



TOOLBOX



TWEEDE KWARTAAL / SECOND QUARTER 2017



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWENR 138/ EDITION 138

DAGSÊ VRIENDE / GOOD DAY FRIENDS

Ons het die afgelope 3 maande weer lekker uitstappies gehad. Ek moet sê die wynplaas besoek was baie lekker. Dankie aan Ann en Jors vir die reël hiervan. Die pizzas was uit die boeke. Ons het dit baie geniet. Dankie ook aan Danie en Lydia wat die Supa Quick besoek gereël het. Dit was insiggewend. Ek het nooit gedink dit is hoe met bande gewerk word nie. Ons het ook daarna lekker gebraaai en gekuier by die Museum. Dankie vir almal wat ons ondersteun het. Oom Manie het vir die mampoer gesorg, so niemand kon kla oor die koue wind nie.

Groete, Dircolene

CLASSIC CARS

Avid classic car collector and expert Brian Bruce says that like art and architecture, classic cars represent the societal style of a particular period, following the technological, styling and socio-economic trends of the time. Many people buy them out of nostalgia for a bygone era or to reconnect with brands or models they grew up with.

MARQUE AND MYSTIQUE

But what makes a classic car collectible? 'Traditionally, buyers have been motivated by emotion, mystique, performance success, styling, engineering and marque, but investors are increasingly driven by rarity and future value profile,' Brian says. 'The benchmark collectible car is the Ferrari - one regularly sees these iconic cars going for between US\$20 and 30 million at international classic car auctions. They're beautifully designed, highly engineered cars with excellent provenance. Other iconic classics include the E-type Jaguar and the Austin or Morris Mini, which won the Monte Carlo Rally four times.'

Brian will have eight of his own heritage vehicles on display at this year's Knysna Motor Show, including an extremely rare 1935 Jensen Ford and an original 1935 Bentley Sports Coupe. His recently restored 1954 Austin-Healey 100 Le Mans will debut at the show.

CONSISTENT RISE IN VALUE

Leon Strümpher, Portfolio Manager at SPWKnysna branch and himself a classic car investor, says the market for classic cars has experienced a consistent rise in value over the past two decades. 'The value of the classic car market in the UK alone is said to be about £5.5 billion. According to the Knight Frank Luxury Investment Index the value of the classic car market internationally has over the past 10 years appreciated more than that of watches, wine, jewellery, stamps and art,' he says.

The latest price index compiled by the Historic Automobile Group International shows that Mercedes-Benz has been the best performing marque, increasing in value by just over 85% over the

past three years. Ferrari also did well, posting an increase of 65% and sending Porsche into third place with a rise of almost 60%.

A 1960s Ferrari Dino that might have sold for R25 000 in the 1980s may sell for as much as R6 million today, Brian says. An E-type Jaguar worth R50 000 in the early 1990s might fetch upwards of R2 million in 2017. 'Generally, the most desirable cars are open-top sports cars - convertibles and roadsters. The rule of thumb is "hood down, value up".'

The best performing classic cars in terms of return on investment have been the Ferraris from the 1950s and '60s - the highest price paid for a Ferrari is believed to be more than US\$50 million for a 1960s Ferrari 250 GTO, he says. 'Certain models of Jaguar, Aston Martin and Mercedes are also top sellers as are some Bentley, Duesenberg and Bugatti models from the pre-war era.'

Some of the increase in value of classic cars over the years has resulted from a distinct shift in ownership profile, with older owners selling on their 'used' cars at second-hand prices to early collectors buying into future value. 'We're also seeing a trend towards preservation rather than restoration, with "barn-find" cars that have been hidden for years being preserved to retain their originality - and hence, their value - rather than being subjected to full restoration.'

NOT ALL CARS ARE EQUAL

Leon points out that not all cars are equal when it comes to investing in classics, and not all are good investments. 'It takes a really deep knowledge of this industry and a lot of homework to know which ones will appreciate in value. Investment cars vary

dramatically in price tag and returns, depending on their rarity and condition, and the size of the buyer's pocket.'

He suggests looking at the younger classics: 1970s, 1980s and early 1990s models, V8 and preferably manual transmission. Mercedes models from the 1970s are becoming sought after, with prices rising steadily. 'The key is to get a vehicle from a good marque, such as the German, British and some American brands, before there's great demand for that model.'

Brian's advice is to go for brands that have continued with their ranges through the years, such as the Porsche 911 range. 'There have been various iterations of the 911 models, and the 1970 and '80s versions are now being hunted down,' he says. Other desirable brands include the sports version of the BMW 6 series, Maserati, Mazda MX5, and Toyota sports cars.

PRICE DRIVERS

So what's driving the prices of classic cars? Leon says classic cars are becoming scarcer every year, as many leave our shores for Europe or the US. For foreign buyers, South African vehicles are well priced, even when transport costs and taxes are taken into account.

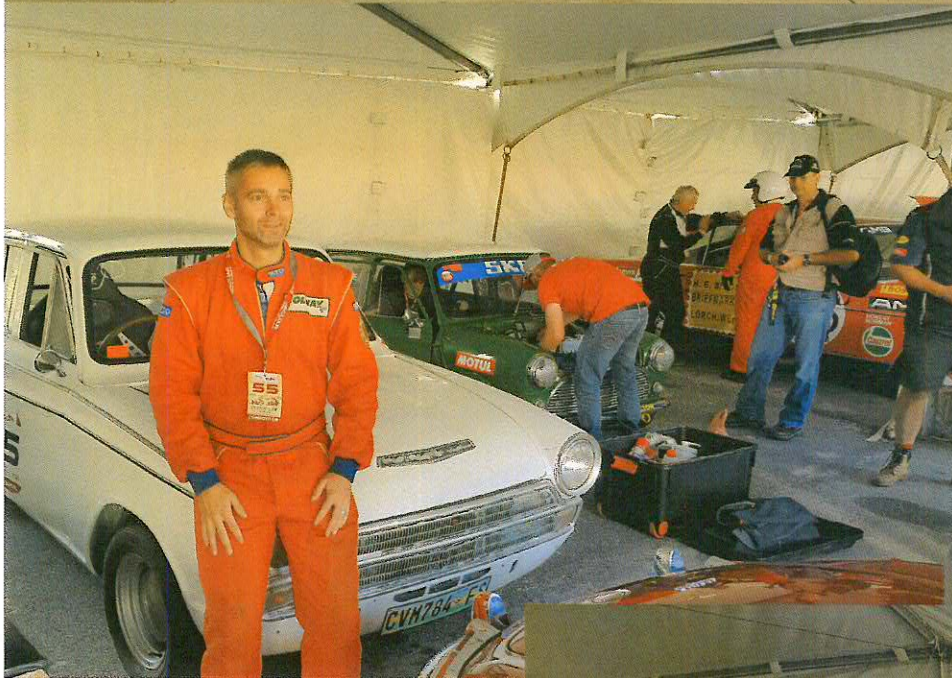
According to Brian, TV shows, car shows and the availability of information on the internet have increased public awareness of classic cars and the prices they can fetch, which has increased the number of sellers and buyers. South Africa has an active if somewhat fragmented classic car community with a good number of collectors, online sales and a full diary of shows throughout the year.

NOT FOR THE FAINT-HEARTED

'Investing in a classic car can be an exciting and extremely rewarding venture, but it's not for the faint-hearted,' Leon says. 'It requires time and attention as well as resources - such as real estate to house your vehicles - and you need to do your homework. To avoid future pitfalls you should look for rust, do regular maintenance, replace perished parts with original parts and try to acquire a car with low mileage.'



Supa Quick Bethlehem
Besoek



Jaguar Simola
Hillclimb - Knysna



A Visit To The Rose House Wine Cellars - Fouriesburg





KNYSNA MOTOR SHOW 2017



THE KNYNSNA MOTOR SHOW LIVES UP TO LOFTY EXPECTATIONS

With a strong turnout of stunning and some very rare cars and motorcycles at the Knysna Motor Show on April 30, it is now firmly established as one of the premium motor shows in South Africa.

If you did not attend the motor show you missed one of the most exciting motor shows on the calendar, which included spectacular Vintage and Veteran cars, Classics through to Super Cars and not to mention the stunning Motorcycle display.

Organised and run by the Garden Route Motor Club and sponsored by Sanlam Private Wealth the motor show was again run in exemplary fashion. Judging by the vast number of comments received, the Knysna Motor Show was a roaring success. Around 6500 people turned out on a sunny hot day to view the more than 400 exceptional cars and motorcycles all personally invited to participate.

The Sponsorship of Sanlam Private Wealth has brought a different dimension to the motor show and has enabled the organisers to further lift the standard of the motor show.

In its sixth year the motor show continues to grow exponentially in quality and it is wonderful to see the popularity across SA. The strategy adopted to personally select and invite participants is clearly paying off and will remain the same for the future. This strategy ensures that we maintain the high level of quality and interesting cars and motorcycles on display.

This was again a very interesting year and something for everybody, with many unique elements included in the display and visitors were awestruck with the stunning displays.

Two rare displays featured this year. On display were 18 MG MMM cars which were manufactured between 1929 and 1936, then we displayed 15 Micro cars from the 1950s.

These displays were supported by amazing veteran and vintage Model T, Bentley, Bugatti, Hispano-Suiza, Packard, Maxwell and many more.

A display of Morgan cars dating from 1928 through to 2016 caused further excitement.

Then there were the exceptional and interesting cars of Peter Lindenberg and Shelby Mustang, the Barnard BT LMP3 cars, the magnificent display of the Parnel Bruce car collection and the special Porsches of Franz Pretorius.

We also celebrated two 60 year anniversaries, namely the GSM Dart and the Lotus 7. If this was not enough a broad range of sports classic cars which included Jaguar, Mercedes, Austin Healey, Porsche, Triumph, MG, Lotus, Alfa Romeo and many more.

These displays were complimented by modern super cars like Ferrari, Lamborghini and Audi R8.

The Nelson Mandela Metro University also added a special touch with their winning Eco Car, manufactured from Carbon fibre, powered by a 125 cc petrol engine with a fuel efficiency of 127.86 km/l.

A further interesting and growing display was that of the 50 motorcycles ranging from 1914 through to the 1980s. This proved very popular throughout the day and in particular when the start-up of these very special motorcycles commenced. Much like the car section the motorcycle displays are becoming the best in SA.

A further highlight of the Knysna motor show was the awarding of the floating trophies and prizes. The awards were judged by Wayne Harley from the Franschoek Motor Museum and Stuart Grant from the magazine Classic Car Africa.

The most appealing and beautiful vintage and Veteran car – pre 1940 (Meilleur Vieux Voiture Trophy) is sponsored by Classic Car Africa and the Prize by Karoo View cottages in Prince Albert T.

The winning car being the magnificent, one of a kind in the world, 1926 Hispano-Suiza and owned by Rudolph Grevensteyn.

The best classic car in terms of appearance, cleanliness and originality (Cocoursd'Elegance Trophy) is sponsored by Classic Car Africa and the Prize by Protea Quays hotel – Knysna.

The winning car being the 1973 Alfa Romeo Giulia Super 1600 owned by Krige Bolton

The best featured one make car display (Style et Lux Trophy) is Sponsored by Autoglym and the prize being an Autoglym car care valeting product pack.

The winners being the GSM (Dart & Flamingo cars) stand by Rose and Peanuts Fouche.

In addition to the above trophies a further trophy was awarded to the motorcycle section.

The most appealing and beautiful Motorcycle on display as judged by the public. The Trophy and prize is sponsored by the Motorcycle Showroom – Knysna. The prize being a magnificent motorcycle hydraulic lift.

The winner being a beautifully restored 1914 Clyno motorcycle with sidecar and owned by Steven Helm.

Records were broken on the day in terms of the attendance and the gate takings. The result will be that the nominated charities will gain substantially from the Knysna motor show proceeds.

The Garden Route Motor Club is thus elated with the overall result of the Knysna Motor Show and thanks all the sponsors and participants for making this another blockbuster motor show.

We look forward to welcoming everybody in 2018.

Kind regards,

Peter Pretorius

Chairman – Garden Route Motor Club.

We, or most of us have seen the devastation that happened after the Simola Hill climb where millions of Rands worth of irreplaceable cars were destroyed by fire. At this stage what caused the fire is unknown and any investigation won't bring them back. A few years ago a warehouse in the USA full of some of the world's most valuable Packards also went up in smoke. These unfortunate occurrences do happen. Let's protect our valuable collector cars from a similar fate by fitting a simple inexpensive cut-off/ isolating switch.

Attached is Technical Tip 61 as a reminder

SAVVA Technical Tip 61 – Battery Isolator switches

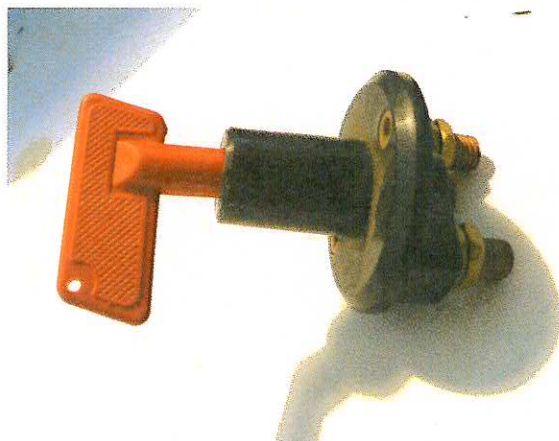
The fitting of a battery isolating switch to isolate the battery when a vehicle is not in use is very often on our "to do" list – but we never seem to get around to fit them. However, how often have we come to start up our collector car to find out we left the ignition or parking lights on or the battery has just drained away via some unknown gogga in the system.

These switches are freely available at a cost of approximately R100.00 each and are very easy to fit. The cable that should be isolated is the main one from the battery to the starter motor. When the car is not being used or is in storage this switch will protect the electrical workings of the car. Most switches also have a removable key so they double up as security devices.

The big danger of a car standing unused with the battery connected is that of fire. Many an old car has been reduced to scrap by a wiring fault. Incidentally, this isn't only a problem with old cars – if you visit any of the large storage yards where damaged cars are stored for evaluation by the insurance companies, you'll be surprised at the number of modern cars that are burnt out. They don't even send them to the breaker yards as there is nothing left – they are just crushed.

We suggest the switch be fitted as close to the battery as possible. The battery box would be a good choice or somewhere in that proximity. We invariably open the bonnet to check the fluids before using the car and the switch can be activated at the same time. As an alternative - the battery cable can be re-routed or extended and the switch can be fitted somewhere under the driver's seat or under the dash on the firewall.

p.s. If you can't find one in your area I see they are advertised in the EPVCC newsletter for R59.95 each. Contact Speedyquip on 041 484 1506 or sales@speedyquip.co.za



SAVVA Technical Tip 119 - Master Brake cylinders

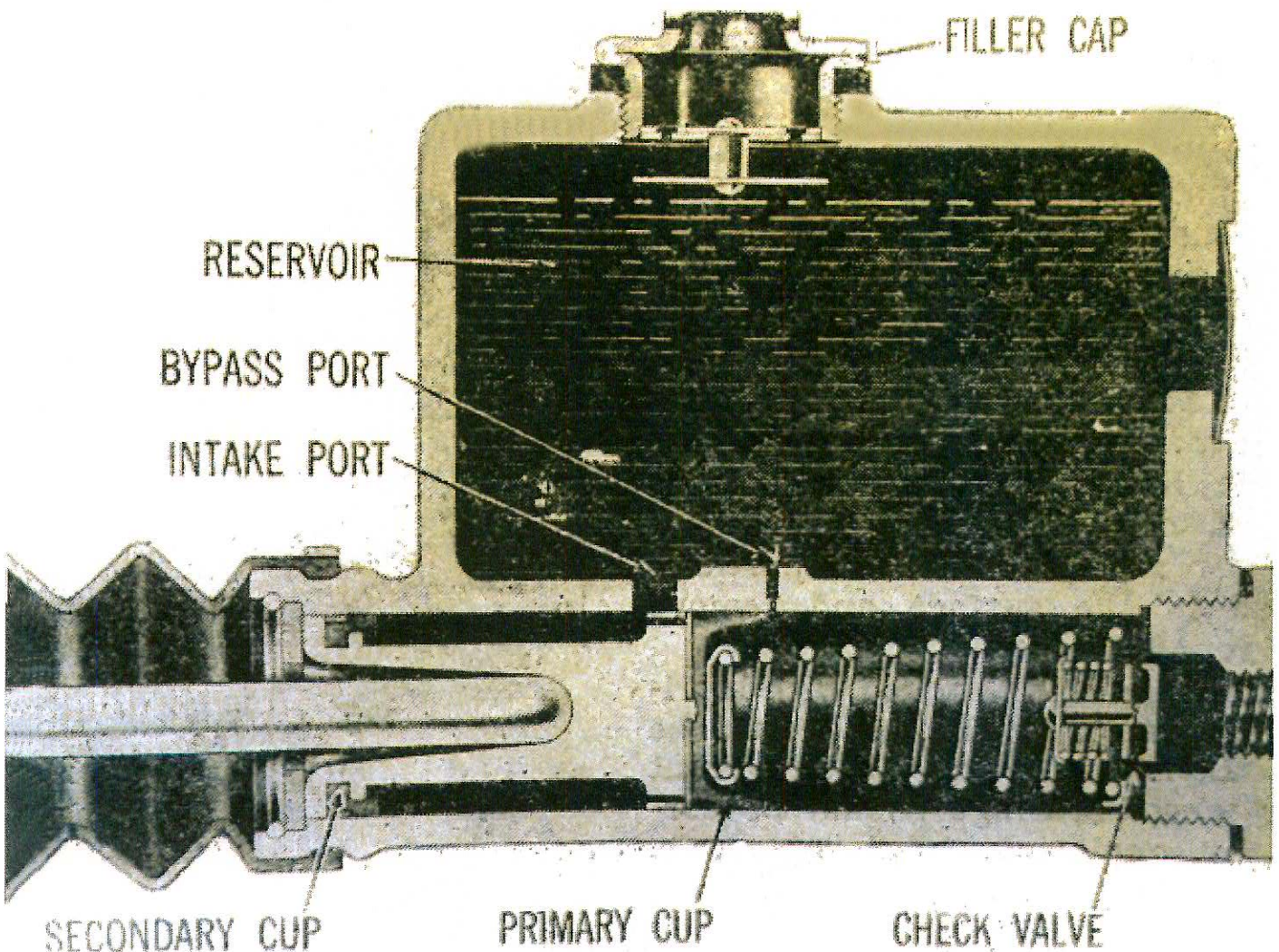
Looking through the brake section of a workshop manual for pre-war cars it warned of problems one could encounter if incorrect washers and/or piston return springs were fitted to the master brake cylinder. This brought back memories as years back it happened to me and in my ignorance and inexperience I thought I was the only person in the world this had happened to. However, it turns out it is not uncommon.

As a reminder, a friend came by a couple of weeks ago with tales of woe about his old series 2 Land Rovers brakes. He has had all the cylinders re-sleeved but the brakes won't "bleed" as they should. He has taken the master cylinder out many times but cannot find anything wrong with it.

The problem could be two-fold. Firstly, the return spring is now old and weak and not returning the piston all the way back allowing the fluid to travel from the reservoir into the bottom chamber. Then there is also the small possibility that the new washer is a bit wide and partially covering the port.

Last year I had the same problem on an early car. I had the master cylinder re-sleeved by the brake experts and it wouldn't bleed as it should. After becoming slightly neurotic and suicidal and taking it back to the "experts" twice they found the problem – the old return spring was inadequate to return the new washer (primary cup) all the way back in the re-sleeved chamber. A slightly stiffer spring solved the problem.

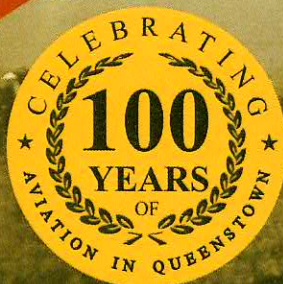
When I think of the hours I spent going up and under the car as well as the bottles of brake fluid wasted trying to get the brakes to bleed I'm thinking of making an effigy of the chap behind the counter who insisted I wasn't bleeding the system correctly and sticking pins into it.



Allister Miller

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SAVVA Technical Tip 120 - Oils new and old

The business of which oils to use in our older cars has been flogged to death. However, in this world of change it's important that we keep up with the latest information available. Here is an interesting article recently received, which spells out additives in simple terms. Since the development of catalytic convertors and much smaller tolerances used in modern engines perhaps we should be more concerned about what we are using in our pre 1970 engines. We are also told that it is not wise to "run in" a re-built engine with modern oils and we should consider using "running in" oils which are now available. This we will research and discuss at a later stage.

The article - to quote:

"The Missing Zinc

Ah yes, the missing zinc. Let me start with a primer on zinc/phosphorus anti-wear additives. In the '50s, when cars began to feature overhead valves and started making serious power, the camshafts needed more aggressive profiles, which were prone to rapid wear. That's when lubrication engineers discovered the utility of zinc dialkyldithiophosphate (ZDDP), which had previously been used in motors as an anti-corrosive additive in modest quantities. The phosphorus and zinc in this molecule are attracted to bare iron, coating the microscopic asperities (high spots) where the cam nose slides over the flat surface of the tappet. This molecule-thick layer prevents iron-to-iron contact. After a few hours operation, the two surfaces burnish each other to a nice, smooth, low friction surface, micro-welding is a thing of the past, and everybody's happy.

Without the zinc and phosphorus, this localized high pressure, combined with the sliding friction, can microscopically weld the cam to the lifter, ripping out tiny chunks of metal. The industry standardized on 800 or so parts per million (ppm) ZDDP content in motor oil, and engines lasted a very long time. In fact, ZDDP levels eventually rose to 1200 ppm by the '70s.

Cut to the 1980s. Cars have catalytic converters installed to meet emissions requirements. Somebody figures out that zinc and phosphorus can contaminate the precious metal reactor beds in the cats, reducing their effectiveness. Concurrently, in an effort to reduce internal friction and improve economy, more and more engines use roller tappets or roller rockers, eliminating sliding friction at the camshaft interface. Even engines that have non roller-bearing camshafts have better, upgraded metallurgy and improved surface finish at that critical cam lobe-lifter interface. ZDDP levels were reduced to 1000 ppm, because higher levels were no longer deemed necessary.

And this is right where your '60s muscle car gets the shaft. Too little ZDDP, especially in the critical first few minutes of engine operation, can destroy the surface finish of the cam lobes and lifters, especially on the high lift cams, factory or aftermarket grind. Lubrication engineers at Shell say that a stock engine with the original camshaft grind, stock springs and modest seat pressures and OEM-ratio lifters should be fine running these 800 ppm oils. Aftermarket grinds,