



Official Newsletter of the
Border Street Rod & V8 Club

August
2010

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

Wizards Chatter

Chairman's Chirp

Hi Folks,

On the 17th July we had our darts evening and this year it was a spitbraai expertly carried out by Shaun and Ansa Bezuidenhout. Their son brought along his DJ equipment and we had some pleasant music in the background. A big thanks to them for their hard work, I think it was much enjoyed by everyone. In the afternoon the people who looked after the spit had a game of bowls.

Our Webmaster spends many days on his computer updating our website and I would like to encourage members to go onto the web. A huge vote of thanks to Bruce for all his hard work. Our club can certainly be proud of our website. I would once again appeal to everyone to help Bruce with photos and projects or business ads for the web. He made it clear that it is our website and he really relies on information about events that have taken place. Lets make a special effort to help Bruce and at the same time this also helps Trevor who does our newsletter. Anyone with a new project or progress on an exciting project we would like to see your work. It can also be an interesting article on any subject of interest.

On a not so nice note, we had Celeste in hospital with an operation but she is back at work and well. Kenny sadly lost a brother and our condolences go to him and his family. This week Barry suddenly ended up in hospital. His initial symptoms as far as I am aware were not those of appendicitis, but this was in fact what it was, requiring them to be removed. Barry is still in hospital at the time of writing and we want Amanda and family to know that the Committee and members are thinking and praying for a speedy recovery. Folks, just to remind you that all outings take place on the third weekend of every month where possible. Upcoming events is our weekend away camping at Kei Mouth and on the 2nd of October. PE are planning a Car Show but we are still waiting for information on this event.

The Captain



Editorial

In the May issue of W.C. you may remember my model "Linotype" on which I served my apprenticeship with a newspaper. Whenever a gremlin crept into the paper by accident or whatever, reference was made to the "printers devil"! Well that is exactly what happened last month (July), as somehow I published the previous years Chairman's chirp! Surprisingly only a few members picked this up, amongst those that did was Lorna who positively identified it as last years chirp for the same month, hence the references to both the Wow show and darts evening which of course gave the wrong dates. The Chatter that is on the web has been corrected for page 1. This month. Shaun Bezuidenhout has joined our sponsors on page 4, please take the time to glance at our sponsors list and give support where possible. Their contribution of R50-00 per annum goes to help cover the printing costs of W.C. Should any of our other entrepreneurs wish to advertise please contact me. Should you wish to have a large "display type" add, this can also be arranged, the price of which will be calculated on the extra printing costs. Remember too that your add goes onto our website (www.borderstreetrod.co.za) as well which has, over the past few years gathered a large readership, The number of hits we have had so far this year is just under 100,000 (*yes that is one hundred thousand!!*). Should you miss a noggin, or for any other reason not receive a news letter then you too can call up www.borderstreetrod.co.za. In fact I would reflect Johan's chirp in encouraging everyone to visit our site to see just what a great job Webmaster Bruce Clayton is doing for us.

Forthcoming Events:

To be announced at the noggin 4th August

Eor Sale:

1984 Ford Siera contact Brian on 0437361390

MEMBERS' PROFILE *LINDSAY & HEATHER BRIDGER*



This couple have been members for the past 18 years making them two of the longest serving members of our club. Lindsay is the owner of a 1948 Willy's Jeep, but more about that next month as I will be featuring it in "My Wheels and I". Lindsay was born in Sterkspruit in the suburb Umlamli where he started his schooling. From there he moved with his parents to this part of the world and he joined that lovely old school De la salle in E.L. and finished up at BHS in Butterworth. He loves fishing and if stranded on a desert island would want to be with none other than Heather because boy, can she cook fish! That brings us to his favorite dish, and yes, you've guessed it "seafood's!" while Heather will settle for a plate full of delicious Chinese cuisine. When asked what originally attracted Heather to Lindsay she confesses that she thought he was an SAA pilot but the blue uniform he wore turned out to be his working outfit for repairs to the aero planes! When I asked Lindsay the same question, (what attracted you to Heather) all he said was "Mother Hen??" And when asked who she would like to be shipwrecked with on a deserted island, she would choose her spouse so that at least they could survive on fish. (Lindsay you had better accompany us on our weekend to Kei Mouth to demonstrate those fishing skills). Heather's hobbies include reading, walking and camping, so you can come to Kei Mouth and camp while hubby goes "a fishin". This couple met each other right here in EL where Heather was born and bred. It was a blind date (amazing how many club marriages resulted from blind dates). She went to school at ST. Pius Convent in Cambridge and what sport she played there who knows? As her answer to me was that she is an arm chair sports person watching it on TV and I dare say that Heathers schooling days were long before TV!! However we all know and love Heather as a Motor sport person as she shares hubby's interests to the full. If she should win the lotto and that's coming close as she won the clubs R3000-00 draw recently, she would invest the money wisely and help as many family members as possible (can I be part of your extended family please?). To improve our club they are both unanimous in suggesting that we get a clubhouse of our own. The news letter they are very happy with and I must thank you both for the most encouraging comments. The car of Heathers dreams is an open top sports car, (Heather your welcome to travel topless with me anytime in my Spittie), whilst Lindsay would prefer a Nissan GTR or a Chevy Corvette. To reduce our countries crime rate they want all criminals deported to Siberia and to win Formula 1 Webber is their choice even though they are Shumacher fans. Heather is a housewife part time and the other time is spent being a bookkeeper /receptionist at Alros's salon. Lin (that's his nick name) as explained earlier was an aircraft technician with SAA (now retired) and spent many years running the Technical department at the East London airport.

God Bless you both,

Trevor.

Spitbraai and darts 17th July





Bradley Bezuidenhout

JEREMIAH

Brad's Dad

Known as his "Pipe Car", Jeremiah is a total "go anywhere" fun car. Following is Bradley's story of how his dream came together.

Jeremiah started off as a single seater sidewinder with a 450cc motor. My Dad was not fond of this acquisition as it was a chain driven machine. After 5 years of having the sidewinder we decided to mount the frame onto a Kombi suspension, but this didn't work as the frame looked out of proportion to the chassis so we decided to sell the sidewinder and build a 2 wheel drive buggy for me to compete in competitions with my Dad and friends as we belong to the 4 X 4 club.

After months of working on it whenever I could get a gap on weekends and between exams, I would get just one step further and then, all of a sudden it started taking shape and from the front it looked like a bull frog. This is where the name came from. I asked my sister's boy friend Dylan to come up with a name for me as he has always been good at this. Dylan's favorite song was "Jeremiah was a bull frog" so he said why not call it "Jeremiah?" and that is how it got its name.

Specification on Jeremiah

Engine:	1,8 CLI fuel injection motor converted to carburetor.
Tyres Front:	Goodyear MTR.
Tyres Rear:	8ply tractor tyres.
Gearbox:	2,3 Kombi Caravel.
Steering Column:	Nissan 720.
Brake Booster:	Nissan 720.
Turn Brakes:	Home made using Kombi Handbrake cables.
Suspension Front:	Kombi Caravel 2,1.
Suspension Rear:	Kombi Caravel 2,1.
Carburetor:	Ford 32 Weber.
Time to complete Jeremiah:	Started 20th April 2008, Finished 10th May 2009.

Take time to read this spec, its quite priceless. It would seem that it is made up of a little bit of this and a little bit of that. Brad you must check out page 6 it would seem that some Vrystaat farmer had a similar idea with his "Ventersdorp Harley!!"

Initially I thought Jeremiah was Shaun's car but after reading the forgoing I established that it was in fact his son Bradley's car. Looking at time and the age of Brad I would say that he acquired the vehicle at age of 11 and now at age 16 he is its very happy owner. I dare say that all the work Bradley did on the car was supervised to some extent by Dad. It really is so nice to see father and son combinations sharing a common hobby. Bradley we wish you lots of luck with Jeremiah and hope to see you join Mom and Dad at the Street Rod club sometime.

Congratulations to Morne Hattingh (another father & son team) who has acquired a 1967 Ford Anglia which I assume he will be putting into ship shape in the course of time. Hopefully for the "show and shine".

Congratulations also to Patrick Eberhart who recently took possession of a 1947 Ford.

Final congratulations go to Shane Sutherland who took possession of a recent model fiancé! Well done Shane and Terry. May you have a long, happy and loving relationship with many fun packed kilometers ahead.



Nostalgia from the wonderful 50's. For those of us who remember such things as "LP's, 7 singles, His masters voice, pick ups and styluses, 78 and thirty three & a third" with a high fidelity record changer, these were the order of the day. Not to mention the Chevy at the filling station asking for 2 & sixpence worth of petrol (25c in today's cash). See also page 5's story "Inspired".

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

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

Monthly Raffle

The Club Raffle for last month was won by:

The sound system raffle was drawn & was won by a non club member.

Well Done!

2010 subs are now overdue for some.

The Committee

Chairman - Johan Hattingh
(hatingjp@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)
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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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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)
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Something to think about



Intense cold was to blame for Big Ben striking only once at midnight on 28th January 1947.

In law, if a wounded person does not die within 1 year and a day, the offender is not guilty of murder if the wounded person dies later.

King James 1 (1566-1625) sold Canada to Sir William Alexander for one Scottish penny in 1621. (just goes to show how the value of money has deteriorated!! Ed)



JUST JOKING

Wife asks husband, "How many women have you slept with?" "Only you my darling", he proudly says, "With all the others I was awake!!!"

Oom Kallie en Tant Anna, wat hulle hele lewe lank geboer het, trek na 'n meenthuisie in die stad. Dis nou, nadat hulle alles verkoop het: plaas, trekkers, bakkies, vee, sommer die hele spul, lock, stock and barrel.

Na 'n maand in die stad, se tant anna vir Oom Kallie: "Ag nee wat, ou Kallie.... Ek dink ons moet vir ons 'n klein motortjie koop. Ons kan nie net hier sit nie!"

"Ons moet darem kan rond ry en plekke sien!" Oom Kallie was 'n groot Ford fan, en hy maak toe die koerant oop by die motor classifieds. Hy lees "Escort Agency" en skakel sommer dadelik die nommer.....

Oom kallie: "Dagse dame. Het julle enige Escorts en hoeveel kos hulle.....?"

Dame: "Ja Meneer, ons het. Hulle wissel tussen so R200-00 en R250-00."

Oom Kallie: "Liewe DONNER, my meisietjie! Wie het hulle so in hulle MOER in gery!?! Is daar nog van hulle wat kan loop?!!"

Dankie Barry.

Modelers corner

Wrong guess, not a Caddy, but a 19 something Buick and wrong again, its not a full size car on the beach at Glen Muir, but one of Les's fine collection of model classics!



Happy Birthday



INSPIRED

By

TREVOR BROWNE

Most of us classic car outjies are a little long in the tooth? (forgive me for those who are not). And it is sometimes with a sense of wonder that we look at modern technology and how it has affected our lives! Some of us were born in the early 1900's and I use myself as an example having been born in 1939. We have all seen the exciting modern marvels including the modern history of the motor car which took it from a very unreliable mode of transport to what it has become today. We even witnessed the change of the century and all that went with it. In fact I think I would be right in assuming that a good number of our club members were part of the 50's and 60's scene when we had a life style totally different to today's youngsters life style. We were there when the Charleston was taken over by the Be-Bop, the Twist, the Basonova and other mod dances of that time. Smoking was a must, as it was the "in thing" to do, with no idea that lots of us were signing our own death warrants. Greasy combed back hair was the style of the day for the male gender whilst the "H" line was popular with the ladies. Right now if I think back to those days, I can remember that all of us boys were torn between two loves, one being the fairer sex and the other was for a late model motorcar! The ultimate was to have a sexy girl friend and a larny sports car. Invariably the sports car came first.....the chicks followed. I remember so clearly those day's when most of my peers had better cars than I, why, some had sports cars and some even had TR2's and 3's, while I had to be contented with a little underpowered 1948 Standard 8 (from the right stable you may well say) but alas, with a side valve 800cc engine, I had to battle up even the smallest hill in first and second gear. The ride was a little short of comfortable and not being able to afford a new battery, on one occasion I was terribly embarrassed to have to crank the car by hand to take my date back home. Not to mention that on the way home after a party or whatever my friends took great delight in overtaking me in their MG's and TR's making my little car look as if it were standing still! My Standard 8 became well known in those days as once a month it boasted a new colour scheme (two tone was the name of the game in the 50's and 60's) and one of the schemes I chose became known as "Baby shit Beige and Gangrene Green". The car had three major weaknesses, one was the cable brakes (before Leyland turned to hydraulic) which on occasions had little or no effect and the other was the diff which would strip teeth regularly. The third was the inability to attract the chicks, a major draw back to the ego in those byegone days. So now some 45 years down the line, I find myself owning the very car of my youthful dreams, yes a shiny, red open top sports car WOW!!! So sometimes on a Sunday afternoon I put on my Triumph jacket and cap, look in the mirror to see that I look the part and convince myself that the dolly birds out there will go bananas over us (the car and me that is). Oh what wishful thinking, the young birds of today are looking to much more interesting things than old sports cars, not to mention the geriatric driver, although I did get one lady give me the eye, she must have been well into her 60's and probably had the same memories as I and it is at this stage that I realize my age, (sort of 70ish) and its not likely that I will find some nice young thing to want to ride in my car, except, if I happened to be a millionaire which of course is just wishful thinking. Ahhhhh well I can dream can't I, maybe one day I will win the lotto and then just watch those young chicks boasting that it's better to be an old man's sweetheart than a young mans slave, and guess what, for the sake of those millions she will even learn to like my classic sports car.

Don't ever give up.



Left: My original 1948 Standard 8.

Right: The car of my dreams in the early 60's.



SEE STORY ABOVE

Technical Time The Electrics part 2.

The wiring itself should be reasonably heavy, particularly if the car has a 6 volt system. Wire is relatively cheap so don't spoil the system with flimsy wire. Where possible sheath in plastic tubing with proper terminals at both ends. These tags should be soldered on to the wires. Where a grub screw is used to secure a terminal, solder the end of the wire to prevent it from fraying or working loose, also ensure that the insulation goes right up to the entrance of the terminal.

Always use rubber grommets when passing cable through holes in the metal (very important) Junction terminal boxes are very useful where wires have to be split up such as in side and tail lamp circuits. Terminal blocks at strategic points can make wiring a lot easier as well as providing points for testing in the event if a fault or additions to a circuit. All fuses should be properly sized (current rating in amps) and accessible.

Reference was made in part one to a negative power supply cable. On a modern car with unitary construction, all body parts are electrically as one and it is quite satisfactory to use the body as the earth return. However, on older vehicles with a separate chassis and umpteen bolt on units, this does not work and can lead to a large voltage drop, or in some cases no electrical current at all. So here a heavy earth cable should be brought to some central point, say, the bulkhead and all components including the engine should be electrically connected at this point. For the same reason all lights and auxiliaries should have two wires feeding them. It is not good enough to rely on the body-to-chassis connection. Between the side lights and the main earth could be many coats of paint and sometimes a rubber spacer so the chances of electrical current through all that lot are slim indeed.

Despite the low voltage of the lighting and starting circuits the working conditions are extremely unfavorable. Bear in mind that the car body is in a state of continual vibration in which there will be relative movement between the constituent parts. Care should therefore be taken to prevent rubbing or chafing or movement of any kind which would tend to destroy the insulation.

Where there is relative movement between components sufficient slack in the wiring must be provided. In no case should wires press against a sharp edge or corner. Flexible metal or plastic tubing through which the wires are passed is good protection. Staples and clamps must be carefully insulated and connections properly secured. Only use standard cable. Most wiring faults are due to bad workmanship or inferior material so it can safely be said that most wiring faults are avoidable.

Wiring harnesses in which wires are bundled together are useful but in older cars would have to be specially made up. Bunching of groups of wires has the advantage of providing a cushioning effect thus reducing the risk of fracture. However, if a wire in the harness becomes defective it must be disconnected and a new external wire run in its place.

Separate fusing of all circuits is impractical owing to their number. In some important circuits, such as ignition, fusing is undesirable. Some say the headlights should be fused separately, because of the danger of both lights being extinguished simultaneously. The fuses should be rated for the highest load (amperes). Keep wires away from heat sources such as exhaust or engine components. So as they say "*keep it simple*". Faulty wiring may not only result in difficulties in engine starting or dim lights, but it can also lead to a complete breakdown at the most inconvenient time which could otherwise be avoided by a little forethought and better spent energy.

Note from Ed: These wiring details and tips apply only to older non computerized vehicles and those without transistorized ignition systems. This became quite apparent to me when my plastic BMW failed to start recently. After replacing the battery which had become defective the car continued not to start and I immediately blamed the starter motor solenoid which didn't actuate on the starting signal. Being clever me, I "hot wired" the solenoid and yes it caused the starter to swing the engine but the car still didn't start. To cut a long story short the BM specialists did a R3500-00 repair to some electrical brain box situated inside the dash board!! Give me a 39 Chevy anytime.



They say "He who laughs last, laughs longest?!"

A wee bit of faith

A nun who cares for the elderly is on her rounds when she runs out of petrol. She walks to a nearby garage and asks the attendant if she can borrow an empty can to take some petrol to her car. The attendant explains they've lent their only can to another motorist and she'll have to wait for him to return it. As she's in a hurry she decides to walk back to her car to see if she can find another suitable container. Sure enough, in the boot she finds a bedpan that she has to give to an old man. She takes it to the garage, asks the attendant to fill it with petrol and carries it back to her car. As she pours the fuel into the vehicle two men walk by. One turns to the other and says, "That's what I call faith!"