

The Hornblower



AUGUST 2014



Vintage Sports Car Club



Vintage Sports Car Club

P O Box 11709, Dorpspruit, Pietermaritzburg 3206

"Forward into the Past"

This is the newsletter of the Vintage Sports Car Club. Opinions expressed herein do not necessarily represent those of the Committee, the Editor, or of the Club.

Regular gatherings are held at the Clubhouse, Oribi Road, Pietermaritzburg, and as per the schedule of events published in this newsletter.

Visitors are welcome in the care of a Member and should be signed on by that Member.

On Bonnets-Up and Club Open Days, parking in front of the Clubhouse is reserved for Club Qualifying Vehicles Only, and you are requested to park modern vehicles behind the Clubhouse.

Office Bearers: 2013/2014

Trustees Peter Houston, Fred Rascher and Grenville Manton

Club President Clyde Wyatt

Committee and Portfolio Holders

<i>Chairman</i>	Fred Rascher	033 394 2502
<i>Vice Chairman</i>	Andrew Haupfleish	033 342 9628
<i>Treasurer</i>	John Wilsworth	081 840 9619
<i>Secretary</i>	Janice McKenzie	084 557 7259
<i>SAVVA Delegate</i>	Ron Richmond	082 859 6376
<i>Clubhouse</i>	Norma and Norman Crouch	033 386 2751
<i>Spares</i>	Johan Viljoen	072 750 1255
<i>Klink</i>	Tony Fourie	082 823 8833
<i>Newsletter</i>	Gillian Richmond	083 253 9762
<i>Motorcycles</i>	Stuart Anderson	083 650 1522
<i>Clubhouse Events</i>	Aisne Rascher	033 394 2505
<i>Without Portfolio</i>	Junior Fouche	076 095 0449

VSCC eMail: vsc@vodamail.co.za

Newsletter eMail: gillian2@telkomsa.net

Website: www.VSCC.co.za.

Affiliated to SAVVA

SAVVA Website: www.savva.org.za

EDITORIAL

Last month I opened the editorial with Welcome to winter. Boy, have we really had winter. It recall Pmb being this cold in winter many many years ago. It seems to be warming up a bit now.

When I was editing the newsletter I downloaded the new VCC newsletter via my email. Veteranics has been resurrected. Congratulations to the VCC on the format. It looks great. It also looks like your bonnets up was great fun. Well done. For those who haven't seen the newsletter, they had a war themed bonnets up and club members arrived dressed in war regalia and their cars were dressed for the part as well. Their newsletters can be downloaded from their website at www.vccsa.co.za.

Thank you to those who contributed to the hobbies day and bonnets up. The range of themes was varied and we even managed to have a couple of boot sales as well.

In case you did not notice it is our AGM this Bonnets up. Please can members try to make it for the meeting. We have an awful lot of portfolios up for change this year.

See you at bonnets up.

Short items of interest are always wanted for inclusion in our newsletter (max between one half and two pages) Contact Gillian at gillian2@telkomsa.net

ON THE COVER

A stunning Volkswagen Microbus that was on display at March bonnets up.

INDEMNIFICATION

Members, guests, visitors and any other persons' attention is drawn to Indemnity requirements in the VSCC Constitution and posted in the VSCC Clubhouse bar and main hall.

Death is the consequence of being alive.

Gravity is a myth the Earth sucks.

Live long enough to be a problem to your kids.

Change is inevitable, except from a vending machine.

The gene pool could use a little chlorine.

Where in the nursery rhyme does say that Humpty Dumpty is an egg?

Hey idiot- You're driving a car, not a phone booth

MEMBERSHIP

Subscriptions 2013/2014 Club Year (based on Membership type & due 1 July).

Full Member	R230 including SAVVA fee
Full member plus spouse/partner	R290 including SAVVA fees
Country Member	R210 including SAVVA fee
Country Member plus spouse/partner	R260 including SAVVA fees
Associate Member*	R125 excluding SAVVA fee
Associate Member plus spouse/partner	R170 excluding SAVVA fees

* Applicable to members of another club and awarded at the committee's discretion.

New applications for Membership include an indemnity that is valid for Life.

Life Member (Principal) Newsletter postage *	R65 + R20 SAVVA fees
Life Member (Principal) Newsletter e-mail *	R20 SAVVA fees
Life Member (Principal and Associate – Spouse/Partner) *	R90 + R20 SAVVA fees
Honorary and Honorary Life Membership *	Free.

* Awarded at Committee discretion.

There is a once off entrance fee of R100 on application for membership.
A charge of R120 will be levied for posted newsletters.

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**Banking Details:** Account name – Vintage Sports Car Club: Bank – Nedbank:  
Branch - Hayfields: Branch Number – 13 40 25: Account number – 13 40 505 339:  
Always include member's name on the deposit slip.

**REGALIA:** The club has caps, of the "one size fits all" type, embroidered with the VSCC logo, available for sale at R45 each. See the 'Klink' attendant, for your Requirements.

**VISITORS:** Visitors are welcome, but as we are licensed, please ensure that your guests are 'signed on' in the visitors register. This gives them temporary membership status, and entitles them to make purchases from the bar.

## CLUB TIMETABLE

### Every Friday night: 'Klink'

August 1<sup>st</sup>. 8<sup>th</sup>. 15<sup>th</sup>. 22<sup>nd</sup>. 29<sup>th</sup>. September 5<sup>th</sup>. 12<sup>th</sup>. 19<sup>th</sup>. 26<sup>th</sup>.

The AIR-CONDITIONED 'Klink' will be open from 17h30 until 21h00. Braai fires will be provided, and you are invited to bring your own braai meat and/or salads to enjoy at the Club..

### Second Saturday of every month: 'Bonnets Up' / Club Open Day:

From around 12 noon until then '*The Klink*' will be open, plus the availability of either boerewors rolls, hamburgers or an alternative being made available for purchase.

**Don't forget,** tea/coffee, pancakes and/or other goodies are a regular option.

**The Library and Spares Department** will also be open.

Third Sunday of every Month; Regular Club Outing. Motorcycles are most welcome at this run.

(Happens the weekend following after bonnets Up which becomes 4<sup>th</sup> weekend if 1<sup>st</sup> falls on a Sunday

## PAST EVENTS

### July

**Saturday 12<sup>th</sup> July: VSCC Bonnets up / Open Day.** Hobbies day and boot sale

**Sunday 20<sup>th</sup> July: Regular Club Outing.** Breakfast at Celtis Kloof Nursery.

## COMING VSCC AND OTHER CLUB EVENTS

**RED BOLD - Depicts VSCC Club Events**

**ITALIC - Depicts other Events**

### August

**Saturday 9<sup>th</sup> August: VSCC Bonnets up / Open Day.** AGM at 14h00

**Sunday 17<sup>th</sup> August:** The Jock Leyden Memorial Run

### September

**Saturday 13<sup>th</sup> September: VSCC Bonnets up / Open Day.** Motorcycles

**12<sup>th</sup> to 14<sup>th</sup> September: VSCC Bonnets up / Open Day.** Rendezvous Tour

**Sunday 21<sup>st</sup> September: Regular Club Outing.** To be announced

## **Bonnets up Events 2014**

|                  |                                  |
|------------------|----------------------------------|
| <b>JANUARY</b>   | <b>EUROPEAN CARS</b>             |
| <b>FEBRUARY</b>  | <b>AMERICAN CARS</b>             |
| <b>MARCH</b>     | <b>SPORTS CARS</b>               |
| <b>APRIL</b>     | <b>NO THEME</b>                  |
| <b>MAY</b>       | <b>NO THEME</b>                  |
| <b>JUNE</b>      | <b>NO THEME</b>                  |
| <b>JULY</b>      | <b>HOBBIES DAY AND BOOT SALE</b> |
| <b>AUGUST</b>    | <b>AGM / NO THEME</b>            |
| <b>SEPTEMBER</b> | <b>MOTORCYCLES</b>               |
| <b>OCTOBER</b>   | <b>ITALIAN CARS</b>              |
| <b>NOVEMBER</b>  | <b>FORD DAY</b>                  |
| <b>DECEMBER</b>  | <b>NO THEME</b>                  |

Please note that all cars/bikes are welcome regardless of the theme. Feel free to display your classics on the front lawn every month.

## CLUB ANNOUNCEMENTS

### Deceased

Sadly we bid farewell to several members who have passed away recently. Last month saw the passing of **Tony Dekker** and **John Watson**, and last week, **Anthony Tweedie**. We send our sincere condolences to their families.

### Spares Department

**Note to non-local enthusiasts.** Please be advised, we work on a select-yourself system and are unable to take orders or arrange delivery. It is advisable to bring a sample, as not all parts are identified.

We are currently sorting out the spares department and it is temporarily closed.

### Hire of Club Hall

If members wish to hire the club hall please could the form on the adjacent page be completed and handed in. Copies of the form are also available at the Klink.

### Vehicles for hire

The following members are willing to hire out their cars for weddings and other such occasions.

|                             |              |                                                                              |
|-----------------------------|--------------|------------------------------------------------------------------------------|
| Mike Westray                | 072 244 4272 | <a href="mailto:mikewestray@gmail.com">mikewestray@gmail.com</a>             |
| Robin Phipson               | 033-345 0061 | <a href="mailto:hipson@wandata.com">hipson@wandata.com</a>                   |
| Saxon Murray.               |              |                                                                              |
| Tony Psaila (1937 Cadillac) |              | <a href="mailto:tonytractor@tpstorage.co.za">tonytractor@tpstorage.co.za</a> |

### Update of details

A printout of the members details will be at the AGM in August. Please could members check the printout and provide us with your updated details at the AGM.

#### **SAVVA collector's vehicle insurance scheme**

For Full comprehensive cover

Contact person - Glenn Broadhurst or Madelene Wiese at FNB Insurance Brokers

|         |                                                                        |
|---------|------------------------------------------------------------------------|
| Phone - | 087 736 2222                                                           |
| Fax -   | 011 699 0783                                                           |
| E-mail- | <a href="mailto:madelene.wiese@fnb.co.za">madelene.wiese@fnb.co.za</a> |



# VINTAGE SPORTS CAR CLUB

PIETERMARITZBURG

P O BOX 11709, DORPSPRUIT, 3206, KWAZULU-NATAL

*"Forward into the Past"*

## APPLICATION FOR USE OF THE HALL

To the Chairman:

Date:.....

Club member responsible for the function:.....

Date of function:...../...../..... Nature of function:..... No of guests:.....

Applicant:..... Land line:.....

Cell:..... Email: .....

Expected time to start:..... Expected time to finish:.....

Hire charge will be R500 and there will be a charge for breakages if incurred.

Will bar facilities be required? Yes No

Please note that the cost of staffing the bar is a private arrangement between the hirer and the barman. Requests for stock not normally carried must be made directly to the barman.

As there is a security system in place, the responsible club member must arrange for the opening and closing of the hall.

The applicant's attention is drawn to the indemnity notices on display in the clubhouse and it is a condition of this application that the hirer accepts these limitations.

Applicant's signature:.....

Date approved by the committee:.....

Chairman:.....

Cc: Treasurer  
Barman

## 29th Fairest Cape Tour and 2014 SAVVA National

The CVMC has pleasure in extending an invitation to all SAVVA clubs to participate in the 29th Fairest Cape Tour and the SAVVA National. Entries are now open and will close on the 10th September 2014

To our friends up-country, we have some scenic and quiet roads in the Western Cape that are beyond compare, especially for older vehicles - plus you can have a mini holiday in the beautiful Cape at a most reasonable cost.

For locals who have not previously participated in this event you will be enjoying roads you may not have travelled before, in the company of like-minded souls. This is a great recipe for fun and camaraderie.

Documentation is available on the CVMC website at <http://www.cvmc.co.za> or can be obtained by mail or email from the event secretary, Eddie Kirkwood - email address [fairestcapetour@gmail.com](mailto:fairestcapetour@gmail.com) or (h) 021 7122934 and (mobile) 082 5684913. Note well that proof of either balance of third party or comprehensive vehicle insurance is now required. We will accept a scanned copy as proof. If not insured, you should include payment of R50 on the appropriate form which will provide cover to and from and during the event.

We require only documents 3 through to 7 i.e Entry Form/s, Financial/Accommodation, Assistance and Drivers Declaration. These can be faxed to 086 7191820 or scanned and emailed. NOTE there are two entry forms – choose either entry form for FCT or entry form for SAVVA National.

Please respond to Eddie if you intend participating – the documentation can follow. This will help in estimating our numbers and will be much appreciated.

The weather should be stunning in November. We look forward to your participation in the event and would love to see you there.

Kind regards

Gavin Allison (Clerk of the Course)  
082 3354005  
email: [fairestcapetour@gmail.com](mailto:fairestcapetour@gmail.com)

Eddie Kirkwood (Event Secretary and Treasurer)  
021 7122934  
082 5684913  
Fax 086 7191820

**All generalizations are false.**

**Smile and the world smiles with you, Fart and you stand alone.**

**I used to be indecisive, but now I'm not so sure...**

**Enjoy life it's not a dress rehearsal.**



**OVS VETERAAN MOTORKLUB  
OFS VETERAN CAR CLUB**

POSBUS/P O BOX 11733  
UNIVERSITAS, 9321

**THE 2014 C & F Motor Spares  
Claudi van Rooyen Memorial  
RENDEZVOUS TOUR**

**(FOR VEHICLES MANUFACTURED BEFORE JANUARY 1981)**

*Hosted by the Free State Veteran Car Club from **12 – 14 September 2014**, in the picturesque Eastern Free State area, with accommodation at the Victorian themed Cranberry Cottage in Ladybrand.*

*As with previous Rendezvous Tours hosted by our Club, the two day competitive event, at an extremely reasonable cost, will emphasize usage of the old cars and kindle new and existing relationships. We would like to request owners with older cars, to make a concerted effort to participate.*

*Those not interested in the formal reliability run, may enter as non-competitors, allowing them to enjoy their old cars on the open road. Entry forms available on our website from 1 July 2014 ([www.fsvcc.co.za](http://www.fsvcc.co.za)).*



For more information, please contact:

Philip Heyns 082 462 0827

[pheyns@xpd.co.za](mailto:pheyns@xpd.co.za)

Hennie van der Walt 083 305 8800

[mwvandup@mweb.co.za](mailto:mwvandup@mweb.co.za)

Theo Potgieter 084 551 6122

[tpotgieter@armco.co.za](mailto:tpotgieter@armco.co.za)



## THE SOUTHERN AFRICAN VETERAN & VINTAGE ASSOCIATION

### **SAVVA Technical Tip 87 : 6 – 12 volt conversions**

Many articles have been written regarding the advantages /disadvantages of converting early cars from 6 to 12 volts, including a few SAVVA Technical Tips. This article was written by auto-electrician Len Ward who is a member of the Crankhandle Club in Cape Town. Len is an expert with early car electrics and has summed up the situation of whether or not to convert and we agree with him all the way.

Thank you Len.

“Firstly it must be remembered that 16-cylinder Cadillac’s and Marmon’s and 12-cylinder Lincolns would start in winter in Chicago and Winnipeg and in summer in Miami so there was no lack of cranking power. So if your 6-cylinder Dodge won’t start in Cape Town, there is something wrong. The most common cause of weak starting is old battery cables where the lugs were crimped onto the ends some 60 to 80 years ago and corrosion inside the lug has caused a minute amount of resistance. It only needs one fiftieth of an ohm to require 5 volts to push 100 amps through such a joint leaving only 1 volt to drive the starter. It just won’t work.

Another point of resistance is corrosion between the earth cable and lug on the chassis. Also if the starter has been abused with difficult starts in past years, the armature has probably “thrown lead” (= melted the soldered joints around the commutator) and has short circuits in it and the field windings may have shorts between turns or to earth. In this case converting to 12 volts will work for a while and then burn out the starter.

I don’t like subjecting 6 volt starters to 12 volts. If you have a pre-engaged starter - either by pedal or solenoid - it should be okay, but if your starter is of the inertia engaged type without a nose cone to support the pinion end of the shaft, the shaft can be bent by the now furious impact of the pinion with the ring gear. I have also seen sections of teeth chopped off the ring gear. I have seen it all and got the t-shirt.

So, what caused the motor industry to eventually drop 6 volts and concentrate on 12 volts? First let’s go back in history. The last 12 volt American car in the old days was the Franklin in 1922. Then they decided to standardise with the rest of the industry on 6 volts. Then in 1932 when Henry Ford produced his high revving V8, the spark intensity began to weaken from 2000 rpm until at 3000 rpm there was not enough voltage to keep the engine going.

So, what causes this? Now when the points close, the current in the coil primary winding takes about 8 milliseconds to build up to its maximum, owing to the natural inductance in a coil. Thus, if you have 8 cylinders doing 3000 rpm, the coil must produce 12000 sparks per minute or 200 sparks per second or 1 spark every 5 milliseconds.

Since the points can only stay closed for half that time, there is just no way that the coil has the time to generate a decent spark. So Henry’s boys found that if they used

a coil with a primary winding of very low impedance (a combination of resistance and inductance) they would get spark at high revs, but this coil drew more current than the points could switch, - they just got chowed. Then putting a resistor of about 0, 8 ohms in series with the coil reduced the current to about 3.5 amps which the points can handle. (Why that is called "ballast "resistor, I don't know.) So a low impedance coil with a ballast resistor can get you sparks at high revs, but there is a limit.

So what caused the industry particular in the USA to go for 12 volts?

The answer is the horsepower race of the early 50's. For high power you need two things: cylinders and revs. It is a fact that the build-up time for the current in primary winding of a coil at 12 volts is much shorter than for a 6 volt coil. So with V8's now doing 4500 rpm they just HAD to go to 12 volts. Ford held out on 6 volts through 1956. As an inside, some of you may remember the BRM racer of 1951 with 16 cylinders. It produced 600 horsepower at 12000 revs - they had to resort to 4 coils and 4 distributors!

### Converting to 12 volts

If you decide to convert your vehicle to 12 volts, you can keep your 6 volt coil if you put a resistor of 1, 4 to 1, 6 ohms in series with it or you can just fit a 12 volt coil. So why did a number of modern (pre-electronic) cars have ballast resistors? Take a well-known typical example of the Nissan 1400 pick-up: this was for more certain starting. While the starter is cranking the engine the battery voltage usually drops to about 9 volts with a consequent weakening of the spark. So there is a "cold start contact" on the starter solenoid which by-passes the ballast resistor giving the 9 volts of the battery to the 9 volt coil so that there is no loss of spark during cranking. So in conclusion, if you have a V8 and you want to do 6250 rpm with points, you will need a special low impedance coil with a suitable ballast resistor, but these days ignition can be more effectively handled by an electronic system. In fact, most modern V6's and V8's have a coil for each cylinder. No problem.

### Generators

Some guys just leave the 6 volt third brush generator in circuit to work on 12 volts. Yes, this will work for a while, but I reckon if you do a long trip the field windings will probably burn out. A 6 volt generator can be rewound for 12 volts. A sort of general rule is that both the armature and the field windings will need about one and a half times the number of turns required for 6 volts. It may just be easier to fit a 12 volt generator and a regulator, but be careful here, ask a specialist before trying to make a mixed marriage between Bosch and Lucas. Most American (not all) and European generators work the opposite way round to British ones.

### Alternators

It is said that alternators give performance superior to generators. Hang on, it's not that simple. Firstly, from a given occupied space, an alternator will give more output and all modern alternators have built-in regulators, which simplifies the wiring. The main advantage of an alternator, however, is that there is almost no limit to its rotational speed, whereas if a generator is turned too fast, centrifugal force will fling the windings out of the alternator slots and/or burst the commutator. Therefore an alternator can be fitted with a pulley half or quarter the size of the crankshaft pulley so that it can turn fast enough at idling speed to generate enough current to supply lights, fans, rear window demister and wipers, which is important in modern day

traffic, but an alternator looks really out of place on a vintage engine. I once saw a 1929 Model A Ford in America with a 6 volt alternator. Ugly!

### Bulbs

All the 6 volt bulbs are available - if not from your local Midas outlet. All the old headlight bulbs are available in 6 volt halogen. I don't keep them in stock because they're expensive and demand is minimal. Since it is highly unlikely that you will use your 1936 Morris 8 or 1938 Chevrolet to regularly commute between Laingsburg and Beaufort West on moonless nights at 180 km/h, you won't need them. If you can't see around town at night, for heaven's sake get your headlight reflectors re-plated. Don't chrome them, chromium reflects very poorly. Silver gives the best reflection, aluminium is the next best - all modern cars use it and make sure the bulb filaments are on the focal points of the reflectors.

On a 6 volt car it is important to ensure that the lamp holders are properly earthed. Solder a wire on to the lamp holder or reflector and take it down onto the chassis or even back to the battery ground terminal. If you still can't see, then you **MUST STOP** driving at night.

### Gauges

Putting a resistor into the circuit is not satisfactory. This may give an acceptable reading at one end, but not at the other. The best way is to put an electronic voltage reducer into the wiring system to give between 6 and 7 volts to the fuel and temperature (if electronic) gauges. These reducers are available from Communicia in Woodstock. There must also be places in Gauteng and Durban that can supply them. Ammeters read current not voltage so need not be interfered with, but if you change from positive earth to negative earth the connections to the ammeters must be reversed.

### Lastly, Batteries

A characteristic of the lead-acid battery; 6, 12 or 24 volt is that it discharges internally at 1% per day and there is nothing that you or the illuminati can do about it. Disconnecting it when car has to stand for a few months will make no difference at all. What you can do is get one of those "Optimate" intelligent battery chargers from Dave Alexander.

### Conclusion

Well, I've given you the facts of electrical life as I know them. You want to convert to 12 volts? My recommendation is: don't do it - unless you do a lot of driving and you can't go without CD players, iPods, USB pods, GPS, hands free cell phone kits etc.

Over to you.

**STOP PRESS:** I have just received the info that alternators are now available which are cleverly engineered to exactly resemble the Lucas C40, C42 and C45 range of dynamos, and the old Bosch generators for VW, Opel, M/Benz etc. They cost in the region of R6000 to R7000. Take your pick."

**People who think they know what they're doing are especially annoying to those of us who do.**

## SERVICES

Services listed will be rotated on a tri-monthly basis.

*The VSCC is not responsible for the quality of the services provided by the above service providers.*

- **For the Enthusiast:**  
Hand made valve caps (5 different patterns to choose from) Set of 4– R80 per set. (or R20 each)  
License disc holders (stainless steel and aluminium) - R100 each  
Brass Slide-type motorcycle petrol taps - R250 each  
Knurled brass spark plug nuts with terminal lug for H/T lead – R30 per set.  
Phone: Lloyd du Bois, on (033) 396 6471 daytime or early evening.
- **Old motor vehicle spares** (car, truck, and tractor) Parts for most makes and models 1930's – 1980's. **Huberts Old Motoring Equipment**, 011-957 0206, E-mail [Hubert@worldonline.co.za](mailto:Hubert@worldonline.co.za)
- **Batteries** 6, 8 and 12 volt, all sizes manufactured, **Battery House**, 033 394 1224 Pietermaritzburg.
- **Coles Panelbeaters & Spraypainters**, For all your panelbeating & spraypainting requirements. 72 Greyling Street, Pietermaritzburg. Ken Cole 083 580 8315
- **G & C Enterprises** – Manufacturer's of all types of gaskets – 35 Globe Road, Scottsville ext. Pietermaritzburg, 3201. Phone Garth Yeoman, 083 316 6288 or 033-386 2869
- **Latest Mike's 'A' fordable** parts catalogue (USA) now available from Ronnie Sutner, List of parts available ex stock Johannesburg on our notice board. Contact Ronnie on 083 252 0539
- **Glen Kolm** is a severely disabled car and bike enthusiast who is also highly experienced fitter and turner. He currently assists a few VSCC members with their problems. If you would like his assistance contact him on 082 812 8911.

**Time flies when you don't know what you're doing.**

**Don't worry about life; you're not going to survive it, anyway.**

**Repetition is always better the second time.**

**If you think this week was a drag, wait till you see what happens next week!**

**Be nice to your kids. They'll choose your nursing home.**

**If you don't like the news, go out and make some.**

**Conserve toilet paper use both sides.**

## FOR SALE

- \*\*\*1989 Vespa 200cc Scooter. Has done 45 000 km. In running order, but needs small things fixed.eg. fuel gauge.R5 000. Contact Jack Frost on 033 3460 297 or 082 6888 499.
- \*\*Recently renovated Ross style MG B wheels with tyres. R3 000.00 or NCO. Contact Koos Vorster on 083 4537865.
- \*1961 Peugeot bakkie Licensed and running . This is a very rare vehicle in SA as it was never available here. Also a big selection of old tools . Tins of bots and nuts may sizes including BSW and AF and carriage bolts. Many other workshop sundries and plumbers tools .  
Call Allen at 033 342 68 99 he is at 54 Walter Short Road .
- \*A gentleman has handed in this car badge to us to sell for him at our next flea market (see picture). Before we dispose of it - is it of any interest to any Natal club members? He said that Mike Milner-Smythe gave it to him jonks ago. He wants R250.00 for it.  
Eric Mc Q  
eric@anatomical.co.za



## WANTED

- \*\*CENTRE STAND, preferably with all bits & pieces for mid-fifties BSA B31/B33 or A7/A10. Contact John 083 6370800
- \*\*Can anyone help with the following spares:  
Wanted for 1965 Rover 2000 - 4 cylinder SC  
Spare wheel  
Jacking point rubber bungs  
Letter V off the boot  
Radio Speaker cover  
Working speedo unit  
Door lock plastic pull  
Red carpets - for a manual box  
Rubber washers for engine tie bar NOT poly  
Screen washer bottle and motor  
Plastic heater lever handle  
Phone William on 083 232 0798



# Bike Chatter

## PIAGGIO

Piaggio was an Italian shipbuilding, railways and aeronautics company. In 1946, the two founding brothers decided to take on different roles. Armando was continue with the established industry and Enrico decided to create a simple low cost vehicle for the Italian population. With the assistance of Corradino D'Ascanio, an aerodynamic designer, he produced the first Vespa prototype.

It was not immediately embraced by the public but production began to take off in 1947. It turned out to be a successful decision with about one million models sold in 10 years. This was only a sign of times to come. By 1965, more than three million models had been sold.

In 1964 the aeronautics and ship building industry went into crises. This prompted the splitting of the company with the scooters falling under Piaggio & C. Enrico passed away in 1965 and Umberto took over the presidency of Piaggio & C.

The company took over Gilera in 1969 opening the door for a variety of motorcycles to be produced. This was the beginning of several corporate changes to the company. The Societa Piaggio Adriatica S.p.A was created in 1981. Bianchi was bought out in 1981. The company was successful and ownership was taken over by Morgan Grendell Private Equity, a financial group, in 1999. It was sold again in 2003 to Immsi S.p.A. The company has since been changed to a public company with its shares up for public offering.

The demand for Vespas reduced in the 1980's, but several new vehicles were introduced which counteracted this. In 1990, more new vehicles were launched. In 1994 the Hexagon was launched. This was a landmark vehicle in the maxi scooter segment. In 1996 they released the new Vespa model to mark the 50th anniversary of the launch of the company's revolutionary Vespa.

The company launched the Piaggio Mp3 in 2006. The distinctive feature of this model is that it has three wheels and is designed to tilt, providing maximum safety road grip and stability. It has proved to be enormously successful. In 2007 Piaggio launched the world's first hybrid scooter.

The company continues to produce a range of safe, high performance and environmentally friendly motorcycles.

This article was produced with reference to "The Encyclopedia of Classic Motorcycles" by Mirco de Cet and [www.piaggio.com](http://www.piaggio.com)'s history page.

*Gillian*

## **JET MAKING MADE EASY**

Recently I had the need for a Solex 42 jet (0,042 mm) for my '69 Lancia.

Now I suppose a set of jets would be available, but I only required the one 42, so I decided to make it.

This is only a brass jet of max 7mm diameter and 16mm long. Easy? - Well yes, but to drill a hole 0.042 mm you need a small drill, available at a price and not freely available.

A way had to be devised to solve the problem, fortunately this hole is only short, about a mm or two. This is when you need to understand engineering principals, in this case 1/r, yes, this is simple. Take a match stick between your thumb and index finger and press hard. The stick breaks - now take the broken stick and try again. Not so easy! Well that's what we need to remember when we want to drill very small holes. A short drill may do the trick without breaking. Now we still do not have a drill, as most of you are enterprising you look around to see what you can use. Spring wire is just the job.

Spring wire is available in many diameters, and if you need a size not available they will make the size you want, provided you order a ton or two.

Fishing trace is freely available in many small diameters, this is stainless and a handy thing for most of you to have to make springs and the likes.

The way to drill the hole! Grind the end of the wire at a 30° angle and cut the flutes with an angle grinder!!! NO, if the wire is cut with side cutters, the end will be chisel shaped and will drill brass if used gently. The trick is the length of wire protruding from the chuck – this must be as short as possible, only a couple of mm to start with, (this is the 1/r story), keep the length as short as possible and don't force the cut too hard. Now another thing is to rotate the drill as fast as you can, not the job. Start the hole with a small centre drill, present the wire to the hole stationary to pick-up the centre, then start the drill.

All the best of luck to you!!!

Talking of springs, if you get a copy of "PRACTICAL ENGINEERING DESIGN" you will be able to design springs (and other engineering jobs) easily. This is available from the below at a special price to VSCC members, at R100 + postage (if applicable).

Roy (Mochudi) Hemingway  
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**When all else fails, lower your standards.**

**Was today really necessary?**

# MARQUES THROUGH THE AGES

## VOLKSWAGEN VAN

In 1950 Volkswagen introduced its second car model, the Type 2, better known as the Transporter Kombi or Microbus. The first generation (T1) version was produced from March 1950. It had the beetle detailing on the front and strongly resembled the beetle. The model continued to be produced until 1967 in Germany. The basic model had three rear side windows and the DeLuxe model came with four rear side windows. There was also a version with skylight windows. This was the Sunroof DeLuxe model also referred to as "Samba".

The Volkswagen van also became the centre player in a USA import tariff referred to as "the Chicken Tax". In the early 1960's France and West Germany put a tariff on the import of chicken from the USA. In response the USA created a 25% tax on several items including light vans. The purpose was to approximate the value equal to the lost chicken sales to Europe. This effectively reduced the imports of Volkswagen vans and pickups in the USA to almost nil. The chicken tax still remains.

The second generation (T2) was introduced in late 1967. It had a simplified front end with a much smaller VW badge. The front still bore a strong resemblance to the beetle. It stayed in production in Germany until 1979.

The third generation (T3) model developed a more wedge shaped front and the VW badge was very small. It was the first generation to lose all resemblance to the beetle models. It is the model that is so well known in South Africa as the African Taxi and remained in South Africa for long time, being used primarily for that purpose. German production of the model stopped in 1992.

The fourth generation (T4) model was produced from 1990 to 2003 and looked substantially different. The fifth generation (T5) model was made more aerodynamic but looked similar to the T4. It was produced from 2003 and is still currently in production.

South Africa and Brazil continued to produce the first three generations of the Kombi well past the cessation of production in the rest of the world. Brazil was especially fond of the Kombi, manufacturing the T1 model until 1975 and the T2 model until 2013. South Africa stopped production of the T3 in 2002.

The vehicle took on several variations and was used for several different uses including a panel van, bus, caravan, ice cream truck, flatbed truck and combinations of all the above. It was truly an adaptive vehicle.

In South Africa the VW Combi was immortalised by the Volkswagen adverts that featured ????? and the van became known as a Volksie.

The name Kombi given to it by its manufacturer was a shortened version of Kombinationskraftwagen or "combination motor vehicle". The van has become one of the major forerunners of today's panel van and passenger buses. It was so influential in South Africa that all minibuses have come to be known as Combis, regardless of the manufacturer of the vehicle.

The VW Kombi was very popular in the 60's and 70's and was strongly associated with the Hippie movement. This is especially so in the USA where imports became almost nonexistent post 1971 due to the chicken tax. This essentially means that most VW vans in the USA originated from the hippie era.

The VW Combi is an iconic vehicle worldwide and stands out even from the other vehicles produced by Volkswagen. It stands head and shoulders with other distinct variations much like the Mini did when compared to its original models.

This article was written with reference to Wikipedia.

*Gillian*



**In which direction is this car going..?**

.....

This had most of the state of Michigan in America laughing for 2 days and a very embarrassed female news anchor who will, in the future, likely think before she speaks. What happens when you predict snow but don't get any! We had a female news anchor that, the day after it was supposed to have snowed and didn't, turned to the weatherman and asked: "So Bob, where's that 8 inches you promised me last night?" Not only did he have to leave the set, but half the crew did too they were laughing so hard!

## TAILPIECE

Have you ever asked your child a question too many times?  
My three-year-old son had a lot of problems with potty training and I was on him constantly.  
One day we stopped at McDonalds for a quick lunch, in between errands. It was very busy, with a full dining room.  
While enjoying my burger, I smelled something funny, so of course I checked my seven-month-old daughter, she was clean.  
Then I realized that Danny had not asked to go potty in a while.  
I asked him if he needed to go, and he said "No".  
I kept thinking  
"Oh Lord, that child has had an accident, and I don't have any clothes with me."  
Then I said,  
"Danny, are you SURE you didn't have an accident?"  
"No," he replied.  
I just KNEW that he must have had an accident, because the smell was getting worse.  
Soooooo, I asked one more time, "Danny did you have an accident ?  
This time he jumped up, yanked down his pants, bent over, spread his cheeks and yelled  
"SEE MOM, IT'S JUST FARTS!!"  
While 30 people nearly choked to death on their food laughing, he calmly pulled up his pants and sat down.  
An old couple made me feel better, thanking me for the best laugh they'd ever had!

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**Drive Carefully! See You at the Club.**

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