



# From the Sump

by Felix Furtak

Hi Peter, (Truter)  
Thank you for your assistance to market the Kaiser. I have today made a commitment to a gentleman from Pretoria who wishes to place the car in his museum where he has 63 cars on display.  
Kind regards,

Arthur Field

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Wednesday 17th Sept: Guest speaker Mike Honeyman spoke to us about ‘detailing’ – products and techniques to protect and beautify a car. A very informative talk with many tips on how not to spoil a good paint job... Mike can be contacted on: 082 442 5070

A demonstration will take place at the clubhouse on the 19th of November. Come along and be impressed!

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Herewith a potential solution to Dickon’s problem, as close as I could manage:

*NON CREDAT ARTIFICEM  
UTREM*

as from mechanics they did not know but did have Okes wot fiddled with things, so gracing them with somewhat elevated status, and changing the can (which was unknown 2K years ago) to a bottle. If you also add a modicum of emphasis and use “NEVER”, it has less of an epithet-like crisp ring to it as:

*NON CREDAS A FABER  
IN UTRE*

Or you could resort to the nonsense Latin to vent your ire as:

*NON ILLEGITIMI  
CARBURUNDUM EST*

Hope this may help to palliate some of the fury at being “had”.

Bruce 🚗

Today we will crawl under the wheel arches and look at some suspension issues, namely the famous McPherson setup:

*The picture (right) depicts the results from a suspension repair by a well know Cape Town fitment centre. As the correct units were not at hand, some other units were purveyed and the dish squeezed into submission by a vice to accommodate for the smaller spring diameter*



*Now that the springs are fitted, we need to take care of the wheel geometry: This was done in a tried and tested way, however the task was somewhat extended, as the strut had to be fitted to a foreign hub, or should I say vice versa. ↓*



So far from the far side. But let us get more serious as the legs of our cars are of utmost importance:

*It is very popular to replace the wornout inserts of the struts by other or generic inserts. All sorts of methods get employed to achieve this end, and if the end can’t be reached, it gets extended:*



*It took rather an effort to get the thing looking as intended by the manufacturer: ↓*



*Shocking strut corrected*

◀ *A good weld, by a reputable well known craftsman, but then again steel is not THAT expensive, come on, use a new piece ....*

Which now brings me to the core issue: A shock is not just a shock, those of us who had the misfortune of studying engineering will remember with awe the differential equations used to describe a damped suspension system.

All you really need to know is that altering of any of the initial conditions, will totally alter the result, most likely for the worse, not the better.

Compression and rebound forces are matched to each vehicle, and harder is not always better. Never

mind that you don’t want to find out at 200km/h that it did not work as expected. So don’t replace your cartridges with anything but the original, or approved aftermarket parts. But halt..... we are very privileged to have the expertise in Cape Town to rebuild McPherson struts from scratch to manufacturer specifications...

*Next issues: Door gaps and fittings*

