



TOOLBOX

JULIE/JULY 2014



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWE NR 110 / EDITION 110

DAGSËVRIENDE / GOODDAY FRIENDS

Ons het lekker by Kestell se Borrelfeesgekuier, soos altyd en lekker biltong en droëwors gekoop vir die winter. Om nie te praat van die potjiekos nie. Party mense het baie haastig geraak toe hul hoor dit is afval. Daar was 'n goeie opkoms van 14 karre en ek wil net almal bedank wat die moeite gedoen het. Ons het baie lekker gery tot Johan Heyns my teen die opdraende wou weg ry, dat sy ratte skoon uithaak, maar danksy 'n spanpoging en Oom Manie wat 'n stuk draad raakgesien het, kon ons vining weer verder. Dan was dit ook die Top Gear/Vadersdag uitstalling by die Mall en het ons van Donderdag af van ons karre daar parkeer. Saterdag was die lede maar sku en het net 4 karre van die verwagte 12 opgedaag. Gelukkig was die Morris daar met sy "klein hartjie" en kon sommer baie vining die groot Jaguars weer aan die gang kry wat pap geword het langs die pad. Van ons lede was by die Top Gear Festival in Durban maar ek los dit vir Kornel om te vertel.

Groete Dircolene

DRINGENDE KENNISGEWING

Gebruik asb voortaan slegs die volgende bank besonderhede om betaling te maak :

Maluti Antique auto and Machine Club

ABSA Bethlehem

Tjek Rek nr 4059578432

Kode 632005

Jaarprogram /Yearprogram

6 Julie – Classic Car Show & German vs Jap car show at Nasrec

26 Julie – Lindley outydse museum en straatbraai

7 Augustus – Maandelikse vergadering

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

3 Julie – Tertius du Preez

26 Julie – Jacques Rauch

Baie geluk aan die volgende lede wat verjaar. Mag julle 'n vreugdevolle en geseënde jaar hê! .Ons wens elkeen van hierdie persone sterkte toe vir die jaar wat voorlê en verseker hulle van ons deurlopende ondersteuning!

The man told his wife he needed to paint his car and when he told her how much it would cost she told him to “save his pennies”.

The \$383.00 Paint Job . . . 1949 Cadillac, completely covered with 38,295 pennies! They were affixed one by one using Silicone. They added over 200 pounds to the vehicle's weight. The entire project took 6 weeks. The pennies are American, and include an 1817 "Big Cent", two Error Pennies, and four 1943 Steel pennies (but who's counting?). And, it won't scratch.



A story about a Bentley and passion for old cars – Richard Lewis

A Bentley / Rolls Royce Cloud S2 was a car that had me captivated since I was a young boy of 5 growing up on a farm in then Rhodesia. You will recall that Rhodesia had been a British colony and although my father was from Scottish descent and my mother of French and Dutch decent, I grew up surrounded by British colonialists and the fascination for things British was strong. I loved watching the pomp and circumstance of the then youngish Queen on the black and white BBC movietone news before the main movie at the country club and the beautiful majestic cars in the London Society magazines. Added to this was the fact that I had a father who loved cars – especially British cars. He had several mark 2 Jags in his time. I think this is why I also have one today.

But the Rolls/Bentley S2 was for me the ultimate – classic majesty but not that big that people could not have it as an everyday car – those with lots of money that is. And there were some very wealthy people in Rhodesia – one lady used to do all her travelling around in a Rolls – dirt farm roads, hunting, can you believe it. My older brother used to hunt in an MG TD model – wish I had that now. Remember this was in the mid sixties.

I then eventually bought a 69 Rolls Royce Silver Shadow when I was in my twenties and actually used it a lot for fetching and carrying clients from meetings, the airport etc – using a wonderful chauffeur by the name of Jonathan. Of course I also used it a lot on weekends and had several lovely times with her in Cars in the Park in Pietermaritzburg in those days. She was possibly the most wonderful ride I have ever had and absolutely trouble free in all the time I had her. I then sold her when I moved to live in Germany.

After I had returned to SA due to my mother's severe illness, I was one day reading a book called 'The Secret' – it was about the power of visualisation – you make up your mind about what you want from life and you set it down on a vision board and then you set out to create that life in reality.

So I sat down and placed on my Vision board what I would like my life to consist of – and one of the things I placed on my Board was a Bentley S2.

Eventually I found one – a two tone beauty – I put my offer in – got home and measured my garages only to find that the car was too wide. I cancelled the order with great regret. However as luck would have it, a few months later a friend of mine bought the house next to me in Paul Roux as a holiday home. It has a wide tandem garage. I asked him if he would be using it – he said no and agreed that I could use it to store a Bentley if I got one. I subsequently found the one I have, fondly called BB – Big Bertha. I am glad in a way as the first one I found was a 6 cylinder and BB is an 8 cylinder and the difference in power makes all the difference.

Most of you know I had heating problems that came with the car but I received great service from PL Motors from whom the car had been bought and they completely stripped the engine down and re-machined it and she is running beautifully now. I also

had a new air conditioner installed which makes a difference in summer – especially if you have a bride in the car. Simply put I love my Bentley S2 – it just appeals to me and I believe it will be a timeless piece of art that will grace the roads until long after I have left this earth and it always reminds me of my childhood days – of a world that seemed so much more beautiful in those days.



Big Bertha – The Bentley S2



Richard and Jonathan with the
RR Silver Shadow

Kestell Borrelfees en uitstalling



Tertius,

Ons wil net graag deur hierdie e-pos baie dankie se vir julle ondersteuning van ons Borrelfees te Kestell.

Dit was weereens 'n plesier om julle hier te hê en julle deelname aan ons fees word word al 'n instelling.

Die dag was 'n groot sukses en wil ons dit op 'n jaarlikse basis doen. Hoop ons sien julle by ons volgende fees.

Sterkte met julle klub bedrywighede en mag julle net groei!!!

Groete

Hennie namens Kestell Borrelfees komitee



Son see en *The Stig* - Kornel Smith

Top Gear Festival was weer hierdie jaar te sien gewees in warm sonnige Durban, vir die 3de agter eenvolgende jaar en aangebied deur wêreld bekende Top Gear Trio Jeremy Clarkson, Richard Hammond en James May.

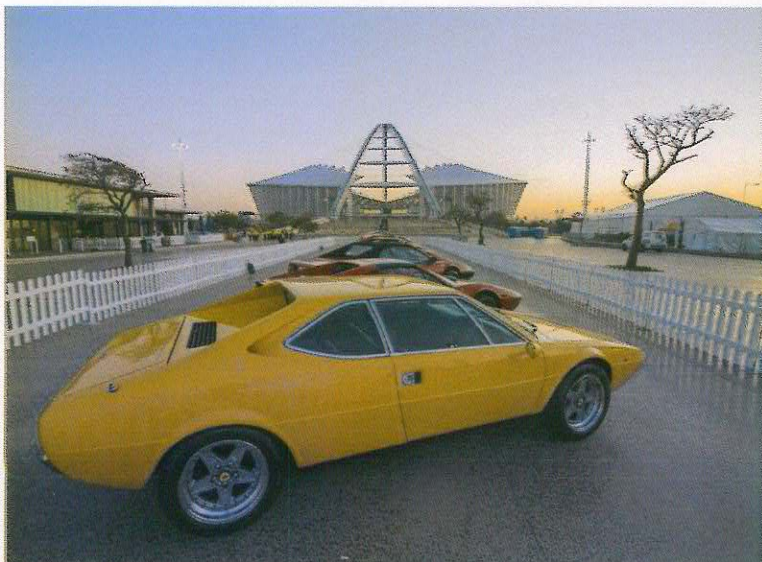
Dit was vol geparkeer met adrenaliën gejaagde voertuie soos Ferarri's, Porsches en resies spec BMW en Nissan GTR net om 'n paar te noem.

Moses Mabhida stadium was vol gepak deur besoekers van reg oor die land en selfs buitelanders wat 'n draai kom maak het. Die straatbaan of Street Circuit was gelaai met rookende bande en vinnige baan tye deur bekende drywers soos die alom bekendste Stig, Ben Morgenrood, wat nou al vir ses dekades lank sy staal wys op die baan en Shaun van der Linde



Die superdrift manne het ook n DRAAI kom maak en wys hoe 'n kar diagonaal in n reguitlyn kan beweeg en het die manne van Top Gear kom help in die stadium show met n asemrowende opvoering met petrol walms wat die stadium oorval het en voertuie wat die trio uit alle daagse kombuis aparate gemaak het en net met elektrisiteit werk.

Die skou het in 2013 bykans 67 000 toeskouers gelok en as mens dit eers bygewoon het sal jy duidlik verstaan hoekom dit so n ongelooflike ervaring is.



Top Gear is die grootste kar program op televisie wat oor meer as 30 lande uitgesaai word en aangebied word deur Jeremy Clarkson, Richard Hammond en James May.

Die organiseerders is alreeds besig met onderhandelinge om Top Gear Festival terug te bring volgende jaar om weereens Suid Afrika se grootste skou op die kalender te wees.



Classic Car Secrets – Real Estate website June 2014

So who, exactly, is buying these classic cars? And what are their collections worth? We unpack some classic car secrets.

Private Collections

The private collection of billionaire Johann Rupert, housed in the Franschhoek Motor Museum, is home to 220 vehicles – ranging from a 1898 Beeston motor tricycle to a 2003 Ferrari Enzo supercar. It is one of the most spectacular private classic car collections in the world. Of course, being a museum that's open to the public, it's hardly a secret.

Another open secret is Louis Coetzer's immaculate collection of classic Mercedes-Benz vehicles. One of the country's most avid Mercedes-Benz collectors, Coetzer – who lives in Bloemfontein – has about 100 cars in his hangar/ garage, including an extremely rare 1951 Mercedes-Benz bakkie (it was imported as a chassis cab; the 'bak' was added on in South Africa).



Komatipoort is home to another relatively well-known car collection, owned by Herman Nel. His Old Car Haven Museum showcases a multitude of Ford classics as well as a smattering of other classic cars, old tractors and engines, and a truly impressive collection of scale models. Like many other classic car collectors, he started by collecting scale models as a child, even wrapping them in cotton wool!

Hout Bay's Dave Lyons is another person who is happy to let others delight in his prized possessions. He invites members of car clubs to view his collection and has even produced a book about his passion. Lyons – who calls collecting classic cars 'a wonderful disease' – started his collection in 1974, at a time when he could afford only one car. He did precisely what most experts would not advise: he followed his heart and bought a 1958 Alfa Romeo 2.6 Spider Touring. 'I remember seeing it for the first time: all long bonnet, masses of beautiful instruments, twin cams, three sidedraft Solex carburettors... And rust in all the usual Italian car places. I was smitten!' he recalls.

Lesser-known Collectors

But who are the other, lesser-known collectors? 'Mainly self-employed entrepreneurs. Some have small businesses that obviously generate massive profits, others are lucky to have sold out to large companies for significant sums or have liquidated property holdings. Others are retired CEOs with money to play with. Sadly, others fall into the category of "not very nice" people,' one collector reveals.

And the value of these collections? 'Easily R100 million or so in the case of some collections. Others are smaller – some are R3 or R4 million apiece; others are worth only a couple of hundred thousand rands,' another collector comments.

Because of the secrecy surrounding the collections, it's hard to pinpoint exactly what's popular. However, all the collectors confirm that Porsches and Mercedes-Benz Pagodas are trending right now. Rossouw confirms that these vehicles, as well other premium European brands (Ferrari, Lamborghini, Maserati and Jaguar) are currently in demand. 'But it would be true to say each market segment has experienced growth in demand, be it an Alfa Romeo Spider or a Ferrari Dino,' he adds. 'Demand is largely driven, in my opinion, by people who want to diversify their investments. But it's also driven by people who have always wanted a particular type of car and are now in the position to buy.'

High Value Vehicles

Renfield reveals that vehicles manufactured in the 1920s and 1930s have high values but limited buyers: 'Sports cars of the 1950s to 1960s are sought-after. Generally, the expression goes: if the roof comes down, then the price goes up! Soft-tops and convertibles are always big attractions, as well as two-door coupés (as opposed to sedans).'

Adriaan Louw, CEO of Vantage Insurance (an insurance company that specialises in covering classics), says that 'practical classics' are fashionable right now. 'Beetles and Fords from the 1970s, which are relatively cheap to restore and maintain because parts are still readily available, are proving popular.'

Louw is also noting demand for English sports cars from the 1960s and 1970s. 'Plus there is a fast-growing American muscle-car movement because of our roads – which are ideal for driving these cars,' he comments.

Priceless Advice

So there is no clear favourite when it comes to the current market for classic cars in South Africa. But, given their scarcity, Dave Lyons has a prudent message for local collectors: 'When you see a classic car that grabs your fancy, go for it!' Right now, in the classic car market, it's clearly a case of 'he who hesitates is lost'.

'Take your time and research in detail the model you are interested in. A technical inspection by an independent workshop such as [Classic Car Clinic](#) or a technical inspection by the AA/DEKRA is vital,' says Gareth Crossley, co-owner of Crossley & Webb, the new classic car lifestyle emporium in Cape Town.



Going Going Gone

The classic car market in South Africa is now facing a crisis: both short supply and ludicrously high price tags.

The classic car market in South Africa is on the hop. Not that we should be surprised: this is the case all over the world. According to the Global Luxury Investments market 2020 Foresight Report, published by Timetric, high-net-worth individuals (HNWIs) have been showing increased interest in alternative investments such as classic cars since 2007 – because, in times of economic uncertainty, they can deliver higher returns than equities.

High Net Worth Individuals

HNWIs in the United States lead the pack, last year spending US\$118 billion on luxury investments (including, but not limited to, classic cars. Chinese HNWIs – with a total luxury investment of US\$43 billion in 2012 – were the second-largest contributor to the luxury investment market. The market in the United Kingdom is especially rampant: the report states that, following the economic slowdown, car enthusiasts and investors in the UK have shown far greater interest in classic cars. So too have HNWIs from emerging countries in Asia, Middle East and Latin America, who are buying into this lifestyle by reportedly amassing their own collections of classic cars.

And precisely the same thing is happening here – as car enthusiast and classic car market follower, Jacques Rossouw, confirms: ‘The classic car market in South Africa has been growing steadily for the last decade or so. South Africa is following the worldwide trend, which has seen massive growth in the demand for classic cars as investment safe heavens. The return on certain types of cars can be very good if you purchase something desirable.

Expected Returns

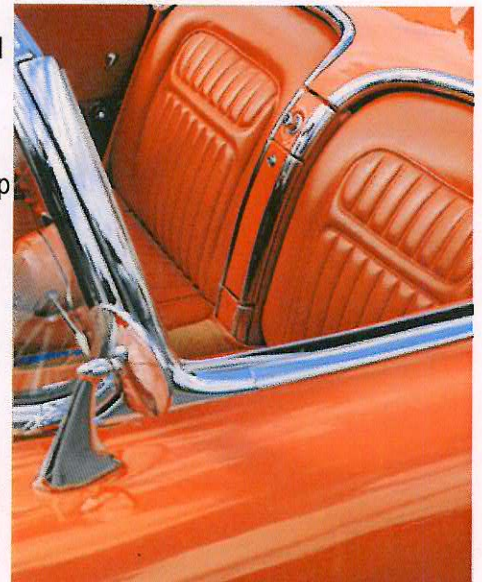
Just how good is ‘good’? Well, let’s just take one brand: Ferrari. ‘The growth in prices of classic Ferraris overseas has been extraordinary, with prices seeming to increase by the month,’ says Rossouw. This year, for instance, a 1963 Ferrari 250 GTO racer was sold for \$52 million, earning it the tag of ‘the world’s most expensive car’. This particular sale, while exceptional, is not out of kilter with trends: prices of the rarest Ferraris have risen at an average annual rate of 15% for more than 30 years.

Restoration standards in South Africa are good, and most cars can be restored to original condition without leaving the country.

In fact, for the first 10 months of 2013, prices of rare Ferraris rose by 32,65% alone! This is according to statistics produced by the Historic Automobile Group International (HAGI), which monitors prices of rare classic motorcars. Rare Porsches have risen in value by 19,5% in 2013 (as compared to the preceding year).

Crème de la Crème

Of course, Ferrari is the crème de la crème of classic cars – and Porsches definitely have their appeal, too. But other luxury brands have also performed pretty well. HAGI reports that classic Mercedes-Benz automobiles increased in value by 25,78% in the first 10 months of 2013 (versus 2012). And an immaculate Dodge Charger is worth well over R1 million today.



‘That’s not a bad investment,’ notes Paulo Calisto, organiser of Johannesburg’s Classic Car Show. ‘They cost maybe US\$4 000 dollars in the late 1960s, back when the rand was worth 75 American cents!’ Sheridan Renfield, owner of Sedgfield Classic Cars and chairman (for 21 years) of the Piston

Ring Club in Johannesburg, concurs: 'Classic cars are extremely good investments. I have been associated with the vintage car clubs in South Africa for over 35 years, and I have seen values increase by exceptionally huge amounts. For example you could purchase an excellent 1933 Plymouth Coupe in 1977 for R3 000. Today this vehicle would be valued at around R180 000. Similarly, in the early 1990s, a 1966 Ford Mustang in superb condition had a value of R6 000; today it's worth R350 000,' he reveals.

Sought-after Classic Cars

But Gareth Crossley, co-owner of Crossley & Webb, the new classic car lifestyle emporium in Cape Town, says that it's important to put the market in perspective: 'We need to bear in mind that only the most sought-after classic cars are increasing at the HAGI rates. Having said that, 'they are still a much better alternative than buying the latest and most expensive supercars, which depreciate rapidly in value and will only rise again if produced as limited editions or after 20 years,' he adds.

So classic cars are a good investment. Does this explain why they're in such short supply in South Africa? Not fully. The situation is also thanks to import difficulties and a growth in exports. 'It is incredibly expensive to import a classic car, the exchange rate hampers the market and the high import duty compounds this problem,' explains Rossouw. 'In addition, it's extremely difficult (nigh on impossible, in fact) to import a left-hand drive classic car into South Africa. The net effect of this is that the supply of premium classic cars in South Africa is quite limited.'

Large-scale exportation of classic cars in the early 1990s and in the middle of the first decade of the new millennium has not helped the situation. 'The allure of the weak rand and strong returns resulted in widespread exportation and this has also reduced the stock of classic cars in South Africa,' says Rossouw.



SAVVA Technical Tip 86 – Glass Fuses

Apparently an old problem has raised its ugly head again.

A year or two ago an enthusiast had serious electrical problems and, after considerable aggravation and cost, found the problem to be a faulty glass fuse. It now appears these fuses are on the market again.

Whether they are new or old stock – who knows, however we suggest that if you are going to use them you check them out before using them. In the past, fuses typical of those made in England, had a hole at each end through which the fuse wire passed and was securely soldered on the outside of the caps. On these questionable fuses the wire is soldered to the inside of the caps. Obviously, every now and then, something goes wrong on the production line resulting in the wire not being soldered securely to the cap.

We don't have much choice but to use these new fuses as they seem to be the only ones available. However, if you have any of the old types lying around we suggest you consider "rebuilding" the old fuses by fitting them with new fuse wire. It's a simple exercise unsoldering and removing the old "blown" wire and soldering a new piece in its place. The problem may be finding suitable fuse wire but if you scratch around you'll find it at the older hardware stores. Don't use ordinary electric wire as fuse wire is a special wire.

The picture shows a typical soldered fuse and a new type.

