



TOOLBOX



FEBRUARIE/FEBRUARY 2016

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWENR 127 / EDITION 127

DAGSÊ VRIENDE / GOOD DAY FRIENDS

Dit is daardie tyd van die jaar - met al die lekker warm dae. Na die lekker reën kan ons weer asem skep. Hoop dat dit goed gaan met almal. Ander jare die tyd, hardloop ons rond en skarrel met die skou reëlins. Ek kan nie glo dat dit so rustig is nie. Ons ontvang baie navrae van mense wat will weet wanneer is die skou. Hulle soek stalletjies - wat n bewys is dat iemand geld gemaak het. Ek glo dit was wys om die skou uit te stel, want baie dinge het gebeur met die lede en ook in ons land, wat dinge finansiëel moeilik gaan maak. Maar ons kyk vorentoe en geniet ons karre. Onthou ledegeld is betaalbaar voor einde Maart . Groete Dircolene

Jaarprogram /Yearprogram

13 Febr – Rosendal Liefde Fees

Bieliemielie fees Reitz

3 Maart –Maandverdagering

11-12 Maart - Perdeskou

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

12 Febr - Louis Botha

20 Febr - Antoinette Kapp

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!

Maluti Auto Club

2016 Bestuur / 2016 Committee

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Grandpa's '39 Chevy from hagerty.com

My grandfather, August Langenhahn, born in 1882, bought this 1939 Chevrolet Master 85 2-door town sedan new in '39. It was his last vehicle & I believe, the only one he purchased new. It was his retirement vehicle & he drove until the late 1960's. One of his weekly duties in the summer was clipping lawn at the cemetery at his church and he would fold up the handle of the walk-behind mower, put it in the trunk of the Chevy & drive (usually 35 MPH max) the 8 miles to church. In the late '60's our neighbour almost had Grandpa talked into selling it to him for \$25, with the intention of chopping it up & making a hotrod. Luckily, my older brother Kevin, having just gotten his drivers license, intervened & Grandpa sold it to him to \$20 a few hours before the neighbour was going to show up with his \$25.

Kev drove the Chevy for a couple high-school years and has a few good stories of fun(?) times with it. This would include the time he left a drive-in movie with the speaker still attached to the rear window, or when fish-tailing in fresh snow resulted in sliding off the road (Dad was pretty upset at having to pull him out), or another time pulling into the public landing area of a local lake, hitting a tree & bending the front bumper. The car already had a wrinkled front fender from when our mother drove it "into" the garage; I mean that literally, into the garage.

After high school, the car was stored in various barns, barnyards & garages until restoration was begun in 1980, with rebuilding the engine and transmission. However, as often happens, life got in the way, and the car was again put into storage until 2011, when I purchased it from Kev. Over the next 2 years, my son & I did a complete body-off restoration and started showing the car in late 2013. We've had a lot of fun & gathered a few trophies over the past few years, but the best part has been a recurring theme, where an old fellow (and there were quite a few) stops by at a show & tells us stories of when he/his brother/father/uncle had a '30's Chevrolet & all the things they did with it. People seem to identify with it, since it was an example of "everyman's" car of the era.

Curious case of the R200m missing race car in SA

Ferdi de Vos | Wheels24  15:42 20/01/2016

Cape Town - Somewhere in South Africa an invaluable, irreplaceable piece of motor sport history – the sixth, and probably last, Type C Auto Union Grand Prix car of 1937 – may still be hidden away locally.

Well, that's the rumour... and it has been going around for years.

It seems at least one man still avidly believes it is stashed away in a barn, on a farm, in a storage yard or an old garage somewhere in the country... **R100 000 reward**

So convinced, he seems that he has recently taken out an ad in the [local weekly paper People's Post](#) requesting anyone with information on the whereabouts of this exceptional vehicle to come forward.

He is even offering a reward of R100 000 for any clues that could help him find the unique, inimitable race car – now valued at \$12 million (the equivalent of R202-million)... He's not just anybody, though.

A veritable expert searching

While a local attorney given as reference in the advertisement did not want to divulge any details, local veteran journalist Adrian Pheiffer confirmed he is none other than German automobile historian, vintage cars specialist and Auto Union racing history expert Martin Schroder.

Herr Schroder has since 1973 studied the history of Auto Union GP automobiles, is the co-author of a book on the subject published in 1979 and was instrumental in finding and returning a Type D Auto Union GP car from the erstwhile Soviet Union.

In 2007 he also uncovered a fake Type D that was up for auction through Christie – which was then promptly withdrawn.

But why after all these years is he still searching for the missing Type C in South Africa?

The advert as seen in the People's Post:



The 'Silver Bullets' in SA

The monstrous, all-conquering Auto Union Grand Prix cars were built in Zwickau, Germany, between 1933 and 1939.

They dominated the pre-war racing era with V16 engines producing over 350kW, spinning their wheels in all gears on puny cross-ply tyres even at speeds above 160km/h.

The cars were purpose-built to battle for supremacy with rival Mercedes throughout the Thirties, and reached speeds of up to 340km/h with legendary drivers such as Achille Varzi, Hans Stuck, Tazio Nuvolari and Rosemeyer.

Weighing only 850kg the final Type D car used a 3.0-litre 60-degree V12 twin-supercharged mill to deliver nearly 350kW at 7000rpm, while the earlier Type A to Type C cars, even with bigger V16 engines, from 4.4-litre to 6.0-litre in capacity, producing up to 850Nm of torque, weighed even less.

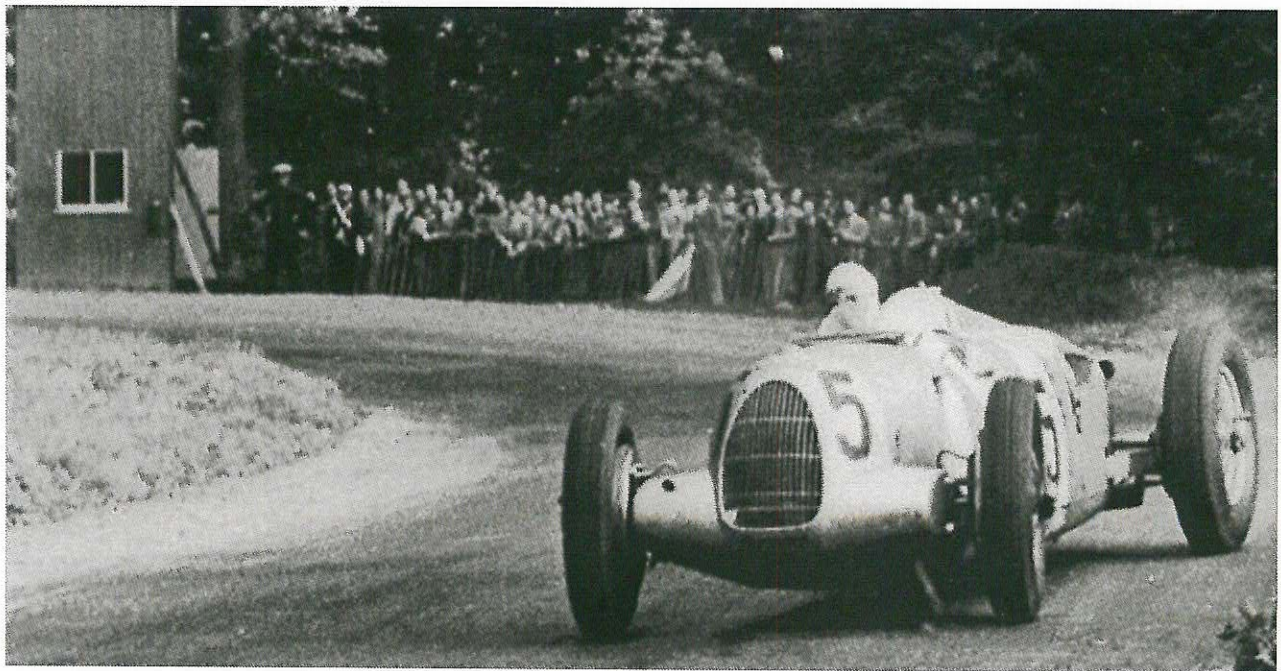
According to Audi only five original Grand Prix cars survive today and the company owns three of them – the most recent addition (added in 2012) a Type D twin-supercharged V12 model lost behind the Iron Curtain for decades.

The Type C, as the final evolution of the 45-degree V16 engine before being replaced by the V12, was arguably the best of all, and the version brought to South Africa.

It was legendary race promoter Brud Bishop, organiser of the pre-WW2 South African GPs, who got the racers here. He convinced Baron Klaus von Oertzen, the man who later brought Volkswagen to South Africa, that bringing out the Auto Union racers would generate a tremendous sales boost for DKW and German cars in general.

Von Oertzen eventually agreed and the team shipped out to Africa after the 1936 Grand Prix season for some friendly competition with locally piloted Alfa Romeo, Bugatti, ERA and other British cars.

They would participate in the third South African GP in East London on 1 January 1937 and the first Grosvenor GP in Cape Town on 16 January 1937 and then conclude their African tour a fortnight later in Johannesburg around the new Lord Howe circuit.



Legendary German ace

Their headline act was none other than legendary ace Bernd Rosemeyer, the newly crowned 1936 world champion after winning three races (Germany, Switzerland and Italy) as well as two non-championship Grand Prix, supported by Ernst von Delius.

Much hype and media attention surrounded the team's arrival in December 1936 and the impressive cars were dubbed the "silver bullets" by a local newspaper.

In keeping with his daredevil image Rosemeyer was flown from Berlin to East London by his new bride Elly Beinhorn, Germany's most famous aviatrix, in a Messerschmitt BF-108 Taifun 'plane.

The rest of the contingent included the two C-type cars, eight mechanics, a scientist to test for coast carburetion density, a tyre specialist, a timekeeper and manager, and also spares including 500 sparkplugs, 146 tyres of various sizes and 60 wheels.

After the Grosvenor Grand Prix race at Pollsmoor, won by Von Delius with Rosemeyer second, events get murky. After inspecting the Earl Howe circuit in Johannesburg it was decided the cars were unsuitable for the track, and the team pulled out of the event.

Instead, only one car was sent to Johannesburg for a public demonstration, with the second remaining in Cape Town. It is this 1937 V16-engined Type C chassis that Schröder believes never got back to Germany.

The paper trail stops in Cape Town and no records exist of its passage back to Zwickau.

Schröder, who visits South Africa quite frequently, has according to Pheiffer so far established that during the Pollsmoor race weekend both Rosemeyer and Von Delius' cars were serviced at the 'Marsiglio Brothers' garage in Sea Point.

However, today there's no trace of said Marsiglio Brothers or the service station and a private residence is now built on the premise.

"Up until now all enquiries have led to dead ends," says Pheiffer, "but Mr Schröder refuses to give up in his quest to find this rare vehicle; hence this latest effort to see if more info can be garnered on its whereabouts..."

Considering he has dedicated his life to preserving the Grand Prix cars' histories one can only hope he gets to open a creaky barn door some day soon, to be greeted by his holy grail.

So, if you find something with dusty cigar-shaped silver aluminium plates, lots of neatly aligned round pipes and oversised pram wheels during a long overdue spring clean of that long-forgotten storage space, take a closer look.

It may be worth much more than you thought...

Maandlikse Vergaderings / *Monthly Social Meetings*

Hiermee die datums waarop die maandvergaderings in 2016 sal plaasvind te Bethlehem Museum saal. Indien enige wysigings plaasvind sal u vroegtydig per sms, whatsapp of oproep ingelig word.

Herewith the dates for our 2016 monthly social meetings to be held at the Bethlehem Museum. Any changes will be communicated to members in advance by sms, whatsapp or a call.



7 Januarie

4 February

3 Maart

7 April

4 Mei (Woensdag)

2 June

7 Julie

3 August

1 September

6 October

3 November

1 December

U sal merk dat ons vergaderings ALTYD op die eerste Donderdag van elke maand gehou word tensy anders gemeld.

You will notice that our meetings is held EVERY first Thursday of every month, unless otherwise specified.

Vir verdere inligting kontak:

Any Queries please contact: **KORNÉL SMITH 072 791 8919**

SAVVA Technical Tip 104 – WD40

Let's start the year off with a bit of humour. This was taken from a US publication.

Here's an interesting illustration of when and when not to use WD40 and Duct tape.

