



Official Newsletter of the
Border Street Rod & V8 Club

August
2011

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

Wizards Chatter

Chairman's Chirp

I want to start off by thanking the ladies for the wonderful dinner they prepared for us with our darts evening and I think everyone will agree that the homemade bread really went down well. I think we were all looking forward to the potjie, but the change was most welcome. Congratulations to our darts winners, this event is just special and always enjoyed by all. At our committee meeting we had a lady visitor who invited us to an event at Lilyfontein School. This event is to raise funds to complete their hall as this school is not subsidized by the government. The event will also raise funds for cancer. The show will consist of earthmoving equipment, cars on display, a dog show, helicopter rides and a potjiekos competition, the fruits of which will be for sale at lunch time (1pm). Folks our club as well as all the other clubs has been invited to participate in this event. There will also be flea markets and much more. This event will take place on the 7 and 8th August. We will take part on the Sunday.

Our outing for August the 20th is a garage hop and ladies outing and afterwards we will get back to our club for a meal, further details will follow.

Folks I cannot believe that a year has gone by and here we are at the time of our AGM again. Thanks to my committee for their hard work and commitment during the past year, without their support I would not have been able to achieve all that we have accomplished. Good luck to the committee members who are prepared to remain on the committee and thanks to the committee members who are stepping down for their hard work and input, it was very much appreciated.

On the 8th of October the East Cape Street Rod Club in Port Elizabeth will be hosting their 2nd Car Show and we have been invited to attend.

Kobus will arrange for accommodation at the Uitenhage School Hostel for those who are interested.

The Captain.



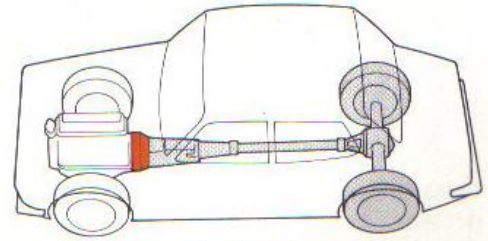
Three ideas of what a man's garage should look like. With the "Hop" coming up soon, is this what we can look forward to, or would you like to come and view mine? For a sneak preview of my garage turn to page 5.



Forthcoming events: 7Th Aug. Lilyfontein Show, 20th Aug. Garage hop with sop & brood, 27th Aug. Ford & friends at the Grand Prix track.

Technical Time

I am aware that the contents of this series are for some readers, "old hat" so to speak, whereas, to the non technical guys it will hopefully help in their understanding of the principles of operation of our beloved cars. I as a youngster learned the hard way, thinking like all youngsters do, that I knew everything, I attempted all kinds of service, repairs and mod's on my poor little Leyland Standard 8. The result of an engine overhaul was, that not knowing about liners and shimming I fitted new big end liners and tightened up as hard as I could, re-assembled the engine and found that I couldn't turn it even with a 10 meter lever!! Or towing it behind a 1938 Chevy? If any of you are really enjoying this article and have missed copies they can be accessed on the internet (www.borderstreetrod.co.za). Or I can print hard copies for you at R10-00 each (payable to the club). This month I have chosen to look at "Fluid drives" which were used by some manufacturers during the 70's. I had often heard of such devices but never owned or knew of anyone owning a car with a fluid drive, so right up until my research came across this article I have been totally ignorant of how it functions. So here at last the secret is revealed.



THE FUNCTION of a fluid drive is to act as an automatic clutch between the engine and gearbox. It allows the engine to idle when the car is stationary, but takes up the drive smoothly and progressively when the driver speeds up the engine by depressing the accelerator pedal.

There are two main rotating parts: an impeller driven by the engine, and a turbine which drives the gearbox. Each is bowl-shaped and contains a number of partitions called vanes.

The two bowls are placed face to face in a casing filled with oil, and they are separated by a small clearance so that there is never any rubbing contact between them.

The fluid flywheel

The basic form of fluid drive, known as a fluid flywheel, or fluid coupling, is used in place of a friction clutch in cars with pre-selector gearboxes. It consists essentially of an impeller and turbine with oil continuously circulated between the two whenever the engine is running. The impeller is driven by the engine, and the turbine drives the gearbox input shaft.

When the engine is idling, oil is flung from the impeller by centrifugal force. Directed forward by the vanes, it enters the turbine, which remains stationary because the force of the oil is not yet sufficient to turn it.

When the driver depresses the accelerator the speed of the impeller increases and the turning effort derived from the fast-moving oil becomes great enough to overcome the resistance of the turbine, which begins to rotate, so setting the car in motion.

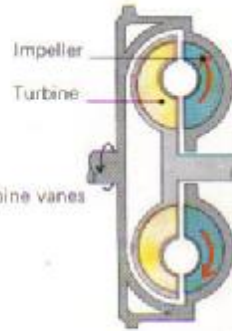
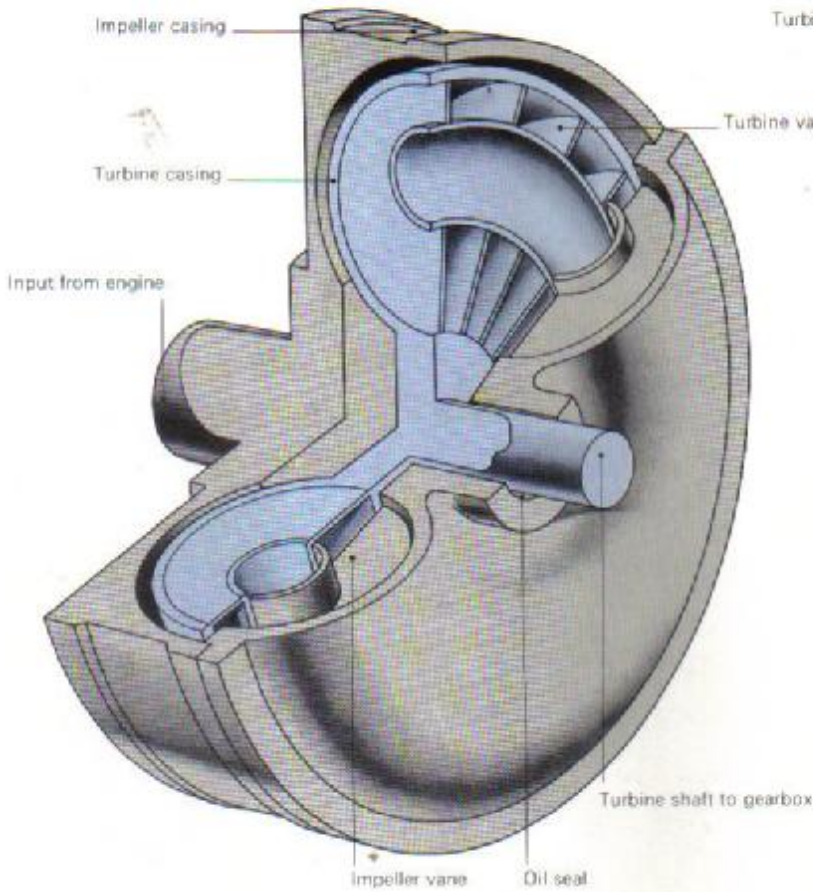
After giving up energy to the turbine, the oil re-enters the impeller and is circulated back to the turbine again.

If the speed of the engine continues to increase, the difference between the rotational speeds of the impeller and the turbine gradually diminishes until the 'slip' between them is reduced to as little as 2 per cent. The limitation of a fluid flywheel is that the torque, or turning effort, which is applied to the turbine can never be greater than that delivered by the impeller.

Unusual to say the least. Are they ugly, beautiful or just plain Odd!



THE FLUID FLYWHEEL



Idling The driving part of the fluid flywheel (the impeller) is attached to the engine and faces the driven half (the turbine), from which it is separated by a small clearance. At idling speed there is insufficient centrifugal force for the oil to turn the turbine and so move the car.

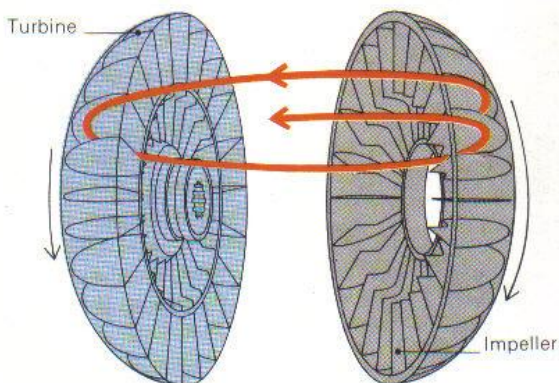


Low to medium revs As the engine speeds up, centrifugal force pushes the oil into the turbine and some turning effort is transmitted. But there is still a large degree of 'slip' in the unit; the output shaft is therefore rotating more slowly than the input shaft.

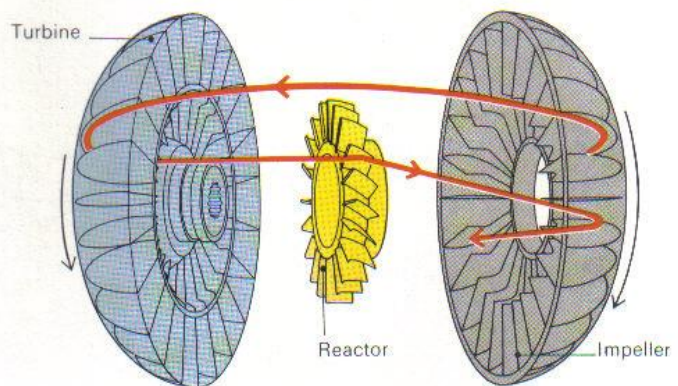


Medium to high revs Once the engine reaches a pre-set speed, the force of the oil is sufficient to transmit full power. This gives in effect a direct drive with the output shaft rotating at about 98 per cent of the speed of the input shaft.

FLUID FLYWHEEL AND TORQUE CONVERTER: THE BASIC DIFFERENCE



The fluid flywheel engages progressively. Its turbine, initially stationary, is driven by oil flung out from the impeller. At engine speeds above 1500–2000 rpm, turbine and impeller rotate at nearly the same rate.



The torque converter has, in addition to an impeller and a turbine, a central reactor which redirects the oil flow to increase torque output at engine speeds up to about 2750 rpm.

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

Streak-A-Head: Latest styles in hair-dressing phone 0437411244

O&K Plant & Vehicle maintenance phone 0437311535

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

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

The past month (July) was unique, as there were no less than 5 Friday's, 5 Saturday's & 5 Sunday's. This won't happen again for 823 years!

This is also the year of the ones, we have 1/1/11, 11/1/11, 1/11/11 and the 11/11/11.

Try this little experiment... Take the last 2 digits of the year you were born and add to it your age this year. The answer will be 111. Everyone in the whole world will arrive at 111 this year.

Modern cars, for the most part, easily go faster than 145km/hr. But City traffic has become so choked up that average speeds

are no more than they were 100 years ago in the days of the horse and carriage. In London today, traffic creeps along at an average speed of barely 13 km/hr!

In 1906, there were only 2 cars in the town of Redruth in Cornwall, England. Yet they somehow managed to get into a head on collision with each other!

The Committee

Chairman - Johan Hattingh
(hattinjp@telkom.co.za) (043 - 741 2577; Cell: 082 412 3365)

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)
(043 736 1390)

Events Co-ordinator - Joyce Hattingh
(telequack@telkomsa.net)
(043 - 741 2577; Cell: 084 798 6248)

Ass. Judge / Scorekeeper Les Thomas
(thomaslw@telkom.co.za) (0437267665
0834128138)

Scribe Trevor Browne
(trevorbrowne@absamail.co.za) (043 726 4798,
Cell 082 499 5334)

Clubhouse Co-Ordinator - Shaun Eberhardt
(seberhardt@um.co.za)
(043 - 726 5772 ; Cell: 083 500 1355)

Chief Judge / Score Keeper - Barry Gradwell
(barry.gradwell@crestchem.co.za)
(Cell: 082 469 3136)

Something to think about



JUST JOKING

A young man is shopping in a supermarket when he notices an old woman following him. He ignores her at first but when he gets to the check out she's in front of him. "Pardon me" she says. "I'm sorry if my staring at you made you feel uncomfortable. It's just that you look just like my son who died recently." "I'm very sorry," the young man replies. "Is there anything I can do for you?" "Yes," she says "As I'm leaving, can you say "Goodbye Mother! It would make me feel so much better." "Sure," the young man answers. As the old woman leaves he calls out "Goodbye Mother!" but when he gets to the till his bill is about twice what it should be. "How can that be?" he asks the cashier. "I bought only a few things!" "Oh as your mother was leaving she said you'd pay for her."

aged to get

Happy Birthday



A careful look at the picture below will reveal, not a group of naked models, but a motor car. Maybe we could use our members to do this at next years WOW!

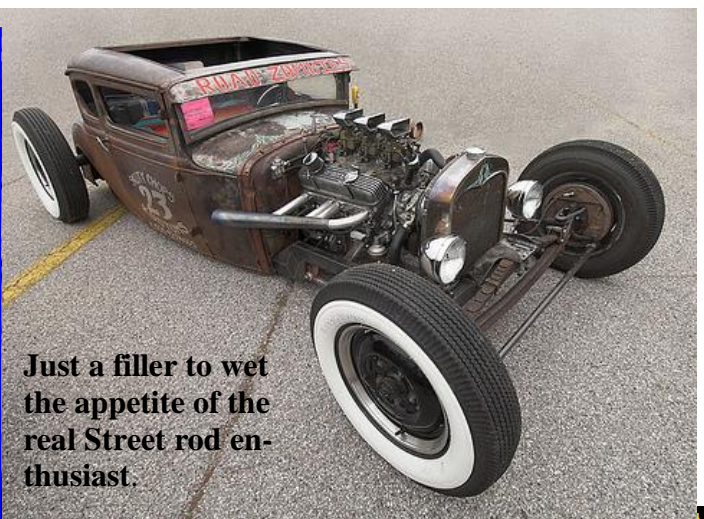


Kenny's Corner No4

The Chassis is back from sandblasting, it is painted and ready for assembling. All brake and master cylinders have been stainless steel re-sleeved, brake drums skimmed and shoes relined, all the brake pipes newly made-up, as well as the handbrake cable. The hill holder is stripped and cleaned, wheel bearings and seals re-placed, front and rear suspension bushes matched and made up. U-joint and centre bearing replaced, the four best knuckle shocks were selected, the best steering box and ball joints was used. King pin and idler arm re-bushed as well as the clutch and brake pedal. The Cape Town Champ has a reconditioned engine with a new clutch and pressure plate so this was cleaned and re-sprayed, then the over drive gearbox was inspected, cleaned and painted. To assemble the rolling chassis with all the cleaned and new parts was not an easy task, although I had five Champions to select parts from. Every single model is different, and with all five Champions available to choose from, I still don't have a starter motor, kick down switch or fuel tank sending unit, these are the parts I still have to hunt for. The rolling chassis will be parked for the time being, and the next step is the body. Cheers until next time. Kenny.



Kenny I salute you, the progress that has been made in just one month is remarkable. If you readers are enjoying these articles as much as I am, then go and give Kenny a hand shake on his achievement so far. From the above write up from Kenny, it would seem that he is searching for starter motor, kick down switch and fuel tank sending unit. If anyone out there can help Kenny with these items please phone him on 0828763633.





It's Christmas in July?



Thanks to the hard work of Joyce, Lorna, Colleen and Ansa, what was going to be a potjie evening turned out to be a traditional roast Christmas dinner, absolutely deeeelicious. Thank you ladies we all love you. And as for darts, well, the pictures tell it all.



.Taking careful aim!!



The overall winners, Clyde & Ansa.



Amanda uses the famous "four finger throw" technique.



Hester demonstrates the assegaai attack!



Food, food, glorious food.



Please let it be double 5.



More food.



The professional approach.

