



TOOLBOX



FEBRUARIE/FEBRUARY 2015

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004 UITGAWE NR 116 / EDITION 116

DAGSÊ VRIENDE / GOOD DAY FRIENDS

Dit is weer die tyd van die jaar met al die woeling en reëlins rondom die skou. Maar die jaar het ook nie goed begin vir sommige nie. Ons dink aan Danie wat sy suster skielik verloor het en ook aan Hannatjie. Veral ook dat oom Duimpie nou in Februarie sou verjaar het. Sterkte met die pad vorentoe. Ek hoop dat dit met die ander lede goed gaan en sterkte ook aan Rex Whitehead. Ons hoop die nuwe heup is al in plek.

Groete, Dircolene

Jaarprogram /Yearprogram

14 Feb – Love Rosendal Fees

28 Feb – SA Car Clubs, Lifestyle & Polo Event, Harrismith

5 Maart – Maandvergadering

14 Maart – Maluti Motor Show & CANSA Relay for Life

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

01 Febr Wessel Naude

11 Febr Marcelle de Beer

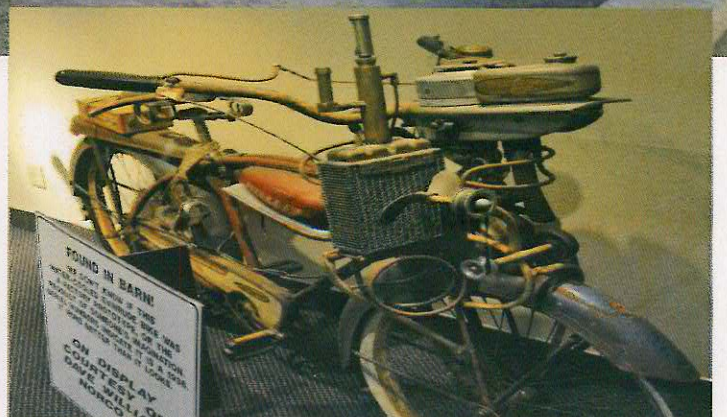
12 Febr Louis Botha

18 Febr Leon Badenhorst

23 Febr Francois van Niekerk

Baie geluk aan die volgende lede wat verjaar. Mag julle 'n vreugdevolle en geseënde jaar hê! .Ons wens elkeen van hierdie persone sterkte toe vir die jaar wat voorlê en verseker hulle van ons deurlopende ondersteuning!

The top-left photograph shows a green open-wheel race car with orange wheels and a visible engine, parked on a paved surface. A man in a leather jacket stands nearby. The top-right photograph shows a black pickup truck with a chrome grille and wheels, parked outdoors. The bottom-left photograph shows a red classic car parked in front of a building, with several people standing nearby.



Maluti Auto Club

2015 Bestuur / 2015 Committee

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AGTER
DIE
STUURWIEL...

BEHIND
THE
WHEEL...

Die jaar het met 'n hengse spoed weggespring en is nou in volle vaart. Dit was ook nie sonder teenspoed nie. Dankie aan almal vir die medelye tydens my suster se afsterwe. Jul ondersteuning word waardeer.

Die skou reëlins is vinnig besig om te realiseer. Dankie aan almal wat tans op die skoukomitee dien en wat nou alles uithaal om die skou te reel. Ongelukkig kan ons nie verwag dat net 6 mense alles moet doen nie. Ons elkeen se hulp en bydrae word benodig. Asseblief vriende, kom ons spring in en sit skouer aan die wiel. Na 14 Maart kan ons almal terugsit en saam die vrugte pluk van ons aarbeid.

Die skoukomitee benodig baie hulp met verskillende onder andere die werwing van stalletjies, hulp om die terrein netjies te kry, aanbied van aktiwiteite, bemarking, uitnodigings uitdeel, borgskappe en nog baie meer. Daar is slegs 6 weke oor voor die groot dag. Daarom my beroep aan elke lid om in te val en te help met hierdie reuse taak. Ons het reeds navrae van vêr gekry. Dis mense wat bereid is om lang afstande af te lê in die verwagting dat hier 'n reuse skou gaan wees. Ons mag hulle nie teleurstel nie.

As ons weer gesels is alles hopenlik in plek vir die beste motor skou in die Oos-Vrystaat!!

Groete
Danie

The year has started at a speedy pace. Not all was sweet. Thanks to everyone's condolences during the sudden passing of my sister. It is highly appreciated.

The arrangements for our annual show is progressing rapidly. A big thank you to the show committee for all the arrangements made so far. Unfortunately we cannot expect these 6 persons to do everything. Every member's help is needed. Please people, lets join hands and help where we can. After 14 March we can all sit back and enjoy the fruits of our labour.

The show committee needs help to canvas stalls and exhibitors, prepare the venue, presentation of activities, marketing, delivering of invites, sponsorships and many more. There is only 6 weeks remaining till the big day. Therefore my plea to each and every member to help us and to give a hand to complete this mammoth task. We already received interest from people from far away towns. They are prepared to travel the distance with the expectation of a huge show. We dare not disappoint them.

When we see each other again, hopefully all the arrangements will be in place for the biggest motor show in the Eastern Free State!!

Regards
Danie



MALUTI AUTO CLUB PRESENTS

LEGENDS OF YESTERYEAR

Saturday 14 March 2015

Venue: Bethlehem Show Grounds

Tickets: R20 Adults

R10 Children

You can expect:

Classic Cars, Muscle Cars and Sport Cars.

**Vintage Tractors, Stationary Engines, Kiddies Corner
Fleamarket**

Come and have a fulfilled day with family



Contact Danie On 083 630 4090



In Conjunction With CANSA Relay For Life Bethlehem

Find us on

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WWW.MAAMC.CO.ZA





The Vintage Sports Car Club

Pietermaritzburg, South Africa

"Forward into the Past"

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South Africa

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South Africa

Cars in the Park 2015

24th January 2015

Change of Venue

You should have all received our notification of the new venue for Cars in the Park 2015.

We again include this information:

The co-ordinates are: 29°38'43.23"S 30°28'8.62"E

At the Ashburton N3 off ramp, on the road over the highway, turn right and follow the road for +- 2km to the Ashburton Horse Training Centre on the left.

There were a number of reason for moving the event, and one of them was the congestion at the entrance with the delays causing many of the older vehicles to overheat, let alone the frustration of waiting in a queue. This new venue will alleviate this problem as it much more user friendly in many ways.

The road leading to the new location is straight off the freeway, +- 2km long, nice tar, with very little traffic, no traffic lights and other traffic problems. From the venue entrance there is +- 800 meters of straight tar road leading through the centre of the event area to the end of this area. The visitors will not be using the same access point to the venue as previous, so this alone will reduce the congestion tremendously.

The exhibitor's cars will turn into the entrance, stop at a marshal who will then guide them to their spot.

The exhibitor will then travel down the 800meters of tar road, and peel off to either side of this road, to their allocated position, which will be clearly marked. This should take no longer than a few minutes. The area is grassed with trees and makes it an ideal venue.

We have carefully accessed the traffic aspect of the event, and we can assure you that there will be no delays with the traffic flow, especially affecting the older cars.

The road and access is wide enough, that even if a vehicle breaks down in the road way, there is enough room to get past without delaying the other participants.

We therefor ask all vehicle owners to reconsider bringing their older vehicles as there will be no delays with easy access and exit.

With this being our 40th show, a new venue, we can assure you of a new experience and a special event. Please be reminded of the special exhibit of 1975 vehicles (40 year old). So anyone that has one, to let us know, as we would love to put it on the special exhibit.

Should any further information be required please do not hesitate to contact us.

Regards,

Carl Habermann
082 447 3355

Clubhouse GPS co-ordinates: 29°38'12.55"S 30°23'40.55"E

Web Page: <http://www.vsccl.co.za/> or <http://www.carsinthepark.net>

E-mail: admin@carsinthepark.net or citp@satweb.co.za

Facebook

'Rarest of rare' Duesenbergs donated

By: [raustin](#) | January 26, 2015

Peter Heydon of Ann Arbor, Mich., placed the 1927 Duesenberg Model X Speedster he donated to the permanent collection of the Auburn Cord Duesenberg Automobile Museum in its Art Deco showroom Friday morning. It is now on display for visitors to admire and relish in its uniqueness.

The Auburn Cord Duesenberg Automobile Museum is excited to announce the donation of the 1927 Duesenberg Model X speedster donated by Rita & Peter Heydon of Ann Arbor, Mich. This automobile fills a gap in the history of the Auburn Cord Duesenberg Automobile Museum, tells and shows the evolution of design and innovation between the Model A Duesenberg and the famed Auburn Boat Tail Speedster.



Laura Brinkman, executive director of the Auburn Cord Duesenberg Automobile Museum, said, "We are grateful for this most significant donation to the museum's permanent collection. The 1927 Duesenberg Model X speedster is the rarest of the rare and now it is home for all to enjoy. Generous donations such as the Duesenberg X from Rita and Peter Heydon are what make it possible for the museum to share this country's automotive heritage not only today, but for hundreds of years into the future."

Considered by many marque experts as the "rarest of the rare Duesenbergs," the 1927 Duesenberg Model X speedster is a prototype built by Fred and August Duesenberg with coachwork by McFarlan of Connorsville, Ind. In order to help with sluggish sales in 1926, Duesenberg, Inc. attempted to venture into production cars and made thirteen prototype Model X chassis, four of which exist today. However, after purchasing Duesenberg, Inc. later in 1926, E. L. Cord had a different vision for the Duesenberg automobile and the remaining Model X chassis were converted for the upcoming Model J, or scrapped. The Model X speedster was a one-off design made for the 1927 New York Auto Salon.

"This automobile showcases a crucial change in automotive history and design and in the public understanding of the importance of manufacturing a car with both racing performance and elegant style," said Aaron Warkentin, curator.

Sold in 1927 after the New York Auto Salon, the Duesenberg X speedster had several different owners until purchased by Dr. Heydon in 1997, in which he began research and restoration on the Duesenberg.

Upon completion of the restoration, the 1927 Duesenberg Model X speedster won many awards for its design, historical significance and expertly detailed restoration work. This includes a "Class Award" from the Pebble Beach Concours d'Elegance in 2000, "Best of Show Award" at the A-C-D Club Reunion in 2000 and "First Place in Class" at the Concorso d'Eleganza Villa d'Este in Lake Como, Italy in 2010.

From: [Peter Fielding](#)

Sent: Thursday, January 15, 2015 4:32 PM

Subject: Scottburgh Classic Car Show 2015

Greetings from Scottburgh

The Scottburgh Classic Car Club will be hosting its annual car show again this year on **Sunday 19th July. Please note that the venue has changed and the Show will be held at the Scottburgh High School (SHS).** We were compelled to move the Show due to irreconcilable differences with the Country Club on financial and logistical issues. More information about the SHS will be sent to you in due course.

So, I wish to invite your Club again to this event to enjoy a day of fun and nostalgia with hundreds of other classic car enthusiasts while raising money for charities.

Last year's event was our fifth show and it was extremely successful with over 5000 visitors and about 450 classic vehicles. In addition to the History of my Car Parade, there was also a Concours d'Elegance Parade where people dressed up in the period of their vehicle. Two entrants won cash prizes of R500 each for their efforts. **Big** prizes are to be won again this year so please encourage your club members to dress up and enter. I am confident that I can arrange another special accommodation deal with the Blue Marlin Hotel again for this year's Show and details will follow soon.

Each year we feature a different marque and to date we have showcased MG, Triumph, Jaguar and Austin Healey. This year will be the turn of the **Great American Classics** with their fins and chrome.

I would remind you again that the cut off date for motor vehicles and motor bikes remains unchanged at **1975**. Later models will be admitted provided that they come as members of their Classic Car Club which has been invited to the Show. Some of these club members drive plastics and these cars will only be admitted if they display a "Special Invitation" disc on their windscreen. There will be no exceptions and these discs will be supplied by me with pleasure upon request. It is also mandatory that all classic cars entering the showground must carry a fire extinguisher. I am confident that all cars will have them anyway because you will not get classic car insurance without one.

Supercars and other classics of special interest will be invited by "Special Invitation" and windscreen stickers will be issued to these exhibitors before the Show. Please understand that these qualifications are necessary to ensure that the SCCS does not degenerate into a display of modern vehicles whose owners believe that their modern plastic is a "classic". It will remain a "Classic Car Show" for genuine classic car enthusiasts!

Gates open on Sunday at 07h30 for classic car exhibitors and 09h00 for visitors. The show is in aid of local charities and institutions. This year's beneficiaries will be announced on our website and their names will be clearly displayed at the Show entrance. A voluntary donation of R5 will be requested from each classic vehicle/bike that wishes to exhibit on the field.

I hope that you will again incorporate the SCCS into your Club's calendar. Please would you let me know nearer the time, how much space we should reserve on the Show field for your Club's cars/bikes. Please visit our website for updates on the SCCS.

I look forward to hearing from you.

Kind regards,

Peter Fielding - Event Organizer - Website: www.scottburghclassiccarshow.co.za/

039 976 1995

DART-ING AHEAD



I am sure readers of this newsletter will be familiar with the GSM Dart and Flamingo, South Africa's very own and highly successful sports car that first appeared 56 years ago at the False Bay 100 held at Killarney on 1 January 1958. But five years before that another South African car with the name Dart appeared, which was not destined to be a success. In a write-up in the May 1953 issue of Motor Age magazine, this earlier Dart was "believed to be the first motor car ever to be manufactured in this country". Built by a Johannesburg engineering company EDC, the two-seat three-wheeler car was powered by a 5hp motor mated with a three-speed gearbox and had a claimed top speed of 70 km/h. However, I have found nothing more on the vehicle so assume that the project was stillborn. Do any readers perhaps have some more information?

MM

GONE MISSING

Another mystery. East London motor trader Horace Barnes donated a magnificent solid silver bowl as a floating trophy for the winner of the South African Grand Prix that first took place in 1934. The trophy continued to be presented in the post-war years up to 1983 when Ricardo Patrese was the recipient. In the Press Room after the race, Patrese put the trophy to one side while being interviewed but during this time the valuable silverware mysteriously disappeared. Does it still exist in someone's private collection I wonder... **MM**

SAVVA Technical Tip 93 – SU Fuel pumps

I recently had a problem with a comparatively new electronically operated fuel pump (SU look alike) that was squirting petrol out of every orifice possible except the correct one – the diaphragm had split. Unfortunately the manufacturer doesn't deem it necessary to keep replacement diaphragms so the entire pump has to be scrapped. They cost about R500.00 each and last about five years so that works out to R100.00 a year for a pump. So rather than rush off to buy a new one I decided to check out the old ones I had accumulated to see if any of them still had "life" in them. It was a rather interesting exercise – most of them were SU's of varying ages, some I suspect even pre-war. Interestingly, all of them had working diaphragms but the points were working only sporadically. Fortunately, SU replacement points are still available (at a price that is).

As you are no doubt aware SU's use two types of points i.e. single and double. The single points are fitted to very early models and the double points to later ones. Some of the later ones had double points but with a condenser fitted across the points to stop sparking resulting in much longer point life.

As an experiment I ran a very old, pre-war single point pump which sparked away merrily and then held a condenser across the points and the sparking went away. The conclusion was that regardless how old these pumps are, even a pre-war one, it would be advisable to fit a condenser to stop the sparking. I contacted an SU agent in England to determine the capacity of a suitable condenser and needless to say they offered a rebuild package for UK pounds 40.00 - sis tog!

Maybe someone can offer more professional advice regarding the capacity and voltage rating of a suitable condenser. The pump illustrated has just had new points fitted and came standard with a 0.05mfd, 200 volt condenser fitted. However I have a feeling anything in that area would do the job.

