



TOOLBOX



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LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

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DAGSÊ VRIENDE / GOOD DAY FRIENDS

Saterdag 24 September het ons 'n fondsinsameling gehou vir die klub saam met die opening van die museum. Dit was 'n lekker sonnige dag en ons het goed gedoen vir die voete wat daar was. Baie dankie aan almal wat karre gebring het en ook vir die wat kom help het en ander wat ons ondersteun het. Dit was sommer lekker om weer saam te kuier.

Dankie ook vir die wat karre Clarens toe gevat het en ons daar gaan verteenwoordig het.

Dit is 'n besige tyd wat voorlê, want die jaar snel weer ten einde. Volgende maand is dit weer die kies van nuwe bestuur asook beoordeling en jaareindfunksie.

Groete, Dircolene



South African Colliery Engineers Association Conference – 17 September – Clarens

Protea Hotel Clarens recently contacted our club and informed us of the SACEA conference that was planned for 17 September. The evening would see a Gatsby themed ball in the Martie Lotz hall. Our club was asked to present a few cars to enhance the Gatsby ambiance of the evening.

Unfortunately we don't have many cars from that era, but the organizers agreed that we could exhibit any classic. Thanks to everyone that brought their vehicles. The weather was icy cold. Luckily the brewery helped out in that regard.



NG KERK MORELIG MENGELMOESFEES – 1 OKTOBER 2016

Dankie aan die paar lede wat die fees bygewoon het met hul kleurvolle motors.



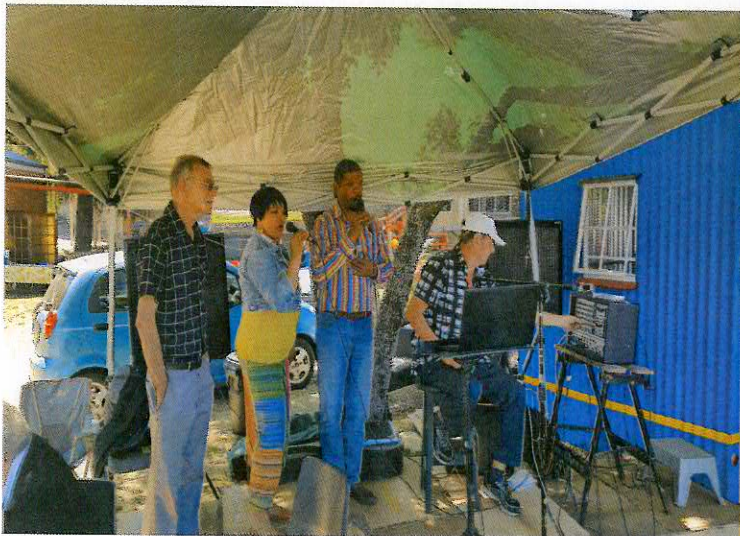
Heropening van Bethlehem Museum – Erfenisdag 24 Sept – SAVVA Drive-it-day

Die Bethlehem Museum is onlangs geherorganiseer. Op Saterdag 24 September was dit die amptelike heropening. Ons geagte burgemeester, Mev. Makhalepa, het die Museum amptelik geopen deur die seremoniële lint te knip.

Ons klub het 'n voertuig uitstalling gehou en ook 'n braaivleis stalletjie bedryf. Daar is gepoog om al drie hoof bevolkingsgroepe van Bethlehem te betrek. Derhalwe het die Sonskyn Volkspeler asook die Sotho groep (van Tietiesbaai) en die Bakenpark sangers, verskeie danse en items uitgevoer en kon ons meer leer van mekaar se kultuur.



Maluti klub het ook deelgeneem aan die boomplant aksie. Voorsitter, Kornél Smith het 'n boom, geskenk deur Afriforum, op die museum terrein geplant.



2016 Claudi van Rooyen Rendezvous toer – Tertius du Preez

Ek was weereens bevoorreg om hierdie jaar aan die Rendezvous toer deel te neem. Soos jul weet is dit 'n stiptheidstydren wat jaarliks deur OVS Motorklub aangebied word en strek deur die hele Oos-Vrystaat.

Usually my team consists of myself as the driver and Rob Sartain as the navigator. This year unfortunately Rob was unable to attend. I contacted the organizers and told them about my dilemma. Same time, Fanie van Rensburg's wife, Marietjie, withdrew due to other responsibilities on that same weekend. So myself and Fanie was put together as a team.

Fanie het besluit om hierdie jaar met sy 1947 MG TC deel te neem. Natuurlik sou Fanie bestuur en ek sou navigeer. Nog 'n span wat die Maluti klub naam hoog gehou het was Clive en Marthie Craig met hul MGB.



Friday morning started with registration and the scrutineering of vehicles and was followed by a short training course at which we received our route schedules. Thereafter we departed towards Bethlehem where we turned left to Paul Roux. Upon arrival at Paul Roux we had to set our time according to a pedestrian signboard. Precisely planned by the Rally master, there were 3 pedestrian signs. This confused most people.

Toe eers besef die navigeerders dat ons by die eerste indraai na Paul Roux moet regs draai. Met die gevolg dat party spanne se tye heeltemal uit was en dit 'n jaagtog van klasieke motors deur die strate veroorsaak het. Met ons MG TC in die stadige spoedgroep, hoor ek skielik 'n klank wat my laat omkyk. Ek wonder nog of ons uitlaatpyp afgeval het, toe sien ek nee, dis oom Albert Etsebeth wat sy 1953 Ford Crestline Sunliner se vergasser oopgetrap het. Daai Ford se buffer is byna hoer as die MG se dak soos daai neus optel en daai V8 by ons verby dreun.

I don't recall seeing the Ford cross the single lane bridge on the way to Kaallaagte. He must have flown over it with all 4 wheels in the air. Shortly behind him was Carel Wilken's MGB GT, Schalk Erasmus' DKW and a Lancia Flavia. The route took us past Valsrivier siding. A few kilometre further we found the DKW next to the road. They were looking for Valsrivier Kontantwinkel. In concentrating to get on time the past the shop next to the

road without noticing it. From here on we went to Meets and back to Bethlehem for a tea stop at the Wimpy.



Na 'n koppie tee is ons weer terug na Fouriesburg. Die deelnemers het heerlik gesels en gekuier terwyl ander reperasies gedoen het soos die 1958 Studebaker Commander Coupe van Melicia du Toit. Met die bekendmaking van die uitslae kon ek my oë nie glo nie. Ons was in die 2de plek met 42 sekondes of punte teen ons.

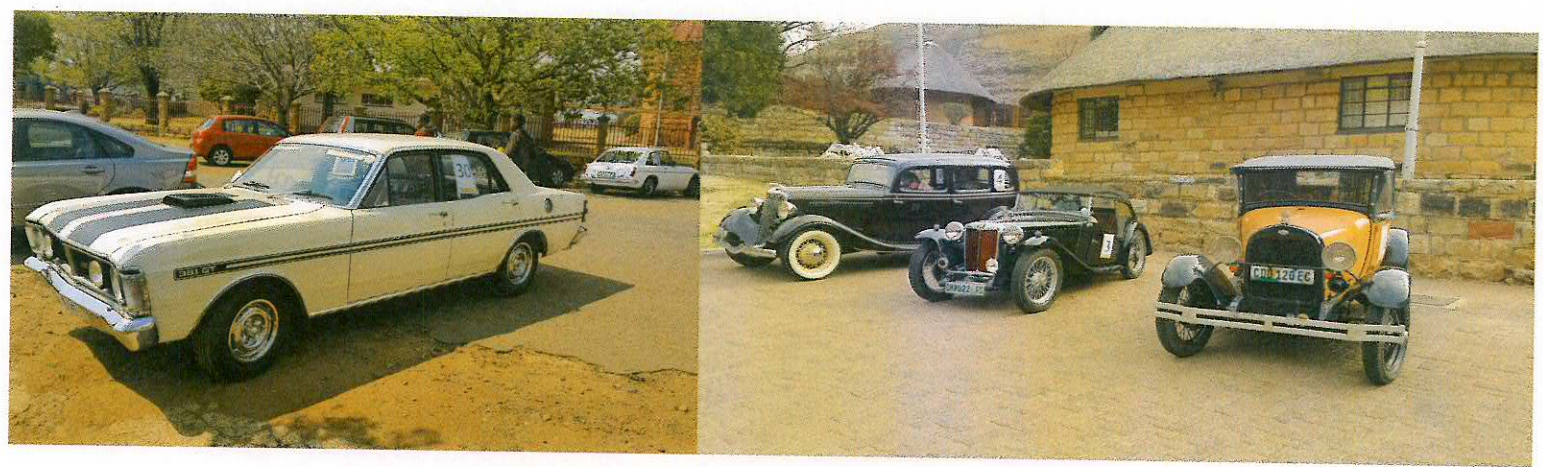


Dag 2 het begin met ontbyt en 'n vinnige bespreking van die roete skedule. Nadat ek en oom Fanie mekaar nou leer ken het, het ek geweet hierdie gaan 'n lekker dag op die pad wees. Ongelukkig het ek nie die weersomstandighede in gedagte gehou nie.

From Fouriesburg we travelled to Clarens and on to Golden Gate where we stopped for tea and scones at the Protea Hotel. The outside temperature dropped as the clouds settled over the mountains. Off we went. But in an open car like the MG TC the side wind was cutting to our bones whilst trying to keep all the papers and schedules from blowing out the other side of the car. Suddenly we realized that there is no kilometre stones in the National Park. So we reverted to counting lines on the road and trying to determine our speed accordingly.

Next moment a game ranger shouted at us. Trying to figure out what he said we soon realize that a massive rock fell onto the road and was obstructing the one lane. Luckily

we passed unharmed. On we went to Qwa-Qwa and then towards Harrismith. There we turned right towards Bergville. We travelled past the Sterkfontein Dam and stopped at a restaurant at the top of Oliviershoek pass. With us all shivering we sat down to a nice steak and chips for lunch.



Op hierdie stadium het oom Fanie besluit om die stormseile uit te haal en aan die kant van die MG op te rig. Dit het baie gehelp met die terugtog en die wind bietjie uitgehou. Ons het dieselfde roete terug gevolg tot in Fouriesburg. Met aandete is die resultate bekend gemaak en het ek 'n groter skok gekry. In die 37 jaar wat die Rendezvous gehou word, was dit die eerste keer wat 2 spanne die podium moes deel. Oom Fanie en myself tesame met Una en Allan Schonken het albei 'n 102 sekondes of strafpunte gehad oor die byna 450km roete. Dit gee 'n gemiddeld van sowat 'n kwart sekonde per kilometer wat ons tydsberekening uit was.



Clive and Marthie received the Good Samaritan award as they turned their MG around to assist John Jackson, who had 2 flat tyres during the Saturday's trip.



Technical Tip 112 - Tyre inflators

Some of us may have faith in the tyre inflators and pressure gauges used by garage forecourts but a few of us wise old men certainly do not.

Many of our collectable vehicles, especially motorcycles with beaded edge tyres, have critical tyre pressures and it can be risky leaving it to the garage attendants to determine what pressure is **actually** in the tyres.

Have a look at the condition of the inflators the average garage use on their forecourts and the big question is - when were they last sent in for service and/or calibration. Usually they only go for service when they don't work anymore.

What's the solution – the solution is to keep your own pressure gauge and check the tyre pressures after the garage has had a go at them.

In the photo the PCL gauge is typical of those used in garage forecourts. The little one, which is known to be accurate, is kept in the car.





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