



TOOLBOX



MAART/MARCH 2015



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

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DAGSÊ VRIENDE / GOOD DAY FRIENDS

Ja Februarie was vol uitstappies, maar mens kan nie alles bywoon nie. Dit was 'n baie lekker dag op Rosendal. Hoewel daar net 4 karre was, het ons lekker gekuier as klublede en baie komplimente gekry oor ons nuwe blou hempies. Al nadeel is dat hulle dink ons is bloubulle, maar ons het die saak gou reg gestel en toe wil die ou somer sy Mercedes aan ons verkoop.

Die Maluti Motor skou is om die draai en ons vra weer asb dat alle lede hul kant bring en dat ons dit weer suksesvol kan aanbied.

Jaarprogram /Yearprogram

7 March – Show Promotion – Bhm Horse Show

14 Maart – Maluti Motor Show with Kansa

2 April – Maandvergadering

4 April – Nkwe Motor Show – Qwa Qwa

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

10/03 Edward van den Berg

12/03 Clem Harrington

22/03 August 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!

Vir oom Lambert Dreyer van die plaas Afgunst het die Wolseley seker te veel na die vyand se taal geklink. Hy noem dit liever die 'Willemse'.

Ek praat nou van die bekende eensilinder Wolseley waarmee daar op soveel afgeleë plase vir mens en dier water uit die grond met behulp van die kragkop gepomp is. Seker een van die ongekompliseerdste en hardwerkendste masjientjies wat sy kant gebring het in die harde Bosveld.

Op party van hulle se ribbetjies hier skuins agter die slinger-draaiplek mag daar dalk ook Boeresake of Vetsak uitgebou wees.

As sy tyd in is en daar is petrol in sy tenk en vuur in die vonkprop is hy die gewilligste skafie onder die son en gallop hy met 'n gelling kragparrafien vir baie ure aaneen. Sodra jy jou rug draai het die Wolseley n paar siek poef-poefs gegee en begin toi- toi. Binne minute het hy dan onbeplan en onbepaald begin staak. Daar is een verskil as die ou duiwel aggressief deelneem. Maak dit moles as die jet oop is en die vonkprop of sommer plaks vuur spoeg, dan draf die getroue werkesel dat 'n veeboer se hart heuning eet. As die koning van sondes egter die jet se gaatjies toedruk of die vonkprop se vonk koud blaas bly die Willemse so steeks soos 'n esel.

Coert Louw, hy was so 13 jaar, en dit was sy beurt om die Willemse te gaan aansit, Toe ek so elf uur aanland, was die son en sand en die enjin slinger en skuifslutel ewe warm. Vol hoop het ek alles nagegaan, Ek het geen reaksie gekry. Na die derde keer het ek die fout begin soek, Na "n klomp probeerslae het hy nie eers poef gesê nie. Op 'n lamlendige ou esel karretjie het "n gesette swart vrou en haar seun gesit. Hulle het water gevra en ek het net gesê hul kan kry as ek eendag die enjin aan die gang kry, Die seun met sy lippe wit gebrand en uitgedroog van die son het vir die eerste keer gepraat "Basie, dit is haar plaks."

Ek het seker die vonkprop vier keer omgeruil en skoongemaak. Ek het niks gesê. Net so draai tussen beeste gaan loop. Die seun het intussen afgeklim en die geroeste vonkprop uit die sand opgetel. Hy het die sandjies afgetik en die ergste roes met 'n stukkies draad afgekrap en 'n slag of twee in sy bek geblaas. Daarna het hy met die skuifslutel die vonkproppe omgeruil.

Met sy seuns hande en maer armpies het hy die slinger in posisie geplaas en met groot inspanning die krag van sy lyfie teen die kompressie van die Willimse gemeet. Die Wolseley het nie gehoes of gemis nie en met 'n poef-poef en 'n enkele blou rookie het hy begin draf asof hy nog nooit iemand laat sukkel het nie. "Dit was haar plaks basie" het hy weer bevestig.

"Julle kan kom water drink, en die donkies! Dankie dat jy aan die plaks gedink het."

Rosendal uitstappie – Love Rosendal Fees 14 Febr 2015



*Danie maak net seker
dat dit n Os is !*

**Danie & Lydia,
Dricolene,
Nonnie & Frans,
Richard,
Eddie en
Kobus.**

Groete, Dircolene



A look at Wipac / Wico series A Magnetos.

(Wico started out life as the Witherbee Igniter Company).

A spark is as good as the components that excites it.

The condenser in any magneto or coil ignition system are there for two reasons. One is to minimize the sparking between the points when it opens because the points switch a very heavy inductive load. The remark that there should be "Vuur tussen die punte" Spark between the points is totally wrong because then there is a fault in the system. The spark must be on the spark plug and not the points. The second job of the condenser is to store the energy developed by the primary coil winding as soon as the points open and then kick this energy back into the primary to cause the spark from the secondary high tension winding. The energy in the condenser can typically reach 200 volts. Condensers usually fail in 2 ways. It can go open circuit or slowly build a resistance and become totally shorted.

Restoring the condenser for Wipac / Wico series A Magneto.

The condenser is of such a nature that it can not be removed and an other shape condenser put in its place. This is because the condenser also serves as a post to connect the spring of the moving points to as well as the felt lubricator.

The active part of the condenser is a foil/paper condenser imbedded in the black filling inside the body. This condenser's leads are connected to the point mounting post and the other side to the earth terminal. Replacement condensers can be ordered from Britain and America, but at an exorbitant price (Rebuilds typically \$25-00 plus import and customs charges).

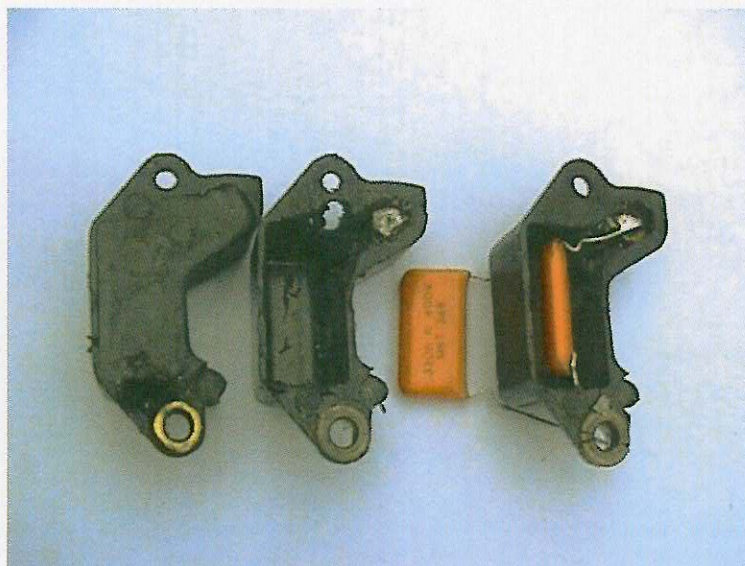
I dug the foil condenser out by using a drill press adjusted so that the drill wont penetrate the body of the fitting. After holes are drilled you can scratch the old condenser and filling out.

Paper foil condensers are not available anymore and can be replaced by more reliant Mylar active component. The capacitance of the original condenser is in the order of .22 mfd to .25 mfd or 220 nanofarad to 250 nanofarad. As the engines where these condensers in the magnetos usually are not run at high speeds, I decided to replace the condenser with 330 nanofarad 400 volt one that can be bought at any reputable radio / television repair shop at typically R12-00. I opted for 330 nanofarad because it can store more energy to give a fatter spark. (Some magneto restorers state that a magneto condenser is of special built to tolerate the high impulses. The mylar condenser used is of high quality and failure will only be seen, if it happens, after long use)

The photo show how it is mounted. I did not fill the cavity with any filling so the condenser can be replaced at any later stage if it should give trouble.

Go to www.magnetoparts.com/other_hmag.htm for more info on magnetos of all kinds.

Happy sparking
Pierre Boulogne



France barn find worth millions



*1961 Ferrari 250 GT SWB
California Spider • Chassis 2935
• Ex Alain Delon • Baillon
Collection. Estimate : 9 500 000
– 12 000 000 €*

*1956 Maserati A6G Gran Sport
Frua • Chassis 2140 • Baillon
Collection. Estimate : 800 0000 –
1 200 000 €*

PARIS – The Collectors' Car Department at Artcurial Motorcars has discovered 60 collectors' automobiles, all major marques dating from the early days of the motor car through to the 1970s. Found following 50 years of lying dormant, the multi-million-dollar Baillon collection will be sold by Artcurial Motorcars in the first part of the traditional sale at Retromobile Salon, on Feb. 6, 2015, in Paris.

These motor cars have been tucked away in a property in the west of France, under makeshift corrugated iron shelters and in various outbuildings.

Matthieu Lamoure, managing director at Artcurial Motorcars, said, "Not since the revelation of the Schlumpf Collection in Mulhouse, of which Maître Hervé Poulain was the expert, has such a group of emblematic automobiles been disclosed and what is more, in such original condition! Visitors to the Retromobile Salon will be able to share in our emotion, much like that experienced by Lord Carrington and Howard Carter entering Tutankhamun's tomb. Artcurial will show the magic of these 60 mysterious mechanical creatures, like a giant work of art: the unrealized dream of its owner brought back to life."



"These sleeping Beauties are clothed in the precious patina of time gone by," said Pierre Novikoff, motor car specialist. "A collection like this can't fail to arouse the passions of those who love automobiles, as well as art and history enthusiasts. Never again, anywhere in the world, will such a treasure be unearthed!"

Bugatti, Hispano-Suiza, Talbot-Lago, Panhard-Levassor, Maserati, Ferrari, Delahaye, Delage... these legendary marques make up the extraordinary cache discovered by the Artcurial car department team, Matthieu Lamoure and Pierre Novikoff. Many of these cars were built by highly celebrated coachbuilders such as Million-Guiet, Chapron and Saoutchik, with a number of Talbot Lago T26s including a very rare Grand Sport Aérodynamique and a rather extravagant Cabriolet once owned by King Farouk.



Sheltering in a garage, conserved in good condition, the two specialists came across one of just three Maserati A6G Gran Sports with coachwork by Frua, dating from 1956. Beneath piles of newspapers, they discovered a Ferrari 250GT SWB California Spider, with covered headlights. It had been bought new by the actor Gérard Blain, then sold to fellow actor Alain Delon, who was photographed several times at the wheel of this machine, including in 1964 with Jane Fonda during the filming of 'Les Félins' and on the Côte d'Azur with Shirley MacLaine. One of 37 examples, this Pininfarina-designed cabriolet, its whereabouts unknown to marque historians until now, is bound to attract the attention of collectors of important historic Ferrari.

This collection was assembled during the 1950s by Roger Baillon, an entrepreneur who ran a transport company based in the west of France. As enthusiast from the early days, he exhibited, at the Paris Motor Show during the 1950s, a roadster that he had built.

His dream was to conserve the heritage of pre-war automobiles in museum surroundings. During the 1970s, before he could carry out the necessary restoration work, his dream was shattered when his business suffered a setback. He was forced to sell some 50 cars, and since that time, the rest of the collection did not move until this discovery.



SAVVA Technical Tip 94 – Spray paints

So often we need to paint a small item or do a touch-up and the easiest way is to use a tin of spray paint for the purpose – it's far easier than switching on the compressor and messing up a spray gun. The only problem is the result. Maybe I just have bad luck or haven't read the instructions on the cans properly but I end up with runs, pin holes, and all kinds of hassles. Many years ago my results with spray cans were far more successful than today and I have a funny feeling the manufacturers have changed the propellant to meet with modern environmental requirements.

Recently, I needed to paint various items on an old motorcycle which didn't justify firing up the old compressor. I looked at the array of cans I had on the shelf and the only black I had was an engine enamel. The thought of going to the hardware store for a can of lacquer was too much so I took a chance on using the engine enamel - the result was brilliant.

I was so impressed I phoned the manufacturer to get their technical advice on the use of engine enamel as opposed to general purpose lacquer. Obviously the gentleman who answered my call couldn't say too much about the contents of these paints but did indicate that engine enamel was the way to go. The cost is a bit higher and the colour range a bit restricted – but in my humble opinion the result justifies the extra cost. I will never use lacquer again if enamel is available.



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R20 KIDS UNDER 12 YEARS

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