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AutoNews Southern African Veteran & Vintage Association

IN THIS ISSUE – 1928 MERCEDES BENZ

Report back to members

From the Chair,

Well it's time to let you know about recent developments and information needs to be distributed to clubs and members.

I would like to raise a few points that some might already be aware of, if not this will be useful to those of your members that may find themselves in this situation.

- For those members that use their vehicles for weddings on an occasional basis or may even be doing this as an income – It would be advisable you look at getting yourself or the driver a Public Driving Permit. Recently it has been discovered that when driving a wedding and the service has been paid for it constitutes a fare, and one should therefore have a PDP. It has been reported that just recently some members have been stopped for exactly this reason. *So a word of warning - rather be informed and obtain a PDP as it is the law that any driver of fare paying passengers is required to hold one.*
- To re-cap on a previous item that was brought to our attention; that of the seating capacity on the license disc. This matter was raised with NDoT and Arto as it was felt that there could be a glitch in the system. As it turns out the system is fine, it seems that when the original information was loaded onto the system this may well have been the time of the error. *The result being that individuals will have to inform their local authorities when re-newing licenses, and request the relevant changes be made.*
- **PERIODIC TESTING – I am very pleased to report that the proposal has been gazette and open for comment before becoming part of the new legislation.**
- At a recent National Council meeting held on the 22 June, the council is of the opinion that for all future major events individuals should ensure that their vehicles are cover by insurance, at the very least even a third party insurance cover. This is not only to protect the individuals but the organizers' and clubs as well from a claim. We are of the opinion that should there be a mishap and a participant has NO cover there may well be a chance of claiming from the organizer or club/s.

I am pleased to announce that SAVVA will be embarking on expanding this newsletter to all its members and in so doing Prof. Alex Duffey has agreed to take on the position as editor. I would like to thank Alex for his kind gesture and wish him all the best in the future, please make sure that we support this new initiative.

UP-DATING OF RECORDS – Secretary: Jean Gobey

Jean has sent out another request to clubs for your membership lists, we urgently request that you assist us in this matter as we need to up-date the SAVVA records.

Please assist Jean in this regard as she would like to finalize the process.

PLEASE BE ADVISED THAT ALL INFORMATION IS STRICTLY CONFIDENTIAL AND ONLY FOR THE USE OF THIS OFFICE.

WEBSITE – SAVVA Webmaster: Pierre Cronje

We have taken note that our website provider has made contact with various clubs requesting that they could provide you with an updated website or create a website for your club. I would like to point out that clubs are under NO obligation to go into a website unless you feel that it's to your best interests. I must also point out that Afrihost gives a good rate to clubs and their service is excellent.

PLEASE VISIT THE SAVVA WEBSITE FROM TIME TO TIME AND KEEP YOURSELF UPDATED OF THE CHANGES.

ITAC – International Trade Administration Commission

Representative: Eric McQuillan
Assisted by - Alan Hogg & Peter Hall

The Policy Document has been FINALISED between ITAC and ourselves and will be available on the web soon. Please bear in mind that any of our members wanting to import vehicles must deal with ITAC directly.

SAHRA – South African Heritage Resources Agency

Representative: Alex Duffey

The MOU [Memorandum of Understanding] has been completed and our appreciation is extended to Koos de Beer from Maluti Club who has spent many hours ensuring that SAVVA is covered in this document. Alex has also completed SAVVA Policy documents for this portfolio which will be presented at the SAVVA AGM. I would like to thank Alex for the many hours of work on this document as well. Thank you to both gentlemen for the great job.

INSURANCE – Representative:

This portfolio is currently vacant and we would like to ask clubs to nominate someone for this position. It would be preferable that it is someone who knows or works in this field. Please forward any nominations to me directly at chairman@savva.org.za Glen Broadhurst through FNB will be making additional facilities available to our members with existing portfolios of insurance which will include modern vehicle insurance as well as house holders insurance. All under your one portfolio, so if you would like to take up this opportunity please contact him directly on the following contact details:

Glenn Broadhurst
Branch Manager
FNB Insurance Brokers
Commercial
FNB Newton Place
16 Newton Street
Newton Park
Port Elizabeth
6045
Tel 087 736 2222, Fax 011 699 0783, Cell 082 550 4112
e-mail glenn.broadhurst@fnb.co.za
www.fnb.co.za

DATING – All Vehicles / motorcycles

We have taken a decision in National Council that for the six month period August 2012 – January 2013 anyone wishing to apply for a new dating certificate for his / her vehicle/s will be given at a reduced rate of R25.00 per certificate plus postage. The main reason for this reduction is to update our current records as many vehicles have changed ownership, so that vehicles are registered to the correct owner/s.

Dating fees are as follows:-

Plaque and Certificate - R220.00 of which R200.00 is paid into SAVVA and R20.00 for the clubs admin and postage.

Certificate only for the next six months – R25.00 plus postage

Plaque only – R120.00

FIVA – Representative: Brian Lawlor.

Our current SAVVA dues to FIVA have been settled and I would like to take this opportunity of thanking Brian in negotiating a reduced rate for SAVVA once again. This is truly appreciated as it saves SAVVA thousands of rands in annual fees.

The Turin Charter is ongoing and in the final stages of debate, as soon as we have any additional news it will be passed onto you the members.



MOTOR SPORT – Theo Stander

The Clearance Certificate has been finalised, together with the application form. The application forms can now be downloaded off the SAVVA website. Please complete as application form and send to:

motorsport@savva.org.za

This must be accompanied by a copy of your R25.00 deposit slip, these funds must be deposited into the SAVVA account via EFT. Should any of these fees be deposited by cash or cheque the bank charges will be passed onto the club.

PLEASE SEND ANYTHING YOU WISH TO PLACE IN THE SAVVA AutoNewS. SEND DIRECTLY TO:

alexander.duffey@gmail.com

secretary@savva.org.za

chairman@savva.org.za

FIVA / SAVVA – REPORTS & INFORMATION

We are trying to gather all the old records and documentation belonging to SAVVA in order to preserve the Associations history, so if anyone knows of or has any documentation please contact me so that we can arrange to collect these items. I would really like to find some of SAVVA's early records, minute books etc...

At the same time I am currently placing together records on some of our earliest clubs that were formed in S.A. so if you have the history of your particular club let us have it as eventually it would be nice to put these records into a small booklet of sorts.

PLEASE NOTE

In recent correspondence it has come to our attention that some clubs are not up-dating their records and therefore do not receive information sent out by SAVVA.

Please it is important that you inform the secretary of any changes to e-mail addresses for your club delegates, alternate, chairman and / or editors.

TECHNICAL TIP - NO: 58

DIRTY FUEL TANKS

It's not our policy to promote individual suppliers however every now and then our attention is drawn to someone who is able to offer an unusual and/or specialized service that could benefit the restorer.

A problem many of us have had, are having, or will have, is the rejuvenating of sick fuel tanks, especially those that have been standing around for some years gathering rust and scale. Even relatively new tanks can develop rust build-up which can be bothersome. Most modern manufacturers have solved this problem by using a plastic/polyurethane material for tanks.

This problem is also very common with motorcycle fuel tanks which for some unknown reason seem to be even more vulnerable to corrosion than their counter parts are in cars. Some years ago I had this very problem with a motorcycle tank and the solution was to line it with a product manufactured by 3M. I believe this product was originally designed for the coating of aircraft petrol tanks. There are however two problems with this, firstly, the price of this goo was prohibitive and only available in 5 liter containers. The other was that the preparation was messy as one had to use acetone or something like that to clean the old gunk off.

As a simple solution, I was recently contacted by a gentleman who's business is the cleaning coating and rebuilding of petrol tanks. If they are too far gone he repairs or builds replacements. His claim to fame is that in thirty years he has never had a comeback.

Should you need assistance or further information about this service he is based in Pinetown and his contact details are: Dean van Doorn, Telephone 031 7011868, Email rads2go@telkomsa.net p.s. you may recall Tip 48 in which we were singing the praises of DIY electronic ignition units called Accuspark that fit most popular English cars. We have been advised that Steve Woodward from the Crankhandle club is now importing them and keeping a goodly stock at R495.00 each. Steve can be found at 021 – 6834960 or woodward@icon.co.za. This saves the problem of importing them yourself.

TECHNICAL TIP - NO: 59

OVER HEATING

Hooray! It's pleasing to see that at least one person reads the Technical Tips. We had response from Richard Palmer from the VCC who is the proud owner of an MGB and has had over-heating problems in heavy traffic. His solution was to fit an electric fan which solved his problem. Many older cars are very marginal and tend to overheat in traffic. On a hot day standing in traffic the engine driven fan is only turning at idling speed and isn't going to do much cooling. Under these conditions a car needs a good water pump and a good capacity radiator. Some cars just aren't equipped with these items. There are three solutions:

- 1) Fit an electric radiator fan.
- 2) Fit a larger core radiator and upgraded fan. (many MGB's have a 3 blade which can be replaced with a more effective 4 blade)
- 3) Use your modern car.

Let's look at the fitting of an electric fan. Firstly, decide which side of the radiator you can fit it. On some cars it can go where the current fan is and pull the air through whilst on others it will be mounted in front of the radiator blowing or pushing the air through. Incidentally, if you are fitting an electric fan you may as well dispose of the old engine driven one – you'll be surprised how much quieter your engine will run.

There are various sizes of fans available; the popular solution seems to be to fit two fans. There are various sizes of fans available, the popular solution seems to be to fit two fans side by side rather than one large one. I think that's because most radiators are oblong. Securing the fans to the radiator shouldn't be too much of a problem. I see in fan adverts in USA magazines they supply cable ties that go through the cooling fins to hold them in position – seems to work.

Electric fans can take a fair amount of current when starting up so it would be advisable to fit a relay. The thermostatically controlled switch can then operate the relay. The problem is – where to fit the switch. One has a choice of fitting it into the engine block or into a receptacle in the radiator.

Ideally, we should try to fit the switch into the engines water jacket. Switches are available from most parts suppliers for about R75.00 each. If your car has a temperature warning light you can use the same hole and scrap the light, if however you have a

temperature gauge – well that could present a problem as I'm sure you will want to keep it working.

I recently had a situation where there just wasn't place for the switch in the engine block as the only suitable orifice was taken up by the temperature gauge unit which I wasn't prepared to do without. The solution was solved by having a radiator shop fit a small socket into the radiator that could accommodate the switch. (They didn't even charge me – bless them.) If you go this way, try to fit it lower down in the radiator because if your water level is low the switch may not operate.

Another very simple alternative which is often used by caravaners is to fit a switch on the dash and when the temperature goes up you simply switch the fan on manually. Just remember to switch it off when it's not needed.



INTERESTING FAST FACTS

Classic Car Industry

In a recent article received it shows an amazing barn find that I am sure you will find interesting. A recently discovered 1928 Mercedes-Benz 26/120/180 'S' Type Sports Tourer will headline the Bonhams Goodwood Revival 2012 auction, scheduled for 15th September at the Goodwood Motor Circuit in West Sussex, England. The S Type, which has the same family ownership from new, is expected to sell for more than £1.5m.

"Bonhams has a strong tradition of offering the greatest discoveries in the collectors' motor car field and particularly of vintage Supercharged Mercedes. At a time when motor cars in original condition and with impeccable provenance are appreciated more than ever, this one-owner car offers an unrepeatable opportunity for collectors," said Rupert Banner, the Bonhams specialist who secured the Mercedes-Benz.

The legendary 'Kompressor' (Supercharger in German) Mercedes 'S' series of the 1920s – with its distinctive scream from the supercharger – re-established Mercedes' reputation for building fast, luxurious and high quality motorcars. Ferdinand Porsche designed the supercharged 6.8-litre engine which was set in a low-slung chassis frame and adorned with the now iconic Mercedes 'V' radiator grille. Capable of more than 100mph, the 'S' was first seen at the Nürburgring in 1927, where it won in the 5-Litre class and recorded the fastest time of the day at the hands of ace driver Rudy Carraciola.

Production cars promptly followed after this success and the current owner's grandfather, himself a noted and pioneering British motorist, would have been one of the earliest buyers of one of these cars. Sold under order number 38130, the 'S' Type was supplied through 'The British Mercedes Ltd.' in London and was bodied by local London-based coachbuilders Cadogan Motors with lightweight fabric sports tourer bodywork. The completed car was registered for the road in May 1928.

