



Official Newsletter of the  
Border Street Rod & V8 Club

April  
2011

www.borderstreetrod.co.za  
P.O.Box 8060; Nahoon; 5210

## Wizards Chatter

### Hi Folks,

First of all thanks to Barry and his parents for arranging our King steak outing .Our next outing will be the 16 April a Hobo scavenger hunt and a braai afterwards at our club house, prizes are to be won so don't miss out on the fun.

Our WOW Show will take place on the 25 June at Pot Rex High school. The committee has started with the planning of the show and exciting new events will be taking place. This year we will have a celebrity on board with great entertainment. Folks we are planning a big event and we will need everyone's help from sponsorship to prizes and selling of tickets.

A special request, folks, can you please assist Trevor with articles for the news letter, new projects or business adds. Last but not least thanks to the members who responded to our request for items needed at the club.

The Captain

### Chairman's Chirp



### Lunch at the Kingwilliamstown golf club March 20th.



10 little boys in blue



Settling in



And a pub for all ages

Forthcoming events: 16th April Hobo Scavenger Hunt.



Les's idea of what Datsun's can be used for!



Johan's idea of what wives can be used for!



Kobus's idea of what Fords can be used for!



My idea of what tall blonds can be used for! (censored)

## Recipe van die maand, van "Super Braai Chef" Kobus.

### SNOEK OOR DIE KOLE

**1 Snoek vooraf gesout, Appelkoos Braaisous, 60 ml mayonnaise,**

**60 ml knoffelbotter, 60 ml gladde appelkooskonfyt.**

*of*

**Mayo-Braisous, 250 ml mayonnaise, 90 ml botter**

Plaas die vis oop met die velkant na onder op die rooster

Sprinkel peper oor

Verhit die bestandele vir enige van die braisouse oor lae hitte en meng goed

Gebruik 'n klein kwassie en verf die vleiskant van die vis met die sous

Braai oor gloeiende kole – nie te warm nie – tot die vis maklik van die graat loskom

Sit voor met vars brood en slaai of tamatie-en-uie-braai broodjies

Vir die reeiepe van die tamatie-en-uie-braai broodjies kyk na bladsay 6

# Technical time. The Electrics part 2

## Electrics/starter motor

### Current from the battery rotates the engine

THE JOB of the starter motor is to turn the engine until it fires and can continue to run under its own power.

Most petrol engines are rotated at 250-300 rpm while starting. This needs considerable electric power, particularly in winter when the engine is cold and the oil is thick. Anyone who has started a car with a cranking handle will know how much effort is needed to turn the engine.

The starter motor imposes the biggest

drain of any electrical component on the car battery. The instant it operates, it can draw as much as 300 to 400 amp. Because of this high current, the starter motor needs a heavy-duty switch to connect it directly, via the live battery cable, to the battery. This switch—the solenoid—is remotely operated from the ignition switch.

At the same time as it turns the starter motor, the battery must supply current to

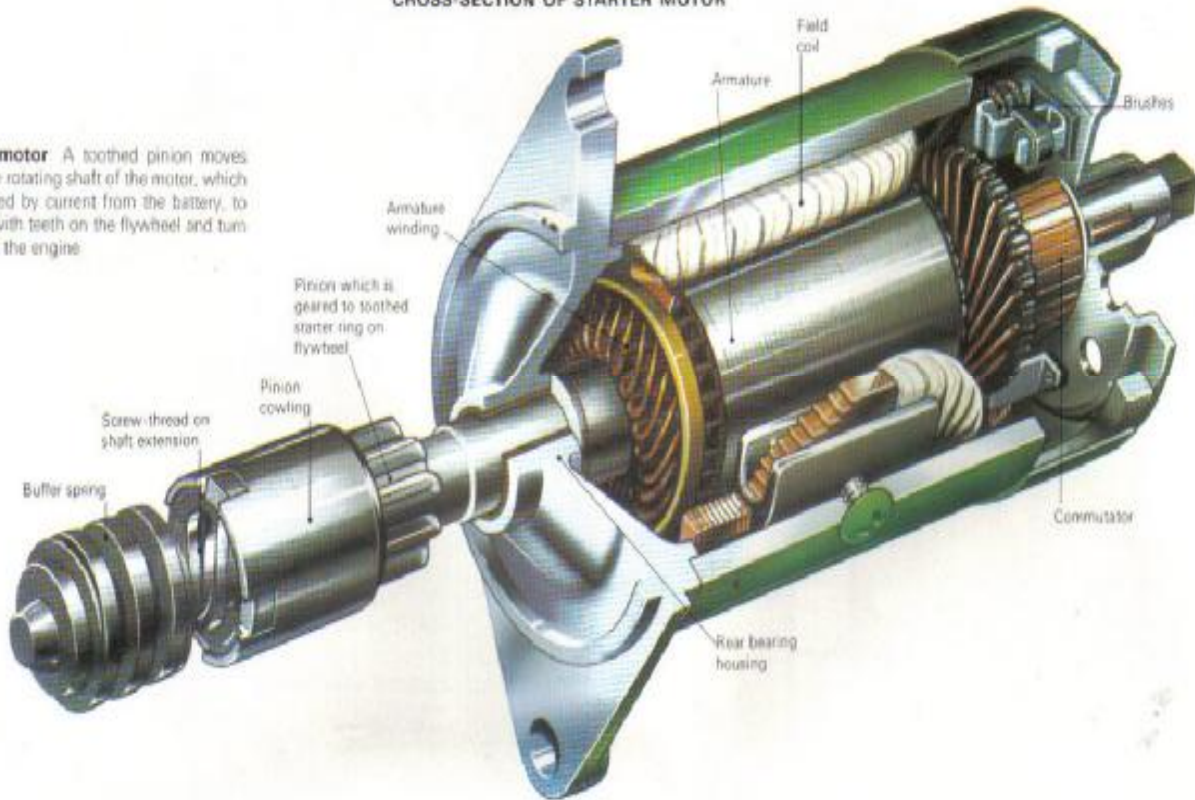
the ignition coil so that sparks to fire the plugs are produced. This can lead to difficulty in starting if the battery is failing. It may drain so much current from the battery that the ignition system cannot work at peak efficiency, and fails to generate a high enough voltage to cross the spark-plug points.

The starter motor turns the engine's crankshaft through a pair of gear wheels. One, the pinion, is mounted on the starter-

motor shaft. It engages with the other, a toothed ring fitted around the edge of the flywheel, which rotates the crankshaft.

The gear ratio between these two is generally about 15:1. The starter motor's pinion must disengage from the flywheel gear when the engine fires, or the engine would drive the motor and spread the windings on the armature—so destroying the starter motor. The most common mechanism used is the Bendix drive.

CROSS-SECTION OF STARTER MOTOR



**Starter motor** A toothed pinion moves along the rotating shaft of the motor, which is operated by current from the battery, to engage with teeth on the flywheel and turn it to start the engine

### How the starter motor works

THE STARTER MOTOR operates on the same principle as any other electric motor—it makes use of movement between magnets. If two magnets are held close together, the two like poles (two north or two south poles) push each other apart, and the unlike poles (a north and a south) attract each other.

An electric motor contains electromagnets—coils of wire wound on soft iron cores. Electricity flowing through each coil magnetises the core, setting up a magnetic field which has north and south poles. A starter motor has a fixed set of coils, generally four, spaced round the

inside of the motor body. These are the field coils. Free to rotate inside them is the armature, which consists of a series of coils, each joined to a pair of the insulated copper segments that make up the armature's commutator. When current flows through an armature coil, this coil also behaves as a magnet.

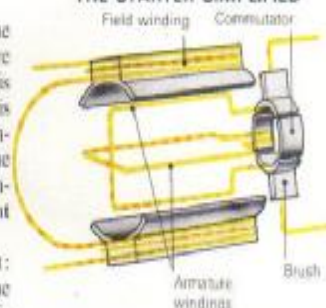
Current is fed by stationary brushes (which make contact with the commutator) to an armature coil. Attraction and repulsion between the magnetic fields of the field coils and the armature coil cause the armature to rotate.

As soon as the commutator begins to

rotate, the brushes make contact with the next pair of copper segments, which are connected to another armature coil. This results in further rotation. The action is repeated in sequence as each pair of commutator segments makes contact with the brushes. In this way, the armature continues to spin as the brushes feed current to each armature coil.

The starter motor needs no control unit: the same connection to it supplies both the armature and the field windings and is wired in such a way that it draws from the battery as much current as it requires to turn the engine, and no more.

THE STARTER SIMPLIFIED



Current fed to the armature coil by the brushes and commutator will cause it to rotate between two stationary magnets

**Trandy:** Ink, Toner, Cartridges etc.  
phone 0716856418

**Telequack:** Repairs to telephones, fax machines and supplier of Orion & Venus phones. 0834899137

**Autolec:** Auto electric service and repairs phone 0437431218

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**O&K Plant & Vehicle** maintenance phone 0437311535

**Dennis McCullum repairs.** Electric gates, intercoms etc.  
phone 0437439728

**Bezuidenhout Alarms:** Burglar alarms, installation & maintenance. Phone 0827017424

## Monthly Raffle

The Club Raffle for last month was won by:

**Piet Nel  
Well Done!**

2010 subs are now overdue

### The Committee

**Chairman - Johan Hattingh**  
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**Vice-Chairman - Kevin Clayton**  
(043-7412403; Cell: 083 500 6185)

**Secretary - Kobus Maritz** (maritzjs@mweb.co.za)  
(043 - 7263431; Cell: 083 419 3639)

**Treasurer - Lorna Hewitt** (hewittb@telkomsa.net)  
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**Events Co-ordinator - Joyce Hattingh**  
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**Ass. Judge / Scorekeeper Les Thomas**  
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**Scribe Trevor Browne**  
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**Clubhouse Co-Ordinator - Shaun Eberhardt**  
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**Chief Judge / Score Keeper - Barry Gradwell**  
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Something to think about



What thing about humanity is the most surprising?

**Ans: MAN.** Because he sacrifices his health in order to make money. Then he sacrifices his money to recuperate his health. And then he is so anxious about the future that he doesn't enjoy the present. And as a result he doesn't live in the present or the future. And he lives as if he is never going to die, and then he dies having never really lived!!!



JUST JOKING

George Phillips, an elderly man, from Meridian, Mississippi, was going up to bed, when his wife told him that he'd left the light on in the garden shed, which she could see from the bedroom window. George opened the back door to go turn off the light, but saw that there were people in the shed stealing things. He phoned the police, who asked "Is someone in your house?" He said "No," but some people are breaking into my garden shed and stealing from me. Then the police dispatcher said "All patrols are busy. You should lock your doors and an officer will be along when one is available" George said, "Okay." He hung up the phone and counted to 30. Then he phoned the police again. "Hello, I just called you a few seconds ago because there were people stealing things from my shed. Well, you don't have to worry about them now because I just shot and killed them both, the dogs are eating them right now." and he hung up. Within five minutes, six Police Cars, a SWAT Team, a Helicopter, two Fire Trucks, a Paramedic, and an Ambulance showed up at the Phillips' residence, and caught the burglars red-handed. One of the Policemen said to George, "I thought you said that you'd shot them!" George said, "I thought you said there was nobody available!"

Happy Birthday



Brian Hewitt	2nd
Marilyn Pankratz	2nd
Me	6th
Lorna Hewitt	10th
Shireen Summers	11th
Phil Rothbaard	12th
Elva Langfield	20th
Bev Thomas	19th
Shane Sutherland	29th

### TAMATIE-EN-UIE BROODJIE

1 x 500 g bruismeel, 1 pakkie tamatie-en-UIE-sop of tamatieroomsop, 2-3 reepe swoerdlose spekvleis, gekap  
1 ui gekap, 15 ml kookolie, 1 x 500 ml houër karringmelk

Voorverhit oond tot 180°

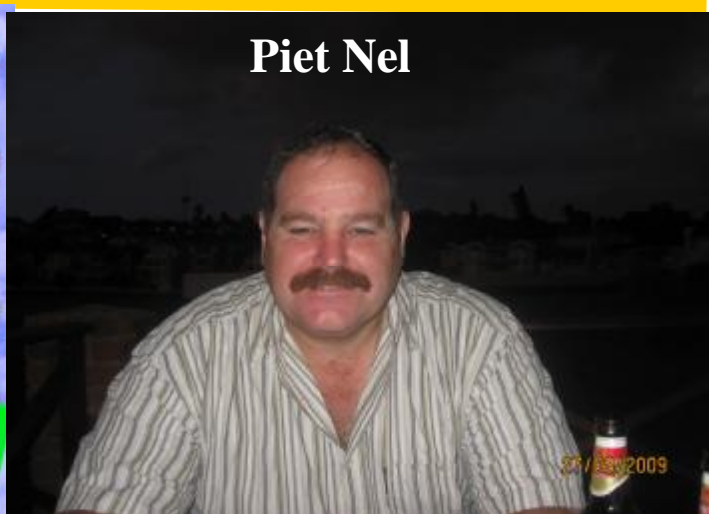
Meng bruismeel en soppoeier

Braai spek en ui in verhitte kookolie

Voeg spek mengsel en karringmelk by droë

Bestandele, en meng goed. Skep deeg in gesmede

Broodpan en bak +/- 50-60 minute of tot gaar..



### Piet se Hot Rod / Rat Rod

In the beginning of 2008 I met Neville Buchler through a mutual friend Olie and we became friends. In 2009 I noticed a vehicle under a cover outside of his workshop. I enquired about it and had a closer look. It turned out to be a 1939 Ford bakkie.

I asked if I could buy it, to which he replied positively at an amount of R2000-00 as it stood. I then asked him to hang on to it until I received my overtime pay, which would enable me to pay him.

I then received a phone call from Olie, asking me if I was really going to re build the bakkie? I told him that I most definitely would. I was then informed that I could go and fetch the bakkie for R1000-00! This left me with R1000-00 with which to buy paint.

Neville helped me take the vehicle home. We offloaded it in front of my house as the trailer was too large to enter. This was a huge problem as one of the wheels was so rusted that it wouldn't turn. I used my Izuzu diesel bakkie to try and tow it but it kept pulling the Ford to one side necessitating the use of a steel bar to lever the bakkie into the area where I wanted to strip it. The stripping process was done gradually as I could find the time.



At a later stage I discovered that it wasn't a 39 model at all, but a 1946 Ford ¾ ton pickup! This came about as a result of a visit from our Street Rod club members who informed me that none of these vehicles were manufactured during the war years. That coupled with the fact that the original manufacturers plates were missing made it even harder to identify the actual year and model.

According to Neville the vehicle was found on a farm in the Kimberly area and this is all the history I have. When I started restoration the vehicle had no bonnet. I enquired everywhere. On a visit to a scrap yard in Gonubie the owner told me to go to a farm just past Farma Rama as there were a few old vehicles standing there. I went to have a look and whilst still looking the owner arrived and introduced himself as Kenny Willemse. I asked Kenny if he had a bonnet and the reply was "sorry no".

At a later stage Kenny purchased a 1938 Dodge engine with nose, bonnet and grill. He gave me the bonnet and grill which I modified by drilling holes in the chassis. Soon after I purchased a 308 Chevy motor from Kenny and installed it in the bakkie.



Nose, grill and engine before

After

To get the bakkie into its present almost finished condition I installed the following parts:-



Power flow gear-box to fit the 308



Speedometer from an Alcameno and dash from a Datsun 120Y

Other parts include a Mercedes brake booster along with pedal and gear shift lever. The wheels are from a LADA, which I purchased from Olie for R300-00.

I have not restored the vehicle to its original because of the scarceness of original parts. What type of vehicle it is I will leave up to the readers and those looking at it to decide. Is it a "Hot Rod", a "Rat Rod", or a "Trod Rod"?

This is not the first time that I have undertaken the restoration of a motor vehicle. I tried once with a Studebaker Camp bakkie and a Ford Transit bakkie. These projects, however, were unsuccessful and I think this was because I was alone with no one to share my enthusiasm or desire. Since joining the club I have made friends with people of similar interests from whom I have obtained help, guidance and advice. This coupled with the fact that they all have similar projects, some complete and others underway. This gives me the motivation I need to carry on and complete my project. I used blue, black and silver paint on the vehicle, as there wasn't sufficient funds for chrome and I built wooden (organ) rails for the bin of the bakkie. I tried to conduct and restore with the lowest possible budget. I did this to show others that it can be done even on a really tight budget.

In conclusion I would just like to say thanks to all the club members who have helped and motivated my efforts.



Thank you Piet for sharing your experiences with us, it is so wonderful that we have the opportunity in the club to share and exchange ideas and I am sure Piet, that your article will re-motivate a lot of us into getting stuck into an existing or new restoration. I was truly fascinated by the number of different car parts Piet managed to use for what started out to be a Ford and ended up as a Hot Rod in the true sense of the word. The vehicle must surely be unique in that it is made from 7 different makes of cars! I was also fascinated with the fact that this bakkie was restored at such a low budget. As Piet says "It can be done!" Piet we look forward to seeing the finished product and will be most grateful if it is ready for our WOW show in June.

All the best and thanks.....Trevor.

