



TOOLBOX



APRIL 2016

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWENR 129/ EDITION 129

DAGSÊ VRIENDE / GOOD DAY FRIENDS

Ek moet sê dit voel snaaks om nie 'n skou te gehad het nie en nie met seer tone en af voete te sukkel nie. Die maand was wel bedrywig met uitstappies. Ons was die naweek van 5 Maart na Harrismith se Galaxy Roadhouse saam met Ladysmith se klub en dit was nou 'n groot verrassing vir ons. Daar was 7 van ons klub se karre en dan was daar ook plaaslike karre. Hierna het die karre van Ladysmith opgedaag en dit was regtig 'n paar pragtige karre en bakkies wat daar aangedoen het. Ons het alles op die huis gekry, van drinkgoed tot 'n smullekker middagete wat in 'n masiewe tuisgemaakte roker met hout gaar gemaak is. Wors, varkboud en hoender.

Dan was daar die perdeskou. Drie karre van ons dit bygewoon. Dankie dat julle gegaan het, maar soms is dit nie moontlik om daar te wees nie omdat mens ander verpligtinge ook het.

Tertius het himself goed van sy taak gekwyt die Maandagaand op die radio (Maluti FM) en ek dink dit gaan baie doen vir ons klub vorentoe. Ons stoele gaan nou te min wees. Groete Dircolene





Some of the visitor's cars



The massive American style smoker!!



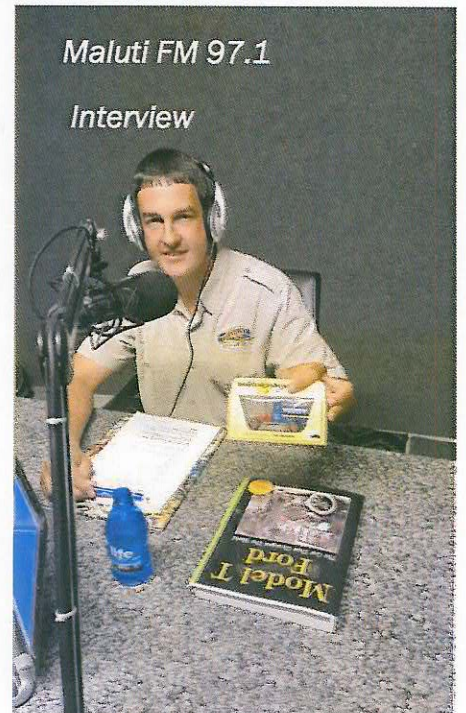
Rob and sons admiring the Rat Rod



Lunch Time!!!



Thanks to GALAXY ROADHOUSE Harrismith

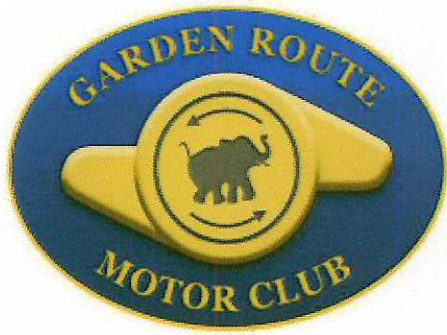


Maluti FM 97.1

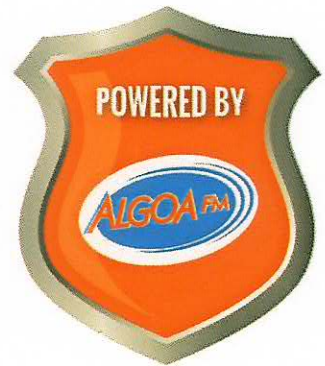
Interview



Bethlehem Saalperdskou



KNYSNA MOTOR SHOW 2016



“ THE KNYSNA MOTOR SHOW PROMISES TO AGAIN THRILL PETROLHEADS IN 2016 “

The event will take place on **Sunday May 1 , 2016 in Knysna** and will be located on the Knysna High School sports fields on Waterfront Drive. Gates open to the public from 09:30 to 16:00 and the entrance charge is R40 for adults ,R10 for scholars 12 to 18 and no charge for children under 12

Peter Pretorius , Chairman of the Garden Route Motor Club , invites all auto enthusiasts , the public and their families to come and experience a prestigious and exciting motor show. With beautiful surroundings , fantastic cars and motorcycles , great people , delicious food and beer garden all set in a country style atmosphere , it is no wonder that the organisers are excited . In addition new car dealers and related trade stands will be placed strategically among the car and motorcycle displays. The planning for the motor show is well on target and all indications are that it will again be an awesome motor show and one not to be missed .You have to bethere to enjoy the experience!!!.

Over the past 4 years the motor show has grown exponentially and is recognised as one of the premier motor shows, attracting some of the best 300 to 400 cars and motorcycles in South Africa. Many accolades in this regard were received in 2015. The objective for 2016 is to again lift the standard , providing an opportunity for owners of high quality unique cars and motorcycles to be part of the display. The motor show is all about quality and not volume. To ensure that this vision is realised all cars and motor cycles displayed are personally invited and selected. With the popularity of the Knysna motor show growing, it is estimated that in excess of 5000 visitors will come and enjoy the amazing display. The Motor show's car and motorcycle classification will be :

- Classic cars with a bias towards sports cars
- Modern potential classic cars , sports and super cars
- Veteran and vintage cars and post vintage cars build prior to 1940.
- Motorcycles – veteran , vintage and classic road and racing motorcycles.

Classic Car Africa will once again sponsor two “ Concoursd'Elegance “ floating trophies . In addition Auto Glym will sponsor the “ Style et luxe “ floating trophy for the most elegant and luxurious car on view . The winners of these trophies will be selected by independent judges. The motorcycle floating trophy, sponsored by All Sound Security, will be awarded to the best motorcycle on display

Besides providing the fellowship enjoyed by likeminded people , exhibitors and the public , the motor show hasbeen the source of much needed funds for local charities . Over the past 4 years close to R200,000 has been distributed to Hospice, Animal Welfare , E-Pap ((Children feeding scheme) , Knysna High School bursary fund and FAMSA . The drive this year will again be to raise monies for these charities , while enjoying an unforgettable day at the motor show.

This mega event is a spectacular celebration of all things that make a petrolhead's hearts beat faster and definitely a " must attend " motor show. For more information about the Knysna motor show you can contact Peter Pretorius on 082 321 4724 or peterp@afrihost.co.za . For further information also visit the website www.grmc.co.za or Facebook www.facebook.com/knysnamotorshow



KNYSNA MOTOR SHOW

POWERED BY
ALGOA FM

SUN 1 MAY 2016

09H30 - 16H00, HIGH SCHOOL SPORTS FIELD, WATERFRONT DRIVE

Bay Wealth Management
CERTIFIED FINANCIAL PLANNING PRACTITIONERS

PROTEA HOTELS
Africa's largest & leading Hotel Group

FRONT BROTHERS
CLASSIC & VINTAGE CARS

CLASSIC
A CAR SHOW

PG GLASS

Knysna Toyota

Investec
Wealth & Investment

Good Day

Centenary Car Club cordially invites you and your club members to join us at President Hyper in Vereeniging for the "Herman Pienaar Goodwill Run - Classic Car Show"

The Goodwill run was born on the 10th of July 2011 and every year since its inception has grown bigger and better with the help of President Hyper. The aim of the Goodwill Run was to collect blankets and or non-perishable food items for the disabled that will then in turn be donated to these worthy causes.

ENTRANCE is FREE – But keeping the fast approaching winter in mind please come and donate blankets and/or non-perishable food items for distribution to these worthy causes.

Following on the success of last year's event the theme for this year will again be "dress as the year of your car" i.e. if your vehicle is a 1960 model then dress as the people did in 1960. There will be lots of prizes (for the dress-up) sponsored by President Hyper and the first 300 classic Cars will each receive a one of a kind badge to add to your collections and snack packs.

For the classic cars there will be trophies for the car of the day, funniest car, most original vehicle and the club with the most cars present on the day.

The only request is to inform us via return e-mail on the number of vehicles from your club that will be joining all the other classic car enthusiasts on 10 April 2016 at President Hyper in Vereeniging. (See attached flyer)

Regards

Leon van Staden

Chairman - Centenary Car Club



The flyer is enclosed in a decorative blue border with a repeating geometric pattern. At the top left, the text 'president HYPER' is written in a stylized font, with 'HYPER' in all caps. Below it, the address is listed: 'ADDRESS: President Square Shopping Centre, Corner Playfair Boulevard & Ascot on Vaal, Vereeniging'. To the right of the address, the date '10 April 2016' is printed in a large, bold, orange font. In the top right corner, there is a circular logo for the Centenary Car Club, featuring a steering wheel and the text 'CENTENARY CAR CLUB' and 'HERMAN PIENAAR GOODWILL RUN'. The main title of the event, 'Herman Pienaar - Goodwill Run Classic Car Show', is centered in a large, bold, orange font. Below the title, the theme is stated: 'Dress according to the year of your car. If your car is a 1960 model, dress as the people did in 1960.' At the bottom right, the text 'FREE ENTRANCE:' is followed by 'Donations of blanket and/or any non-perishable food items as will be most welcome.' In the bottom left corner, there is a small illustration of a classic car.

president
HYPER

ADDRESS:
President Square Shopping Centre
Corner Playfair Boulevard & Ascot on Vaal, Vereeniging

VAAL

10 April 2016

Herman Pienaar - Goodwill Run
Classic Car Show

Dress according to the year of your car.
If your car is a 1960 model, dress as the people did in 1960.

FREE ENTRANCE:
Donations of blanket and/or any non-perishable
food items as will be most welcome.



The Vintage Sports Car Club

Pietermaritzburg, South Africa

"Forward into the Past"

POSTAL ADDRESS

P.O. Box 11709
Dorpspruit
KwaZulu-Natal
3206

South Africa

CLUB ADDRESS

120 Oribi Road
Bisley
Pietermaritzburg
3201

South Africa

Cars in the Park 2016

Do not miss this fantastic family fun day

3rd April 2016

Dear Car Club members and Car enthusiasts,

Excitement is growing as the final preparations for the **41st annual "Cars in the Park"**, hosted by the Pietermaritzburg Vintage Sports Car Club, are underway, and to be held on **Sunday the 15th May 2016**.

The venue is again the **Ashburton Training Centre**, details are as follows: Co-ordinates are: 29°38'43.23"S 30°28'8.62"E
At the N3 Ashburton off ramp, coming from either Durban or Pietermaritzburg veer left off the highway, then turn right on the road over the highway, and follow this road, Pope Ellis drive for +- 2km to the Ashburton Training Centre on the left.

Once again it will be a spectacular show for the whole family. For the men over 1 400 vehicles of all shapes and sizes, tractor, steam engines, motorcycles, etc, will be on display. For the ladies lots of flea market stands to do some serious shopping. For the younger kids up to 12 a playground area with jumping castles, swings, train rides, horse rides, and more. There will be a food court with many varieties, a beer garden, and a **live band the Bifocals**. Radio controlled model plane and car display. **FNB ATM available**.

Entry fees: Adults R 50.00 - Pensioners and Children R 30.00 - Children under 5 free, Children 5 to 12 get R 40.00 free playground vouchers.

There will be Prizes and Cups for the best club and the best individual displays as well as Lucky Draw prizes. Club and individual exhibitors please market and enhance your stands with posters and banners.

Unfortunately to host a successful day like this we need some **controls and guide lines**.

All exhibitors are asked to once again **register online**, which made access to the event so quick and easy last year.

Gates open 5.30 am and all exhibitors are requested to please **arrive no later than 8.30am**, and **not leave before 3.00pm**. We understand that many have long trips to get home, but visitors like to see all the vehicles on display.

Exhibitors please register your vehicles ASAP, log onto <http://www.carsinthepark.net> then follow the easy instructions.

The top two fields entered on the vehicle registration form ie: Name – Telephone Number is the information that appears on the registration form and the 3rd field the Email address is person where the registration form will be sent to. If these 3 fields are left blank the form will sent to the registered persons email address. This makes it easy for one person to register multiple exhibitors from one club and having the form sent to the owner of the vehicle, with his correct details.

Please leave your registration form on your vehicle for the day.

A detailed stand layout map of the venue is on the same web site.

Should any further information be required please do not hesitate to contact us.

Kind Regards,

Carl Habermann.
082 447 3355

LOTS OF PARKING - NO MORE TRAFFIC PROBLEMS

Clubhouse GPS co-ordinates: 29°38'12.55"S 30°23'40.55"E

Web Page: <http://www.vsc.co.za/> or <http://www.carsinthepark.net>

E-mail: admin@carsinthepark.net or citp@satweb.co.za
[Facebook](#)

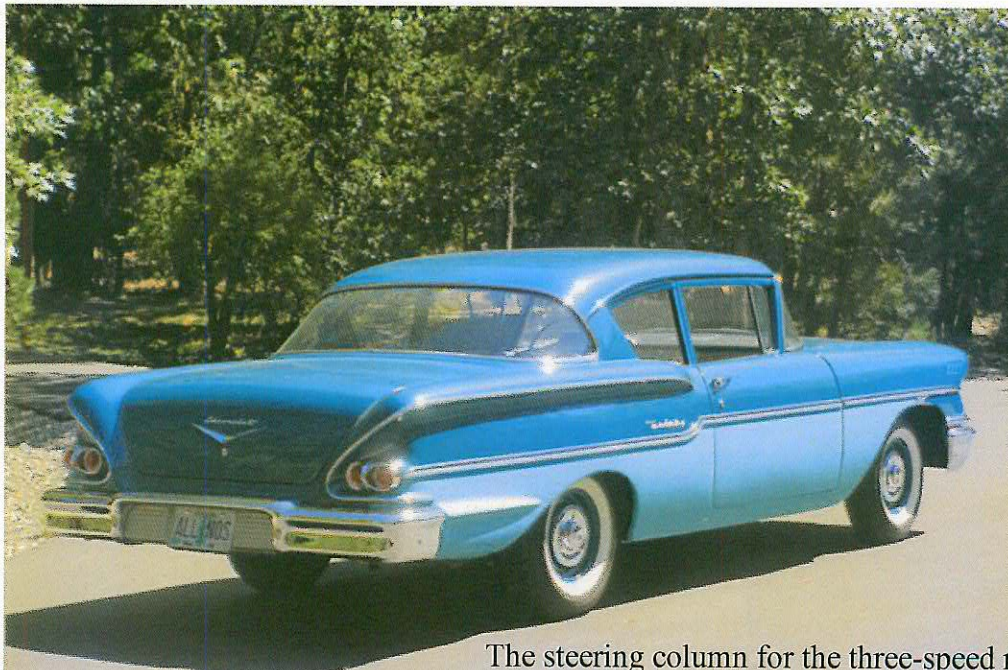
Car of the Week: 1958 Chevrolet Delray



By Phil Aubrey ,Merlin, Ore.

It's long been believed that the first year for a full-size Chevrolet with a factory four-speed transmission was 1959. However, some late-production '58s left the factory with four-speed transmissions. They were conversions, but conversions done at the assembly plant nonetheless. As such, these four-speed, full-size 1958 Chevrolets should be considered factory-installed.

Regular Production Option (RPO)No. 685 in the 1958 passenger car instruction manual dated Feb. 13, 1958, (illustrated on opposite page) shows the four-speed conversion on four pages. The conversion included a unique transmission and extension assembly, a floor-mounted control lever and bracket, specific control rods and adjustment; a four-speed transmission mounting; and a seal and retainer for the floor-mounted shift handle.

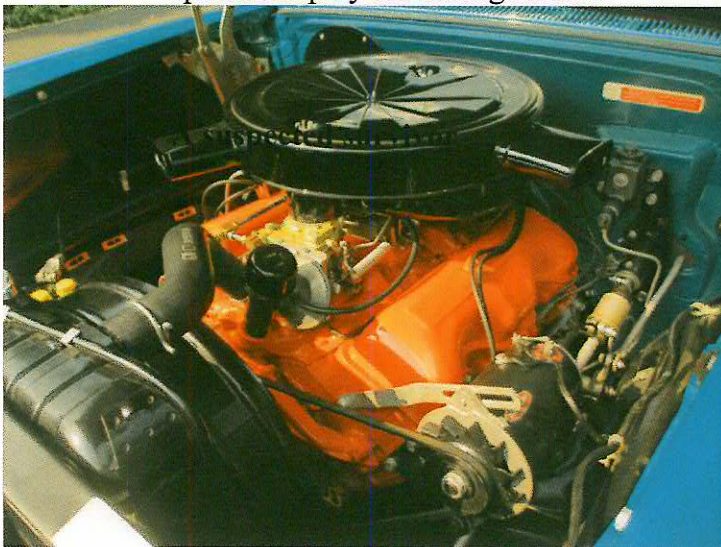


The steering column for the three-speed manual transmission was left in place with instructions on locking the column's internals and gluing the lever grommet in place so it would not fall off after the lever was removed. A "transmission control selector" instruction folder was to be placed by the factory

over the sun visor to inform the owner about the four-speed transmission. The 1959 Chevrolet parts book also contains many part listings for the 1958 passenger car four-speed transmission from group 4.004 thru 4.103.

For the 1958 model year, Chevrolet re-introduced the Delray as part of its heavily revamped lineup, which was based upon an all-new body and chassis. The lightest and least expensive full-size Chevrolet was the Delray Utility Sedan, a body style previously known as a business coupe. The Delray six-cylinder Model 1121 and the eight-cylinder Model 1221 were only available in two-door sedan form. The 1958 Delray Utility Sedan was pretty basic with fixed quarter windows; a load platform in place of the rear seat; a deleted right sun visor and door arm rests; a front rubber floor covering instead of carpet; and interior trim code 800, a gun metal and silver cloth-and-vinyl upholstery combination.

Most 1958 Delray Utility Sedans were built with the six-cylinder engine for use by salesmen. The eight-cylinder version was marketed to police departments with a special “law enforcement” engine that featured the new 348-cid V-8 with solid lifters, a Duntov cam, domed pistons, a 10:1 compression ratio and triple Rochester 2G carburetors rated at 315 hp. The “law enforcement” package also featured a larger gas tank, metallic brakes, heavy-duty clutch and stiffer suspension. Several rear-end ratios were available starting at 3.36 and ending at 4.56, but the 4.11 was the most popular for performance. The police version also caught the attention of drag racers and a few “law enforcement” versions landed in private hands and on drag strips with sponsorship by the selling dealer.



If cars could talk, this 1958 Delray Model 1221 Utility Sedan would have an interesting story to tell. Unfortunately, it keeps almost all of its past a secret.

A friend of mine, who we will call Al, is a vendor for NOS Chevrolet parts and was selling '58 parts to a private restorer in Riverside, Calif. Over time, the individual was restoring eight 1958 Chevys, all the while buying parts from Al. At some point, Al visited the restorer and saw car number eight — this 1958 Delray Utility Sedan — sitting in the yard, awaiting restoration. A deal was made and Al bought the car as is. Another deal was made for it to be restored, provided all replacement parts would be NOS and furnished by Al.

A body-off-frame restoration was completed in 1999 and Al picked up the car. He put 500 miles on it and due to time constraints and the fact it didn't run very well, he parked it in a climate-controlled garage and it sat idle from 1999 until 2015.

One night, while sitting at the local drive-in, Al asked me if I would be interested in making his '58 drivable again. He knew I did original, back-to-factory-condition

restorations, but he had never seen my shop. I told him I wanted to look at the car first. After a closer inspection, I told him I would do it. To Al's surprise, I showed up the next day with my ATC car hauler to pick up the car. I knew if someone had applied the brakes during the time it was sitting, the brakes would most likely lock up. Al aired up the tires and while holding my breath, we started pushing the car up to the trailer ramp without touching the brakes. The trailer winch took over from there.



Returned to the road

Once in my shop, I ascertained the car was indeed a '58 Delray Utility Sedan Model 1221 equipped with the 348-cid V-8 with 315 hp, denoted by suffix code transmission. The rear end is a 4:11 with FB on the engine, and the four-speed Positraction, as indicated by the emblem on the glove box door and "Caution" label inside the trunk. This Delray is also a heater- and radio-delete car. Because of this, the belief is the Delray was a former drag strip car, but that's not been verified.

At first, I was skeptical of the four-speed conversion, but closer inspection led me to believe it was one of the factory conversions. The floor pan has a perfectly cut, 5-inch-diameter hole for the shift linkage, per the 1958 passenger car instruction manual. This hole is very different-looking from the holes we butchered with a hacksaw for such conversions in my younger years. Also, all of the car's other components fit the RPO 685 instructions.

After sitting for 16 years, the fuel, brake and cooling systems of this car had to be gone through. Once inside the carburetors, I discovered they were jetted incorrectly; on '58 Chevy "tri-power" setups, the front and rear carburetors are different unlike the 1959-61 tri-powers, and that may have had something to do with this car's drivability issues. Many parts were unique to the heater-delete 348-cid V-8, the water pump being one example since a heater bypass hose was not necessary. Also, a double-diaphragm fuel pump was required to supply vacuum to the tri-power switch.

During the work, I would tell Al, "I need this" and hand him a part. His response was, "I will be right back," and he would return with an NOS part. It was like having a Chevrolet parts department standing next to me. Going up and down on the lift took its toll on one of the front shocks, and there was a puddle of oil on the shop floor. The next day, there were two NOS spiral shocks on my workbench. As the license plate implies, this car is "ALL NOS."

With renewed fuel, brake and cooling systems, this old drag queen is now back on the road. As rare as it is, it is not a closet car or trailer queen — it is seen at the local drive-in on Friday nights during the summer.

It was also entered in the Vintage Chevrolet Club of America's (www.vcca.org) Regional Meet at Wilsonville, Ore., in 2015 and scored a 992 out of 1000 points. It will be entered again in the VCCA anniversary meet at Lake Tahoe in August 2016.

SAVVA Technical Tip 106 – Torqueing cylinder heads

This tip is for DIY mechanics like me.i.e no formal training. If you are an experienced mechanic please don't read any further.

For us amateur mechanics:

Just when one thinks one knows a little bit about fixing cars something comes along to prove you actually don't – and it's often said that a little knowledge can be dangerous.

I recently had a cylinder head go bang on me and couldn't understand why as it was only a year since I had the head overhauled and a new gasket fitted. I showed the damaged head gasket to the "experts" who all came back with the same question – did you re-torque the head after running the engine in.

Answer – No!

I've now fitted a new gasket and promised to re-torque it after the prescribed 1000 kilos or so. However, what I did learn from these "wisemen" is how one should re-torque a head.

Apparently one should first loosen each bolt in turn, in the prescribed (workshop manual) sequence, and then retighten it to the next required torque figure. In the past I've just moved the torque setting on the torque wrench to the next calibration without first loosening the nut or bolt.

I also recall reading/hearing that one must never use washers under the head nuts or bolts, (which one so often sees) also, they should never be greased - they must go on/in dry.

It would be appreciated if some of the experienced hobbyists, mechanics, fix-it-upperers could make comment on this please.

Comments to secretary@savva.org.za