built up on the wheel cylinders, honed and new washers fitted. Apparently the problem is that conventional brake fluid is hydroscopic and on top of that our early cars don't generate enough braking heat to disperse any resultant water build up.

Eventually I had to have the cylinders re-sleeved because of pitting and the continuous honing. I then took the plunge and converted to silicone fluid. Until I sold the car some 15 years later I never had to attend to the brakes again - in fact, I don't recall having to top the master cylinder.

I've heard comments like – after using silicone fluid the brake pedal was spongy, or, the washers swelled up. Well maybe, however I think you will find in these cases they didn't fit modern brake washers but used the old rubber based ones that they had on the shelf. I know numerous car owners who have used silicone fluid with very positive results.

For those of us who don't know the history of Silicone fluids, I believe it was originally developed by Dow Corning for, amongst other users, the US Army. They used it in vehicles that were waiting for a war to happen. You must appreciate once a war has started there's no time to start overhauling brake systems.

Silicone brake fluid tends to be more expensive than conventional brake fluid, but over a period of time pays for itself. Availability may be problematic but most professional brake repair shops as well as motorcycle shops stock it.

It is interesting to note that many modern car and motorcycle manufacturers are using silicone fluids in the braking systems.

Note: If you decide to go the Silicone route please get advice on how to clean out the brake fluid from the system. If my failing memory serves me right they use meths.

