TOOLBOX

MAART/MARCH 2016

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

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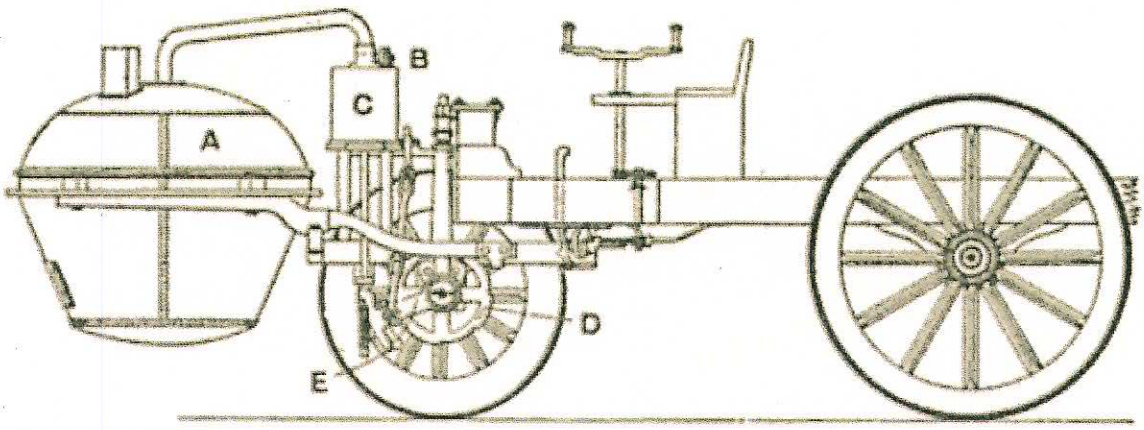
DAGSÊ VRIENDE / GOOD DAY FRIENDS

Februarie was vol met al die uitnodigings. Dit is net onmoontlik om oral te kan wees. Die perdeskou is om die draai en Oom Manie sal net baie versigtig om die Morris moet beweeg. Danie en Tertius sal moet sorg dat die batterye vol is. Dit is sulke dinge wat gebeur wat mens altyd by bly en wat ons uitstappies uniek maak. Want elke uitstappie het sy eie moeilikheid met die karre en pret. Want soos Kornel altyd sê, dit gaan oor ons passie vir die ou karre en hoe anders kan mense dit geniet as om te ry en alles saam te ervaar .

Geskiedkundige Gebeure

Die Franse ingeneur Nicolas Joseph Cugnot het in 1769 die eerste selfgedrewe padvoertuig ontwerp. Dit was die grootste driewiel trekker met 'n stoomenjin waarmee kanonne getrek is teen 'n spoed van 4 km/h en was nie baie gewild nie. Hy was swaar en het paaie beskading.

Die eertste "motorongeluk" wat aangemeld is was 'n selfaangedrewe voertuig wat teen 'n muur gebots het.



Die Model T Ford

Hul was uiters gewild. Hy is tussen 1908 en 1927 gebou en is die motor wat die meeste verkoop is, net meer as 15 miljoen. Ford het massa produksie toegepas. Dit het net 93 minute geduur om die kar aanmekaar te sit. Tertius, nou wonder ek hoekom vat joune so lank om aanmekaar te sit? Hy was net swart omdat dit goedkoopste verf was en vinnig gedroog het

Een van die belangrikste uitvindsels was die wiel wat gelei het tot die ontwerp van motors.

Die wiel is 3000 v C in Mesopotamie ontwerp wat tot perdekarre, ossewaens ens gelei het tot dit eintlik by die motor geeindig het.

Groete Dircolene

TE KOOP

1979 Ford Cortina 2.0

93 000 km

Lisensie op datum.

Maak 'n aanbod – Lida van Heerden - 083 290 4537

Completely Original ??!? **By Rob Sartain**

There is use to be an old program on English TV called "Only Fools and Horses". Trigger was one of the characters, and he is telling the others down the pub, that he has received a medal for his road sweeping, and the fact he has kept the same broom for 18 years. "18 years" they all exclaim and trigger replies "Yes" it has had 14 new handles and 17 new heads

But that sketch got me thinking what makes a car original. Let's be honest most cars have been re-shelled, or such much of the original bodywork was replaced, but people still class it as original. Very few are numbers matching (Engine and Chassis both original).

As you know I am currently restoring a Cortina Mk1 and making it a Lotus Replica. I am keeping it as close to original as possible. I am a perfectionist, and hate non-original parts. I like stock standard. That was until last week. I made an enquiry on two engine mounts, you can`t source them in SA and so went to order them from the UK. The price was R3000 rand for the pair, and that doesn`t include shipping or duty. Even the guy in the UK said "It was a rip off". I also wanted two top mounts and they were R3000 each !! So I was staring at a bill of R9000 for two engine mounts and two front strut top mounts. Nobody in their right mind would ever pay that, even in the UK !!

So as we do in South Africa, we make a plan. We have saved the two top mounts, and will reuse them. We cut the old rubber off the original engine mounts and put cotton reel rubbers in place, at a price of less than R100 each.

Will this non-standard part ruin my enjoyment of the car, No. Will it drive differently, No. I am sure somewhere down the line I will have the car at a show and some geek will know the engine mount is not original, but do I care, No.

My originality line was drawn last week, and due to ridiculous costs. Many cars aren`t standard because they run electronic ignition and so they are more reliable, and it means the car gets used more regularly. So in my opinion unless you are running a trailer queen, and enter concourse events then I think you have to apply common sense as to what you personally class as original.

Think how many less classic cars there would be running, if everything had to be original.

WANTED

I wonder if you can help. I'm looking for an SU Carburettor 1 $^{1/8th}$ inch choke. It seems as though the carb fitted to my engine is too small so whoever installed the later unit fitted the earlier carb which may be causing the problems that I have under load.

REGARDS
RALPH RAUBENHEIMER
082 900 8200

COLLECTION IN ACTION – F

An alphabetical series of short driving impressions of some of the Franschhoek museum's car collection. This month we go revive the Roaring '20s in a classic Ford model A.

As motoring pioneers go, Ol' Henry Ford ranks as one of the finest, not for having any superior engineering or ground-breaking design achievements, but more for his business and manufacturing acumen – and a desire to create affordable cars for the masses. The mass-produced Model T set standards that the automotive world was only too glad to emulate. So when his next 'people's car' emerged late in 1927, everyone expected something special. It was named the Model A but, a little confusingly perhaps, it was not the first with this moniker. The previous Model A was Ford's first-ever car, built in 1903/04, and while subsequent models were identified alphabetically, the follow-up to the T reverted to Model A because the new car was such a departure from the old that Henry wanted to start over again.

The motoring public were certainly not disappointed. The second Model A boasted a water-cooled 200,5ci (3 285 cm^3) four-cylinder L-head engine developing 40 hp (30 kW) at 2 200 r/min. Fuel was gravity-fed from a cowl-mounted tank and the compression ratio was a mere 4,22:1. The drivetrain comprised a conventional non-synchronised three-speed-plus-reverse, sliding gear manual gearbox, a multi-plate dry

clutch, and shaft drive to the live rear axle with its final drive ratio of 3,77:1. Four-wheel mechanical (internal expanding) drum brakes were used.

In cooler climates, owners could purchase a cast iron cover for the exhaust manifold that provided heat to the cab via a small vent. Other highlights included a safety glass all round, a contemporary battery and ignition system, and the paintwork was highlighted with contrasting colours and pin-striping. A rear-view mirror was amongst the list of optional extras.

Chassis-wise, the Model A had a 103,5-inch (2 629 mm) wheelbase and rode on semi-elliptic leaf springs front and rear but with Houdaille double-action hydraulic shock absorbers. Tyres were 4.50×21 on wire spoke wheels. The Model A was the first Ford to use the standard set of driver controls with conventional clutch, brake and (centrally placed) accelerator pedals.

This model was the cheapest in the range and sold for $460. Climbing aboard the sky blue A requires some wriggling if, like me, you are of above average height. Once seated – it is cramped – there is a terrific, elevated view through the flat screen and out of the open sides. Turn the key, curl your left leg around the gearshift and depress the floor-mounted starter button and the motor chugs into life with a steady beat of a low-stressed big-capacity motor. Engage first – left and back – and the Model A pulls away with some vigour. Max torque of 173 N.m arrives at just 1 000 r/min that that helps the 970 kg Phaeton to quickly get up to cruising speed and lug away contentedly. Which is just as well because once in the 2-3 plane to the right of the H-pattern gate, the gear knob sits in the crook of your left knee. But never mind the contortions; driving the Model is a grin-inducing experience. The ride is comfortable and the steering easy to manage thanks to the large, four-spoke wheel. It is easy to understand the car's enduring popularity

Production began on 21 October 1927 when the engine was fitted to the first A to be assembled. Sales commenced on 2 December, so FMM's 1928 four-door Phaeton is one of the earliest to be built. In that first year, nine different models were produced and by 4 February 1929, one million Model As had been sold. By 24 July the two-million mark was reached, and by March 1930 the figure was three million.

When production ended in March 1932, a staggering 4 858 644 Model As had been made – one list shows 36 different body styles had been used over its model life. Some 124 024 Phaetons were produced. The Model A was a second huge success for Ford and carries a massive following to this day. That such a well engineered – and in some instances innovative – car built in an industry-leading flexible mass production manner with enviable quality and reliability is a lasting tribute to Ol' Henry's foresight. **MM**

Rare South African Sierra for sale

Date: 25.01.2016 Presented by

A rare find with only 250 examples made, this 5.0L 1985 Ford XR8 manual is up for sale at CCA's March sale.

A Sierra Muscle Car? The XR-8 was produced by Ford for the South African market only, to honour the homologation requirements that would enable them to take part in Group One saloon car racing in that country between '84 and '88. The regulations stipulated that 200 identical cars had to have been made available, but Ford did better than that by building 250 and selling the first 200 before the first race. So it was their XR4i effectively, only a whole lot more interesting and considerably more rare.

This particular car was imported by its South African owner who owned it from new, has had three owners in total and has travelled relatively few miles. With Sierra RS500 models fetching Ferrari money, this car is a real contender for future icon status. The car comes with a huge history file backing up its credentials, and the V8 rumble is a delight.

Estimate (£): 8,000 - 10,000

Technical Tip 105 – Cleaning chrome

This tip comes from Roberts cycle in Chicago and seems to have merit. Feedback on its success would be appreciated.

A simple solution

A simple and inexpensive way to remove rust from **and** polish chrome surfaces by hand is to rub it with aluminium foil dipped in water. This process yields two advantages. First, since the aluminium foil is softer than steel, it will not scratch the surface. And second, a by-product of the process produces a fine metal polishing compound that smooths the chrome surface to a bright shine.

Geek Stuff- Oxides are the key

Cleaning Rust is basically oxidized metal or in other words metal that has taken on extra oxygen atoms. As heat is generated by the friction of rubbing the aluminium foil on the chrome, a portion of the aluminium will oxidize to produce aluminium oxide. Aluminium has a higher reduction potential (i.e. a tendency take on electrons and in the process reduce or break itself down) than the chrome, and will therefore leech oxygen atoms away from any rust on the chrome surface which changes the chemical properties of the rust and breaks it down.

Polishing Aluminium oxide is harder than steel, and the microscopic grains of aluminium oxide produced during the cleaning process creates a fine metal polishing compound which, mixed with the water you added, creates a paste that smooths and polishes the chrome surface.

In English - How it works

A common way to clean a rusted chrome surface such as a fender is to use a fine steel wool. However, when you use this method you have to use a lot of elbow grease and you still end up with a slightly dull surface with some amount of scratching not to mention the messy 'dust' left over from the steel wool. That's because you are physically scraping off the rust.

When you use the aluminium foil method you are dissolving the rust chemically so you don't need to rub nearly as hard and since the aluminium foil is softer than the chrome, you are left with few if any scratches. This method also allows you to get the rust out of some minor pitting without having to dig into the surface.

The aluminium oxide that is created by friction when you rub the surface of the chrome leeches the rust away and when combined with the water you added creates its own polishing compound so you end up with a clean, smooth, shiny surface.

Step by step - By the numbers people

Step 1 Cut the aluminium foil into small squares. 3" by 3" should do.
Step 2 Wipe down or wash the surface to remove any surface dirt.
Step 3 Dip a square into some water or sprinkle some water on it and spread it around on the surface of the foil.
Step 4 Cup the wet square over the surface you want to clean so you get a nice even coverage.
Step 5 Start rubbing a 6 or 8 inch area and remember you don't have to rub very hard. As you rub, you'll feel the surface get smoother and smoother until the foil just glides over it. You will also notice a light brown paste building up. This is the polish that results from the chemical reaction.
Step 6 When the surface is nice and smooth and you have polished it, take a clean cloth and wipe the polish off.
Step 7 Once you finish cleaning and polishing the item you need to cover the surface to protect it from the elements. At a minimum you can wipe it down thoroughly with a clean cloth. Since cloth inherently contains some amount of oil, this will give you at least some protection. The best method would be to use a small amount of chrome polish or maybe something like turtle wax or an equivalent kind of wax or polish. Make sure you wipe the surface down with a paper towel first instead of a cloth because paper doesn't contain any oil so you will have a clean and dry surface for the wax or polish to adhere to.

Limitations - There's always a catch

If the surface is severely pitted or some of the chrome plating has peeled off, there is a limit to how much you can do. Since this method removes the rust chemically, you should still be able to get rid of most if not all of the rust. And since it creates its own polishing compound, you should be able to feather (taper) the peeled off edges to help prevent more peeling in the future. Again, once you have the surface as rust free and smoothed down as much as possible, don't forget to apply some form of wax or polish.

Things we noticed along the way

Use a little extra water if you want a super fine finish.

Wad up a larger piece of foil when you work on pitted areas. The edges created will help smooth down the pits.

Don't rub too long with the first 'paste' created. Once the surface feels nice and smooth and you've wiped the gunk off, you can use a new piece of foil with some more water to get as much shine as you like.

Don't waste your time with a severely pitted surface since the rust has probably eaten down through the chrome to the bare metal. Smooth it down as much as you can with steel wool then use the aluminium foil method to remove as much rust as possible.

The aluminium foil method also works pretty well on steel. It removes the rust well, but don't expect that super shiny finish like you get with the chrome because it never had that to begin with.

To get the best results, remove that fender or other part so you can work on it easily without having nooks and crannies to dig into.

If you're working on severely rusted rims, you might want to use a steel brush to remove the worst rust spots first. This will also remove any caked on road gunk so you have a better surface to work with.

A final Note – Parting is such sweet sorrow...

We hope you will be as amazed with this method as we are. It has saved us a lot of time and effort and has yielded much better results than we've gotten in the past.