



Oom Sampie Orton
se 1931 DeSoto

AutoNews Southern African Veteran & Vintage Association DECEMBER 2020

SAVVA Office Bearers

CHAIRMAN'S CHATTER

Die COVID-19 pandemie kan voorwaar skuld kry vir baie negatiewe gebeure die afgelope 11 maande in wêreldgebeure! Dit is 'n besliste feit, maar die grendeltyd wat gepaardgegaan het met die pandemie het beslis ook BAIE positiewe gebeure tot gevolg gehad.

Ons was in hierdie tyd geforseer om met baie innoverende denke, kop bo water te hou. Dit is ook in hierdie tyd van afsondering waar baie besighede, klubs en individue tyd gehad het om introspeksie en beplanning te doen vir die onbekende toekoms. Uit hierdie stil-raak tydperk het daar tog baie mooi werksaamhede en planne na vore gekom.

Die 2020 grendeltydperk was vir die Nasionale Raad van SAVVA werklik 'n besondere produktiewe tyd. Dit was 'n tyd waar ons as span maandeliks vergader het, en ALLE vorms en dokumentasie van SAVVA hersien het. Baie dankie aan alle klubs wat meegehelp het met die hersiening van die grondwet. Hierdie opgedateerde grondwet sal gedurende 2021 aan alle klubs vir voorlegging gestuur word.

President::	Gavin Allison
Chairman:	Philip Kuschke
Vice Chair-man:	John Reidy
SAVVA Secretary	Pam Hall
SAVVA dating	Peter Hall
SAVVA Motor Sport representative	Hennie van der Walt



Continued on next page

CHAIRMAN'S CHATTER - CONTINUED

Waarheen is SAVVA as beweging oppad? Quo Vadis? Hierdie kritiese vraag met ver-reikende gevolge vir die beweging, is ook onder die vergrootglas. Die Nasionale Raad sal ook vroeg in die nuwe jaar met die klubs oor hierdie saak oorleg pleeg, sodat SAVVA en sy geaffilieerde klubs nog meer relevant kan wees as wat ons tans is.

Tydens die 2019 Algemene Jaarvergadering het die Nasionale Raad die mandaat van die vergadering ontvang om die bestaande Publieke Aanspreeklikheidspolis van SAVVA te hernu. Die Nasionale Raad het die bestaande polis gedurende die grendeltyd geana-liseer en verskeie kwotasies ingewin. Dit is met groot dankbaarheid dat ons in die fina-le stadium van hernuwing van die polis is. Dit was 'n insiggewende en verrykende ervaring gewees.

SAVVA's National Council plans to embark on a road show before the end of this year, visiting clubs to introduce and explain the new Public Liability Policy. These road shows will continue early in the new year, where as many clubs as possible will be visited.

One of the gems of the new Public Liability Policy is that we will now be covered, should any tour be organised to neighbouring countries like Namibia, Botswana, Swazi-land or Zimbabwe. Isn't it wonderful to also offer the same benefits as South African clubs enjoy, to the latest affiliated club, The Old Wheelers Club of Namibia? Is this not the ideal opportunity to establish ties with old car friends in Namibia? Is there perhaps a club that wishes to arrange a tour to Namibia?

May the new year, 2021, be far more prosperous than what we have experienced the past 12 months!

Namens die Nasionale Raad van SAVVA wens ons elke klublid 'n geseënde Christusfees toe. Mag 2021 vir elkeen veel meer hoogtepunte inhou as wat u ooit voor gewens het.

Ou-motor groete.

Philip Kuschke



SAVVA CALENDAR OF EVENTS 2021

February 28	All clubs Day	EPVCC
March 1 – 5	SAVVA VETERAN & VINTAGE NATIONAL - DRAKENSVILLE	VVCC
March 12-13	DJ Commemorative Run	VVC
March 21	Piston Ring Swap Meet	Piston Ring
March 27	Great Train Race Grand Ball	VVC
April 11	Century Run	CMCN
May 1	Dam Busters Run	Sunbeam Club
May 2	Knysna Motor Show	Garden Route Club
May 6 - 8	Natal Classic -	CMCN Durban
May 8	Vryheid Car Show	VVCC
May 23	Cars in the Park	VSCC Ashburton
June 13 – 16	Milligan	EPVCC
June 19	VDubs Harvard Drive	Jacaranda Beetle Club
July 25	VCC Hillcrest Car Chow	VCC Durban
August 6 – 9	Prowl	DECC
August 9	Cars in the Park	OFSVCC
August 13 - 15	Magnum Rally	POMC
SEPTEMBER 11th	SAVVA AGM QUEENSTOWN	Queenstown Automobile Club
September 19	Piston Ring Swap Meet	Piston Ring
September 24	National Drive It - Heritage Day	All SAVVA Clubs
September 24	Heidelberg Great Train Race	VVC
October 2	Cars in the Park	Welkom
October 15 – 17	SAVVA Post Vintage & Post 45 National/ Rendezvous Rally	OFSVCC
October 31	Studebaker Car Show	Studebaker Club Irene
October 31 – November 2nd	SAVVA National Fairest Cape Tour	CVMC

RECENT HERITAGE DAY EVENTS

HERITAGE DAY 24-9-2020 by Basil Chassoulas

Heritage Day is a public holiday to celebrate our South African Heritage. It is also National Drive Day, to drive your historic vehicle. Where should you drive? The best journey is to visit your local museum, as all museums are open on that day. Transport Museums are the best option to go to, as there will be much action with the museum vehicles and visitors can park in a display area where visitors can view their vehicles as well. In most cases these events are all prearranged. Benoni Heritage Vehicle & Engine Club had prearranged to visit the Shawn Tyler Transport Museum in Benoni. It was going to be a full day event with a braai lunch. Shawn himself with his assistant Hercules van Staden and some team of other helpers prepared the museum for the day's visit. Shawn has now more time to spend on the museum and is planning to host other motoring clubs to the museum. If clubs are interested to visit they can contact Shawn on tel 0833254285 to book a day.

Shawn has sold a lot of his museum stock last year this time. He has now bought and given some more stock. The museum now is not cluttered and better layed out. The best exhibits have been kept and he is cosmetic restoring some of the exhibits. Some exhibits he is fully restoring. On arrival on the day visitors went for a tour through the museum since our last visit was before the great sale of stock. We were eager to see what was not sold. We spent the morning touring the museum and then it was time for lunch. The braai fires were ready and the tables were put out. We had a great lunch and social with Stay Safe Rules applying (no infections reported).

Almost all members came in their historic vehicles. There were ten classic cars, one motor cycle and I came with a classic bicycle. The visitors park in an area next to the museum which has been levelled off with lawn. The museum overlooks the Boat Lake which also has bird wildlife. With all the good surroundings the atmosphere is very pleasant.

That was not all as Shawn's son in law Joey Ramalho is a VW Beetle collector and great enthusiast who stays on the property and has a great Beetle collection which he also had on display outside his workshop. Joey is also a member of the Beetle Pirates and is busy forming members into a club. They cater for all old VW Beetles being original, buggies and rods (see photo).

By midafternoon the visitors started to leave. The day was a typical spring day warm and sunny. We thanked Shawn for a great day.

Photos show some of the visitors' cars and the VW Beetle display.

Basil Chassoulas

basil.ecurie@gmail.com 082-851-3052.



Reprinted from The Crankhandle Chronicle.

November 2020





RECENT SAVVA CLUB EVENTS

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POMC Japanese Classic Car and Bike Day - 2020.

A beautiful hot sunny day saw club members and friends celebrate their classic Japanese manufactured vehicles. From flame throwing monsters to the most iconic vehicles of all time were all on display. Thanks to the Datsun Club for their participation on the day as well. Needless to say, those non-Jap cars that were there, were just as welcome... After all - We all love cars and bikes!



Ripple Hotel Lunch Run – 31st October 2020

This was the club's first official run since lockdown in March. We met at the new Windfarm Ultra City on the N2 at 10:30 for departure at 11:00. Once everyone had arrived, we travelled in convoy through the countryside to the Ripple Hotel in Patensie. A lovely run except for certain sections of road that were



Meeting at the Windfarm



The Ripple Hotel in Patensie, a lovely venue with plenty of areas to sit

The Official Journal of
The Vintage Motorcycle Club.
Member of S.V.V.A.



Affiliated to
The Vintage Motorcycle Club
Of the United Kingdom

EDITORIAL By Steven Helm Armistice Day or Remembrance Day Run built on last year's event by having more bikes attending, some stunning VVC cars and a Bagpiper from Jeppe Boys to add depth to the ceremony led by Eric Mcquillian.

ARMISTICE DAY RUN TO THE MILITARY MUSEUM



December 2020

Judge rules £425,000 1930s Bentley is NOT a fake despite only original feature being its chassis

By DAILY MAIL REPORTER

PUBLISHED: 19:21 BST, 8 March 2012 | **UPDATED:** 14:12 BST, 21 May 2012

The Court of Appeal has overturned a ruling that a classic 1930s Bentley was a fake - even though most of the original parts had been replaced.

Mercedes Brewer, 67, bought the 1930 Bentley Speed Six for £425,000 but later discovered the only original feature was part of the chassis.

The car had been re-bodied by specialist dealer Stanley Mann and fitted with an original Bentley engine modified to Speed Six specification.



Genuine article: A court ruled that this 1930 Bentley Speed Six, bought for £425,000, is not a fake despite the only original part being its chassis

Mrs Brewer only realised that many of the original parts had been changed when she came to sell the car and it was valued at just £300,000.

She then sued Mr Mann, claiming he had sold her a fake, and a High Court judge ordered him to pay her £94,000.

But the ruling has now been overturned by the Court of Appeal, which ruled that advertising a car as 'a 1930 Bentley Speed Six' does not guarantee that it consists of all the original parts. Mrs Brewer has been left with a £300,000 legal bill.



Mercedes Brewer originally won a case in the High Court and was awarded £94,000. But that ruling has now been overturned at the Court of Appeal

Mrs Brewer was under the impression that hers was one of only 177 Speed Six models to roll off the company's production line in 1930.

However, the car actually had a lesser-powered six-and-a-half litre engine rebuilt to the specifications of a Speed Six.

However, 18 months after buying the car she was struggling to make finance repayments so she instructed an expert to value the car with the view to selling it.

Sholto Gilbertson, a personal friend who worked for renowned auctioneers Bonhams, valued the Bentley at just £300,000 - significantly less than the £550,000 Mrs Brewer was expecting to hear.

Shocked by the news, she asked her finance company Fortis to suspend her payment plan while she negotiated a claim with Mr Mann.

But because of her outstanding payments Fortis terminated the contract and repossessed the vehicle - later selling it back to Mr Mann for £425,000.

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December 2020



In an unusual twist, the Court of Appeal judges ruled that the original judge in the case, Anthony Thornton QC, was 'biased' in his judgement.

They said his judgement 'could not be relied on' after he found that Mr Mann 'had been dishonest where no dishonesty had been alleged'.

Speaking outside the Royal Courts of Justice on Wednesday, Mr Mann said the ruling has wide implications for the antiques industry.

He said: 'I am very pleased with the outcome. The Court of Appeal's decision has vindicated me.'

'The problem with 80-year-old cars like these is that at some stage everything has to be replaced. If you replace the leg on a Sheraton table, it is still a Sheraton table

Victory: Dealer Stanley Mann poses next to the vintage motor following the ruling in his favour at the Court of Appeal London

This is a good day for the historic car business and indeed, had the flawed judgment of HH Judge Thornton been allowed to stand, the implications for the entire antiques market would have been immense.'

The saga began when Mrs Brewer, an American-born lawyer who lives in Oakham, Leics., bought the car from Hertfordshire-based Stanley Mann Racing in 2007.

Launched in the late 1920s, the legendary Speed Six was built during the company's heyday and is regarded as the finest vintage model Bentley has ever produced

Fitted with a six-and-a-half litre engine developing 180 horse power, the classic British sports vehicle was Bentley's most successful racing car winning twice at Le Mans in 1929 and 1930.

Mrs Brewer launched a lawsuit against Stanley Mann, his company Stanley Mann Racing Ltd and the finance company Fortis.

she claimed Mr Mann was in breach of warranty in describing the engine as being a Speed Six engine.

Mrs Brewer also alleged that SMRL and Fortis were in breach of their respective obligations to provide a 1930 Bentley Speed Six Car.

She demanded £425,000 and her finance charges of £90,000, giving no credit for the fact she had enjoyed 15 months of enjoyable motoring.

Judge Thornton ruled in favour of the Mrs Brewer in October 2010, forcing Mr Mann to appeal the decision.

Speaking after the original ruling, Mrs Brewer said: 'My husband Peter has owned and raced Bentleys all his life - and he got me into the marque when we married in 2002.

'When I decided to buy one I asked Peter which model he'd recommend and he immediately said a Speed Six but it didn't turn out very well.

'The sad part is that Mr Mann constructed the car for himself so knew everything about it but the only original Speed Six part of the car was the front of the chassis.'

Wednesday's ruling is significant because it states that a description of a car doesn't imply its originality or provenance. Therefore to describe a car as 'a 1930 Bentley Speed Six' does not imply that it is an original Speed Six or that it has any type of history, let alone a continuous history.

If a buyer requires originality and a continuous history they would have to negotiate for it and pay for it.

In their ruling, Lord Justice Rix, Lord Justice Sullivan and Lord Justice Lewison were highly critical of Judge Thornton.

They said he had 'misunderstood or misinterpreted the evidence of the experts and that he created issues where there were none'.

Their written ruling added: 'We express our regret at this unhappy outcome, but in circumstances where the trial as a whole was undermined by the judge's apparent loss of the necessary objectivity, no other solution has been possible.'

Mr Mann has now made a tidy profit from the Bentley in question.

After buying the car back from Fortis for £425,000, he carried out further work on the 80-year-old car and sold it for a staggering £675,000.

Mrs Brewer, whose husband Peter was a car dealer in the 1960s and 70s and is now a business consultant, owns several Bentleys.

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Articles for publication in the SAVVA

AutoNewS are always welcome .

Fred Rascher

Editor

email : iaminpmb@gmail.com or rascher@futurenet.co.za

Hallo to all my Micro friends

Once again I take you on my old car journey.

In previous articles, I mentioned my car collection. By no means a high quality car collection- but It gives me great joy and pleasure. Over the years I had many people visiting me to look at my cars- mostly people in need of a wedding- or matric farewell car. Also many passersby. Only after many years I realised that it must have been hundreds of people- and if I knew then how many people would eventually visit me- I should have started with a visitor book.

Sometimes I need to move the cars around in my yard and for that I need to get most of them out, and the easiest is to park the cars in the street. That attracts even more people.

Many of them stop and ask me about the old cars- and I invited many of them into my yard and house. Inside my house I



have interesting memorabilia to show the people as well. Like a cut of front of a splitty Kombi, Rolls Royce fridge, a 1925 Whippet front in my kitchen and of course, my Messerschmitt and Isetta. And some antique just to fill the space.

An interesting story on this is that I attended the Model T tour last year and sat at a table with one of the participants- who lives in Vryheid. We exchanged stories and then his eyes lit up. "You are the guy in Pretoria with all the old cars at his house, in the living room and on the swimming pool. I was in your house!"

The Kombi I bought many years ago, but decided the only part I like about the Kombi is the front. These Kombi's don't drive particularly well. I then cut off the front- in my driveway. Sprayed it, fitted new windscreens, new rubbers, new lights. Eventually it cost me more than I had bargained for.

I don't have a big yard (about 800 square meters), but in the past I have squeezed 32 vehicles into my yard. (the rest were on my brother's plot and at my mother house- on the opposite side of the street). Since then I have been rehabilitated. At times. But then the addiction hits me again and I will have a relapse and buy old cars again. The past months I have sold 4 cars. I actually felt so much better. It was going well. I had 3 more cars in mind I was willing to part with. One of the 3 cars, a 1948 Chev- I advertised it and a lot of people responded and contacted me. Potential buyers came to look at the Chev and I took them for test drives. By the 3rd time I was thinking "I can't do this. This car is a dream to



Ok, so. I sold 4 cars. I was on the path of rehabilitation. So I thought. But then I bought 2 cars about 2 weeks apart. The one being a 1966 Ford GT40 replica. Man, does this car make me smile and happy. The other car is a 1973 Citroen DS20.

The GT40 was a bit of a problem to drive at first. I fell one night and injured my left kidney. To get in and out of the GT40 with a hurt kidney was a big problem. But I would clench my teeth and just do it. Just to drive it was so worth it. Thankfully, my kidney feels much better now.

Continued on the next page

As for the Citroen DS20. I had been looking for a DS20 for years. If I am permitted, I can write about the Citroen experience in my next article?

Coming back to my collection. The one problem with my collection is that I don't have a big store/garage to park all the cars. I need to squeeze them in like sardines in a can. I do change them around at times, but eventually some cars end up at the back. When I had about 8 classic cars I would drive them all on a Sunday afternoon. But eventually, as the collection grew, this was not really possible anymore.

Or so I thought. Until I came up with a solution. Why not invite people to visit me and we take a ride in all my (currently driveable) cars. I advertised, but got no response.

Then a friend asked me for a ride in the GT40. I said to him "why not drive all of them". And that is what we did. I took him for a ride in 16 cars. It took us 4 hours. Then we were tired. But now I know what it takes. One thing I learned is that I should not park the cars in the street until the last car is out. That attracts a lot of attention from passersby. Which is nice I think. But leaving convertibles in the street is not really a good thing in our sunny South Africa. Or a Valiant should not be left unattended in the street. Or maybe times changed since the 70's?...

Anyway. Lesson learned. I have worked out a strategy where I park cars in front of my yard in a certain sequence and at my mother's house. I'm getting better in moving the cars back into my yard again. It only takes me 45 minutes now.

My friend enjoyed this so much- he told all his friends and family. Soon I had people enquiring if I would do it with other people as well. Well, matric dances and weddings are a bit slow this year and I enjoy this more than matric dances. Now I have customers coming to my house and we go for short trips in a lot of the cars in about 3-4 hours. Lekker!



I take photos of my customer with each car and give them a nice collage of the photos afterwards. It's an unique experience for the customers and something I enjoy doing a lot. And it keeps me motivated to keep all my cars rolling and repair the broken ones and complete my projects.

Until next time

Taco Kamstra

THE HISTORIC GRAND PRIX CARS ASSOCIATION Visiting South Africa in 2020 By Basil Chassoulas

The Historic Grand Prix Cars Association (HGPCA) is an association of Grand Prix car owners that own race cars from 1925 to 1966. It is cars before the total commercialisation area. It was an era where the paying spectator or race car enthusiast had free access to see the race cars in the pits during a Grand Prix and to have a chat to the drivers and pit crew. The same applies today with the members of this association, a very friendly bunch of people. We saw the pre-ww2 Grand Prix cars in East London in 2018 called the SAHCP 2018. This year the HGPCA visited SA to race a full scratch race at Zwartkops on the 31 January and at Killarney on the 1 February. These two events were the first two of a total of 13 races for the year to countries where there were Grand Prix those years. This would be the HGPCA championship for the year. So they are re-enacting a Grand Prix of yesteryear.

20 cars were shipped to SA for the two events. The cars were all Grand Prix cars from 1952 to 1964. There were both types of cars, the early cars were front engined consisting of an Alfa F2 and a Maserati 250F. The other type were rear engined cars consisting of Coopers, Lotuses, Brabham, Heron and LDSs. A LDS was a SA copy of a Cooper or Brabham depending on the year made.

Three BHVEC members and a friend met the HGPCA team at the Zwartkops Meeting. All the cars were being prepared for the open practice which was on Thursday. With a full photo kit I took many pictures over 100 photos.

Over the past years many of these historic Grand Prix cars have been touring SA and racing in the local single seater races as invites.

I only have the winner of both events in SA and that was a 1960 Cooper T53 raced by Will Nuthal car no 10. I do not have any other results as we were not there on race day. In 1960 a Cooper T53 won the drivers and constructors championship with Jack Brabham as the champion driver. This could be the same Cooper T53 car no 10 that raced this year.

The HGPCA has a detailed internet site to visit with all events, classes of cars and a newsletter you can ask for. Go to <http://www.hgpca.net>

Basil Chassoulas

basil.ecurie@gmail.com

082-851-3052



1952 Alfa F2



1961 Lotus 18



1960 Heron F1 Alfa



1960 Cooper T53

BUGATTI

TYPE 56 ELECTRIQUE 1931



BUGATTI Type 56 1931

YES, an electric Bugatti, made by Ettore Bugatti in order to drive around easily in his car-factory.

The Bugatti Type 56 1931 is an electric car built by Ettore Bugatti first of all in order to have an easy type of transport for himself within the Bugatti - factory. According to the explanation given in the Schlumpf-Collection in Mulhouse there were 3 such cars built, other sources talk about 6 cars of type 56.



Oliver Parker Fritchle was an American chemist, storage battery innovator, and entrepreneur with electric vehicle and wind power generation businesses during the early twentieth century.



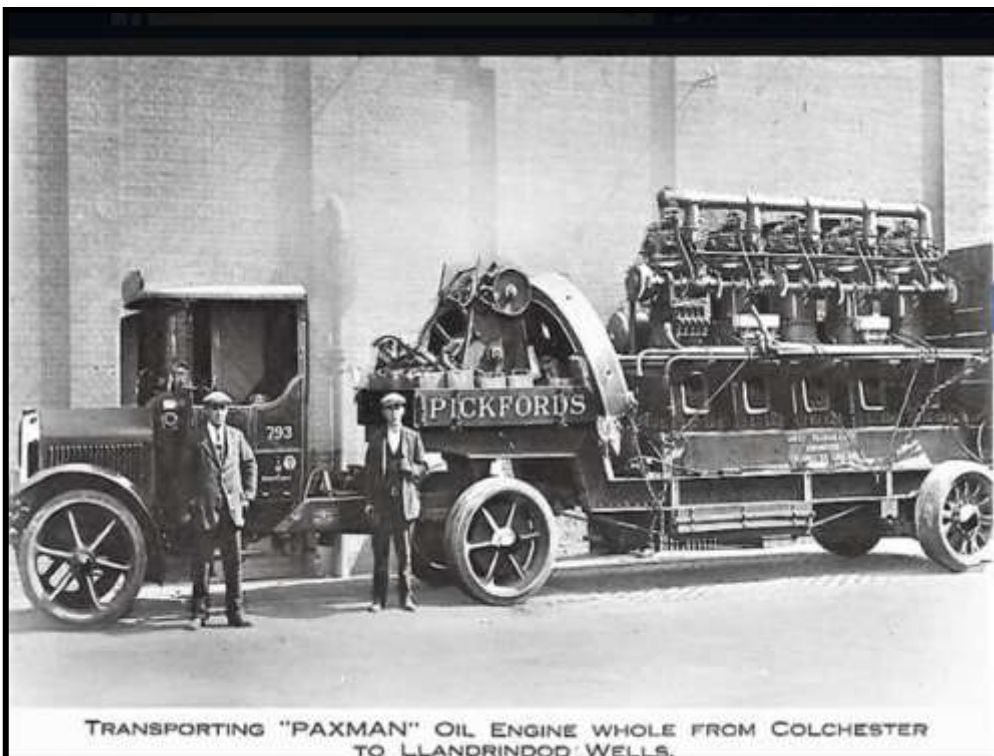
many Fritchle electric cars manufactured in the early 20th century. | 30003

The Fritchle Automobile products evolved over five years from the carriage-like Phaeton to a broad line of cars and a commercial truck. Models made at various times during more than a decade of production included the Victoria Phaeton, four-passenger coupe, roadster, Stanhope runabout, two-passenger torpedo runabout, four-passenger tourer, a luxury five-passenger brougham, and a one thousand pound commercial truck.

Reprinted from EPVCC Newsletter



A vehicle attempting to negotiate the Van Stadens Pass



TRANSPORTING "PAXMAN" OIL ENGINE WHOLE FROM COLCHESTER TO LLANDRINDOD WELLS.



Alan Ladd with his Cadillac V16



A photo postcard showing an Austin Swallow (Top-hat Saloon) late 1920s – Taken somewhere on the beachfront in South Africa

Most expensive Duesenberg ever built wades into Jay Leno's Garage

Duesenbergs are a common sight on Jay Leno's Garage, as the car-loving comedian is a big fan of the marque. But this 1934 Duesenberg Walker Coupe stands out because, according to Jay, it's the most-expensive Duesey ever made. That means it cost \$25,000 in 1934.

Built for Lilly Pharmaceutical president Josiah Lilly, the coupe is the only Duesenberg built with aerodynamic bodywork (by coachbuilder Walker), which designers were just beginning to experiment with in the 1930s.

Lilly's demand for a modern-looking car led to the sleek roofline and V-shaped windshield, but also headlights that stick out of the front fenders like the eyes of an alien creature. The twin bumper beams were meant to look like biplane wings, and were allegedly more aerodynamic than standard bumpers.



1934 Duesenberg Walker Coupe on Jay Leno's Garage

The aerodynamic features do work, according to Jay. He noted that the coupe requires fewer rpm to maintain a 70-mph cruise than a standard Duesenberg, and that the cabin is much quieter than other cars of the period at speed.

The unique body is mounted on a chassis that weighs 4,400 pounds by itself, giving the car a total weight of more than 6,000 pounds, Jay said. Lugging all of that weight is the same 420-cubic-inch inline-8 engine introduced in 1928, which made 265 horsepower.

Lilly didn't like the car, and only kept it for one year. It was later sold to the mistress of a New York City politician, and then to a gas station owner who used it as a tow truck. It was then bought by a collector who conducted a low-quality restoration, Jay said. Duesenberg expert Randy Ema tipped Leno off to the car, kicking off a chaotic purchase and restoration process that ended up with Jay buying the car in the nick of time.

Jay shows how impractical the car is. The various doors and compartments around the car all have their own keys, and it takes two people to fill the gas because the trunk doesn't stay propped up. All the body panels are also incredibly heavy.

He says it accelerates nicely despite its weight and the engine has a throaty rumble.

FORTH COMING EVENTS



Good Morning VETERANS

After all the gloom and doom of the pandemic I have some good news for you! Open the attachment and see what you can enjoy should you decide to participate in our Vintage and Veteran tour next year from 1st March-5th March 2021

Our basecamp will be at the beautiful Drakensville holiday resort, situated at the bottom of the spectacular Oliviershoek mountain pass near Bergville. The famous hydroelectricity scheme which is right inside the mountain is only two kilometres from our venue. We are still trying to negotiate a tour for our group, but due to current upgrading they cannot commit to a date.

The venue has many facilities such as swimming pools (one heated), and even a chapel for your spiritual needs. The chalets are self-catering and very nicely fitted out, with a veranda on which to enjoy a sundowner.

The three day tour will take you through the most beautiful parts of the Drakensberg, and one of our lunch venues is close to Champagne Castle.

The Little Switzerland hotel which is halfway up Oliviershoek pass is another lunch venue with the last one being at the beautiful Spionkop lodge which is just opposite the Spioenkop dam.

The roads are in a good condition, there is however a short section of one kilometre good gravel road leading up to the lodge.

Should the tour once again be cancelled due to the pandemic Drakensville will give us a full refund this will be passed on to you minus admin expenses which will be minimal. If we do not get enough entries 20th December 2020 to make it viable and we have to cancel the tour we will refund your full payment. Should the tour be cancelled **by us** between 31st December and the start of the tour, Drakensville will apply their cancellation policy and refund us accordingly, which we will pass on to you minus admin costs.

Entries are limited to 25 cars.

We look forward to you visiting our beautiful KZN province.

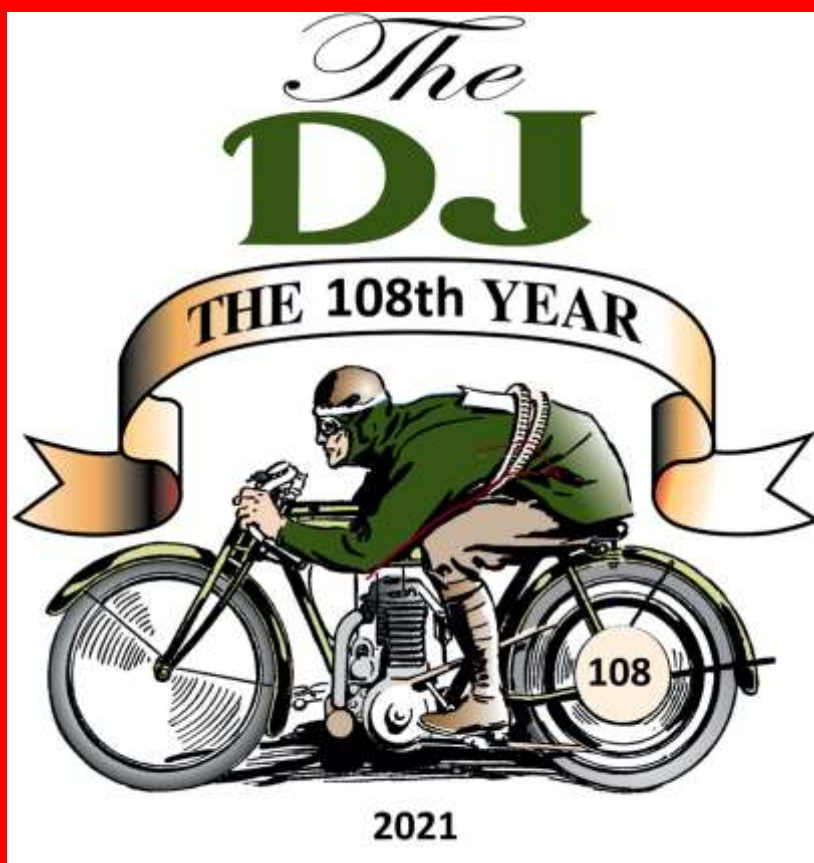
Regards,

A handwritten signature in black ink, appearing to read "Harry Heyns", with a long, sweeping underline.

Harry Heyns,
Vryheid Vintage Car Club.

email: heyns@linkupmail.co.za

Cell : 082 800 3030



REGULATIONS OUT FOR 2021 DJ CLASSIC MOTOR RUN

The organisers of the 2021 Durban-Johannesburg regularity trial for classic motorcycles made before 1937 are already accepting entries for what will be the 51st of these events which commemorate that annual motorcycle road race between the two cities that was staged from 1913-1936. The event was then banned by the authorities on the grounds of safety for riders and the public.

The 2021 event is scheduled to take place from March 12-13, starting from Hillcrest, outside Durban, and finishing at Benoni Northern Sport Club in Benoni with an overnight stop in Newcastle. The closing date for entries is February 1, 2021 and entry fees are R1 250 for first-time riders and R1 500 for other riders.

This international event is organised under the auspices of the Vintage and Veteran Club of South Africa by a team which includes members of other local clubs such as the Vintage Motorcycle Club, the Classic Motorcycle Club (CMC) and Pretoria Old Motor Club (POMC). Clerk of the Course, for the fourth year in succession is Larina MacGregor of the VVC.

Once again the competitors will carry digital loggers which will be used to check their arrival times at the various check points on the route, with penalties for running earlier or later than the calculated speed for your particular average speed group.

This year's event, which celebrated the 50th anniversary of the first of these commemorative regularity trials in 1970, attracted a field of more than 100 entries. Clerk of the course Larina is hopeful of once again attracting a strong entry, but with the "new normal" we live in one does not know what size of entry to expect.

For any queries contact Larina on 084 949 0937 or email larina.macgregor@gmail.com

REGULATIONS OUT FOR 2021 DJ CLASSIC MOTOR RUN

The organisers of the 2021 Durban-Johannesburg regularity trial for classic motorcycles made before 1937 are already accepting entries for what will be the 51st of these events which commemorate that annual motorcycle road race between the two cities that was staged from 1913-1936. The event was then banned by the authorities on the grounds of safety for riders and the public.

The 2021 event is scheduled to take place from March 12-13, starting from Hillcrest, outside Durban, and finishing at Benoni Northern Sport Club in Benoni with an overnight stop in Newcastle. The closing date for entries is February 1, 2021 and entry fees are R1 250 for first-time riders and R1 500 for other riders.

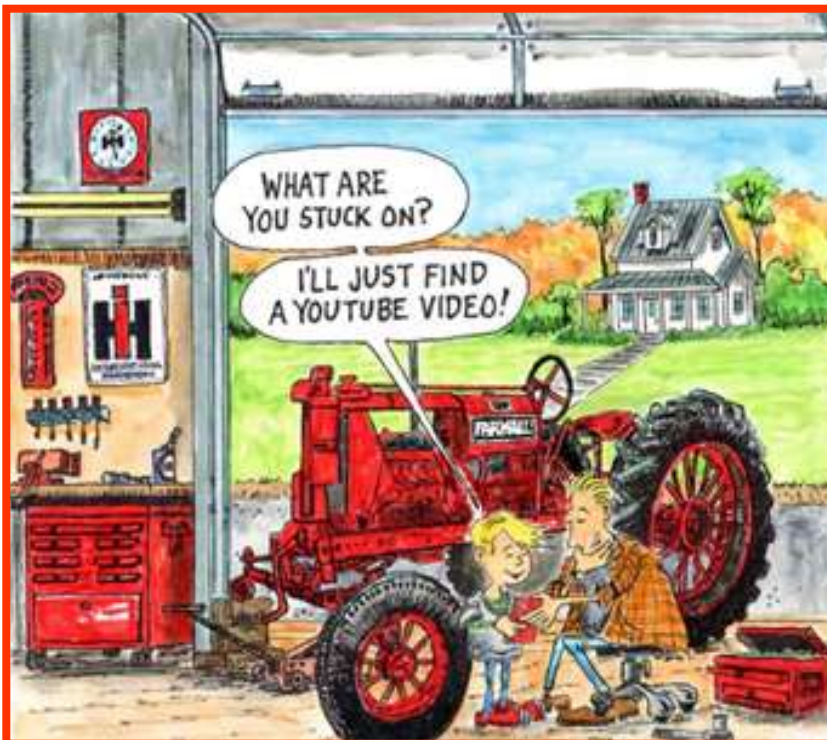
This international event is organised under the auspices of the Vintage and Veteran Club of South Africa by a team which includes members of other local clubs such as the Vintage Motorcycle Club, the Classic Motorcycle Club (CMC) and Pretoria Old Motor Club (POMC). Clerk of the Course, for the fourth year in succession is Larina MacGregor of the VVC.

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One of those truly difficult decisions.

Do you tell him or just watch?



Reprinted from the EASTERN PROVINCE VETERAN CAR CLUB Newsletter



Merry Christmas and a
Happy New Year to
everyone

