



# *AutoNews Southern African Veteran & Vintage Association*

*Taco Kamstra and his Microcar*

**MARCH 2021**

## **CHAIRMAN'S CHATTER**

Die COVID-19 pandemie het beslis een ding onderstreep – wat jy beplan om te doen en die realisering van jou beplanning is oneindig ver uitmekaar! Beplanning vir motorskoue, tydrenne en vele byeenkomste vir 2021 was al klaar of bykans klaar, toe kom daar weer die een of ander bepaling en ALLES moes gekanselleer word. So moes ons talle teleurstellings vroeg in 2021 hanteer.

Ons is in hierdie tyd geforseer om met baie innoverende denke kop bo water te hou, en om die entoesiasme van die oumotor-beweging aan die gang te hou. In die grendeltyd het ons net weer besef dat tegnologie ook vir ons 'n groot aanwys kan wees. Dit is voorwaar 'n riem onder die hart om te sien hoe die verskillende klubs tegnologie ingespan het om die beleving van die oumotor-beweging 'n ander dimensie te gee.

Klubs oor die land heen hou virtuele vergaderings, Zoom word ingespan om tegniese-aande te laat voortleef en verskeie ander kreatiewe idees is geïmplimenteer om die oumotor-entoesiaste se belangstelling en interaksie te prikkel. Die **Zoom** platform is die een wat seker die meeste gebruik is. Die groot voordeel hiervan is dat lede van ander klubs ook kan inskakel. Selfs lede in die buiteland word betrek en neem deel aan hierdie byeenkomste. Die grendels van die grendeltydperk word verbreek en ons kuier nie net oor klubgrense heen nie, maar ons kuier ook internasionaal saam. 'n Groot woord van dank aan die Crankhandle Club wat wonderlike inisiatiewe aan die dag gelê het die afgelope maande!

## **SAVVA Office Bearers**

<b>President:</b>	<b>Gavin Allison</b>
Chairman	Philip Kuschke
Vice Chairman	John Reidy
SAVVA Secretary	Pam Hall
SAVVA Dating	Peter Hall
SAVVA Motor Sport representative	Hennie van der Walt



*Chairman's chatter is continued on the next page*

## CHAIRMAN'S CHATTER CONTINUED

To be able to organise rallies on a different level" is almost impossible. Note, ALMOST impossible. We must certainly congratulate Colin Greyvenstein and his team from the Crankhandle Club. This team tackled this almost impossible task and successfully completed it. Contact this young man to hear more of their successful recipe.

Where is SAVVA as a movement going? Quo Vadis? This critical question with far-reaching consequences to the movement is now under the spotlight. The SAVVA National Council had planned a workshop to take place during the DJ Rally to discuss this issue. As we all now know, the DJ Rally was cancelled and so too the SAVVA National Council workshop.

Due to the cancellation of the SAVVA National Council's Road Show to present the new Public Liability Insurance Policy to the members, the National Council hosted presentations to several clubs using the ZOOM platform. Any club urgently requiring information of the new SAVVA Public Liability Insurance Policy can contact Gavin Allison, John Reidy or myself in order to set up such a presentation. We are currently also in the advanced stages to negotiate a new vehicle insurance policy for SAVVA members. We hope to finalise this vehicle insurance policy before the end of March and will communicate to clubs accordingly .

Namens die Nasionale Raad van SAVVA wens ons elke klub sterkte toe om die huidige stuikelblokke en beperkings te bowe te kom. Wees toegewyd en kreatief. Lank leef die oumotorbeweging!

Oumotor groete

Philip Kuschke

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### *Contents of March 2021 AutoNews*

Pg1/2. Chairman's Chatter

Pg 3 ... Geoff's Jottings

Pg 4/5.. Just Wheels Open Club Clubhouse Day 25-1-2020

Pg 6.... News from clubs

Pg 7/8.. 1929 Fiat 525N coachwork by Farina

Pg 9/10 .The East Rand Motor Show6-12-2020

Pg 11/12 .A Millennial's Comments/ and 'From the Editor'

Pg 13/14 .A Citroen and a Microcar

Pg15 ..... Cars from the past

Pg 16.....A smile for the day

Pg17/18...My hunt for a Supercharged Mercedes Benz

Pg 19... The OUTSPAN ( ORANGE) MINI

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# Geoff's Jottings

## The other day an e-mail popped into my in box showing a Rolls Royce Silver Shadow for sale by auction.

It was a lovely, one owner car from 1970 and it had been kept in excellent condition, far removed from the beaten up wedding cars that sometimes get advertised. Despite this, the car had a reserve of only £9,000 with a top estimate of £15,000 and when I looked at others that were for sale that did not seem unusual. As Rover is often referred to as "the poor man's Rolls Royce" I wondered why an equivalent age P5B Coupe is now worth far more than the roller. When these cars were new, the Rolls cost a little shy of £8,000 so almost four times the price of the Rover and the purchase tax you paid on the Shadow was higher than the total cost of the P5B, such was the hostile taxation applied to the car industry at the time. The Rover was priced at £2,097 inclusive of £392 worth of tax, the pre-tax price having been kept well below the £2,000 threshold when the higher rate applied. I think it

was inappropriate to think someone buying a new Rover could have the word poor associated with them as you could still buy quite a decent house for that sort of money in 1970. The Shadow was the first monocoque design for the company much as the P5 was for Rover and it was a machine that was powered by an aluminium V8 engine, although in this instance it was almost twice the size of the Rover's at 6.7 litres having started off as a 6.3 litre capacity in 1965 when the car first saw the light of day and there was twice the power with 300 BHP on tap. Obviously the Rolls engine was completely British designed and built and the Rover used an American Buick but that is not quite as simple as it may seem. There is no doubt that the Rolls engine was British, it was well ahead of its American cousins and the company did not lack exceptional engine designers, Jack Phillips being the expert in this instance.

Without the Merlin and Meteor V12 engines to be found in all manner of machinery, we would not have won World War 2 so the company did not need to borrow from the USA. According to the Rolls Royce Owner's club, the company did buy both a Cadillac and Chrysler 5.3 cast iron V8 for evaluation but this only slightly influenced the final design and is probably the reason for there being rumours about its parentage. Whilst

Rover bought the tooling and design rights of the 215 cubic inch V8 Buick engine, they did not simply copy it but decided on a major redesign without altering the basic dimensions. It ended up stronger, more reliable and 55 lb heavier and almost all the parts to make it were UK sourced. Both engines had overhead valves so not exactly ground breaking and they both had to replace smaller capacity engines but fit in exactly the same space and they were both so good that they had a very long lifespan.



If you were looking for a luxury car in 1970 you would almost certainly not want to be changing your own gears so the Rover had a Borg Warner 35 auto box whilst the Shadow relied upon the heavier duty GM400, both were American and gave 3 forward gears although the BW35 was actually made in Letchworth UK.



## JUST WHEELS CLUB CLUBHOUSE OPEN DAY 25-1-2020 By Basil Chassoulas

Just Wheels Club hosts one of the three motor shows on the East Rand every year at the Muriel Brand School in Brakpan. But due to lockdown the show was put on hold.

Towards the end of the year Just Wheels Club has an open day at their clubhouse which is well attended. This year it was very well attended as it sort of formed the lost show day that was put on hold. The clubhouse grounds can accommodate about a hundred cars. The open day was on Sunday 25 October 2020. Motor Clubs were invited to the open day and the event was promoted on social media as well.

Club support mainly came from BHVEC and some of the race groups from the Rock Raceway from Brakpan. The day was well supported by Just Wheels Club members with their vehicles. There were also members from other motor clubs bringing their vehicles, but not representing their club. BHVEC had half of its membership at the event with their vehicles. Just Wheels Club is a SAMCA Club and is open to all vehicles.

The day was sunny and warm, ideal for a not too far outing after a major lockdown. Stay Safe rules applied and there were sanitising points on the grounds. Many food stalls around selling fresh food and sweets and cakes. The club ran the soft drinks bar. There were stalls selling vehicle spares, oils, tools and services.

The display on the grounds was vehicles from 1946 onwards consisting of saloon cars, sports cars, race cars, street rods and working stationary engines. About 90% of exhibits were historic vehicles.

A great day worth attending. Well organised by Just Wheels Club. Hope to have a good one next year? Photos show some of the exhibits.

The three motor shows on the East Rand keep a relationship between BHVEC and Just Wheels Club with the help of Piston Ring Club members living in the East Rand. The clubs form community, heritage and culture amongst their members and tell stories of restorations, events, adventures, maintenance and modifications about their vehicles and engines. This sustains the motor community on the East Rand.

We hope soon to start a motor sport program on the East Rand on one of the circuits.

We have found that we can attract younger members from a SAMCA club into a SAVVA club if the parents belong to both types of clubs as there is exposure for the younger member to a historic vehicle at the club motor shows and other events. We will see how it grows with time. These motor shows do attract younger people to historic vehicles as the young can also display their modern vehicle on the day. It is all about seeing, motivation and encouragement to try to save to own an historic vehicle for the younger owner.

Basil Chassoulas

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*Alfa*



*Clinton*



*Anglia*



*Fiat*



*Austin*



*MB*



NEWS FROM CLUBS

6



Hello everyone.VVC is pleased to announce the new organising team for the 2022 DJ Rally. Hylton Allison is the CoC and Secretary and Admin is Gwyneth Cronje and Elaine Cusdin .



KICKSTART



The fire at the Austrian Museum will haunt the vintage fraternity for a long time.

Historic Transport Association NEWSLETTER February 2021

An interesting suggestion from Harry the chairman of HTA is that smaller clubs combine their outings. They can meet but without losing their identity under the banner of "YE OLDE AUTOMOBILE SOCIETY" .....Food for thought !



Recent Sunday Coffee meet at Lion's River KZN





### 1929 Fiat 525 N coachwork by Farina

The large 525 passenger car was considered to be a successor of the Fiat 512. It entered production in 1928 and continued through to 1931. When it was pulled out, it was replaced by the Fiat 524. No sooner was it launched the car was modified, being renamed the 525N.

### Count Natale Labia

In 1924 Natale Labia was granted the hereditary title of Count and transferred to the diplomatic service in South Africa. This 1929 Fiat 525 N was owned by the Italian legation in Cape Town and allocated to ambassador Count Natale Labia as his official car. It came with a factory trained chauffeur, a Mr. Tonin, The car still wears its Diplomatic number plate DC 2.

Crest of Count Natale Labia is still shown on the doors of the Fiat 525 N today.

It is known that Mussolini gave the Pope Pius XI an identical Fiat 525 N and another identical car is in the possession of Count Lazzaroni in Vicenza, northern Italy.

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next page*



*Continuation-*

All the above cars were bodied by Farina, The coachwork is a Sedanca open drive, with a complete fully folding roof making the car a complete open tourer.

The Fiat was in regular use until Count Labia died in 1936, when it was put into a barn on the property of Hawthornden, the family home of his widow Ida Labia (daughter of mining pioneer Sir J.B. Robinson). Count Labia was posthumously given the title of a prince.

The car was sympathetically restored for Count Labias' son and then kept in the family until very recently.



## THE EAST RAND MOTOR SHOW 6-12-2020 By Basil Chassoulas

The East Rand Motor Show is one of three shows hosted every year on the East Rand in the Ekurhuleni Metro.

The show normally takes place in June of each year, but because of lockdown it was postponed till later in the year when things could improve. The organisers let us know of the new date being the first Sunday in December.

The show was also moved to a new venue, the Woodlands College in Boksburg still in the East Rand. The show is hosted by YC Events, a private exhibition organisation that has been around for some years now. The show is advertised on the internet and to SAVVA & SAMCA Clubs. Many clubs do attend the show from around Gauteng.

This year there were not many clubs present but the turnout of exhibitors was very good. The venue was also very good with lots of space and many food stalls which made the show more relaxing.

I booked a stand for BHVEC for ten cars as five members had committed and another five would most probably attend. On the day four members came with four cars and parked in the stand. I normally go with my 1973 Ford Granada GXL to this show but this year I took my 1969 Mercedes-Benz 280S as the Ford was last used for last year's show. Our other members brought a Ford Cortina Mk3, a Alfa GTV 3.0 and a Renault Megan. The show is for all cars historic up to modern, but 80%-90% of the cars are historic/classic. Cars on display were from the early 1940s right up to a few collectable moderns. On arrival around 7am the grounds were half full and the day started off misty, but later cleared up to warm and sunny.

The grounds were well laid out with sanitising points in each row and you had to stay safe and always have your mask on. SAPS were checking on the event from time to time as it was a legal event.

There were all types of cars on show, from the saloons, pick-ups, sports, sports racing, full racing, kit cars, street rods and rat rods. There was also the Miss Street Rod competition with many aspiring models posing inside and outside of the selected cars with plenty of photography taking place. There was also Show and Shine (Concourse).

Club support from SAVVA clubs was BHVEC and MMOC Jhb while from SAMCA I could only see Just Wheels Club. There was also the Ford Cortina Club and The Late Great Motor Association. A great show worth attending. Photos show the good selection of cars on show.

Basil Chassoulas

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*Cortina*



*Alfa GTV*

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*vw beetle*



*mga*



*chev ss*



*morris pickup*



*chev fleetline*



## A Millennial's Comments

**By Mike Wyatt**

I recently read a newsletter article by John Booth on the future of the 'Traditional Car Club'.

As someone who was born in 1982 and therefore unfortunately categorised as a 'millennial', I wanted to stress that whilst the days of the traditionally structured social car club he described may be numbered, the loose affiliations of friends focused on the automotive scene has never been bigger, both internationally, and at home here in South Africa.

Whereas before one would have had to join an officially run local 'Rover Club' or 'Toyota Club' to gain access to the members' experience and access to their cars, nowadays the community interest is largely organised online due to the rise and proliferation of social media since the early 2000's, starting with Face Book groups, then Instagram and now You Tube channels.

What these online forums & social media have done is give every car enthusiast, no matter who they are, what they drive, what their budget is, or where they live, instant access to more visual content and 'How To' knowledge than ever imaginable or consumable in one's lifetime.

This change has forced an unintentional rejig of how car enthusiasts interact with each other, how they share their passion, and ultimately how and when they meet up to look at or work on cars. What may previously have been limited to a monthly 'Bonnetts Up' day to share news and show build progress, now that same enthusiast can post their own content online and gather millions of views and comments from people all around the globe.

If you want to figure out how to cram a 6.0 LS V8 into a TDI Land Rover for example, no problem, someone has done it and posted online already. Or if you want to figure out what that annoying rattle in your rear suspension is? Just 'Google it', and you will probably read 1000+ people who have discussed, analysed and already figured out what Toyota apparently could not fix in the damn first place. So now no need to wait until the next club event.

At any given moment this online access also allows the car enthusiast to follow car scenes they never would have even dreamed about. Something as strange and niche as the 'Bosozoku' car culture in Japan via Instagram, or keeping up to date with the Land Rover club of Singapore, or simply even sitting back on their couch in South Africa and watching a You Tube channel of Jeep fanatics 'wheelin' up Black Bear Pass in Colorado, USA.

These different global scenes and ideas are then embraced and filtered down into their own local car builds, meets ups, and cultures. This globalisation of information and style is reinterpreted at a local level helping to drive the home scenes to expand further and bring more people on board.

Another area that has gone hand in hand with the growth of car culture globally is the popularity of designer and speciality coffee. Whilst living in Melbourne we would often drive through to the monthly 'Cars & Coffee'. The same goes for events like 'Caffeine & Machine' in the UK. None of these are 'Traditional Car Club' meetings per se, just looser affiliations of people who have interesting vehicles and want to meet up, have a coffee, and talk about their machines.

One far more organised aspect of the modern scene is the annual car show calendar circuit. Events similar to our own 'Cars in the Park', but on steroids.... 'Raceism' – Poland, 'Players' - UK, 'H2O International' - US, 'The Boogaloo Camp Out' – Australia, and 'Woertherseetreffen' – Austria,

Continued on the next page

even Camp Out' – Australia, and 'Woertherseetreffen' – Austria, even our own 'VW Campfest -South Africa' to name a few. These events are booked out a year in advance and draw people from around the world to see the latest builds.

Last year a young Chinese chap drove 12,000km from China to Austria in a Chinese made and modified VW Passat to attend a car show. Another gentleman flew out from the US to South Africa, bought, built and swapped in a VR6 engine into a locally SA made City Golf and then exported the car back to the US & Europe to put on car shows there. These undertakings are of course shared and spread virally on social media often allowing other car fans to meet up with the owner during the journey, offer technical support, a warm meal, even a bed along the way. If those are not signs that the youth are committed to cars then I don't know what is!

And if anyone thinks Millennial are totally broke, wait until you see some of the work that has gone into these cars. They may not be 'Vintage' by age and definition, but the sheer time, money and effort put in is incredible. How people are starting to modify classic cars has started to change dramatically (much to the disdain of purists I would think). A few years back EV's were in the realm of fantasy, now guys already have merged a 1949 Mercury with a Tesla, so 'Hot-Rodding' is very much alive, it's now just going green I believe.

So, for the future of 'Traditional Car Clubs', it's not really the distance, or the money, it comes down to opening your doors to younger generations and their vehicles, reducing the red tape, and simply allowing enthusiasts a safe space to meet up and show off their creations. I don't want to attend an AGM, I just want to look at engines. If you build it, they will come.

If any of the club's members are keen (and brave) enough to take a look at what the youth are doing with their cars, click on these links. The cars are for sure not everyone's cup of tea, but the effort is alive and well!

Mike Wyatt

[Caffeine & Machine – UK](#)

[Boogaloo Camp Out - Australia](#)

[Vintage Mercury - Tesla Powered](#)

[Ferrari-Powered Toyota](#)

[USA 'Weelin' Scene](#)

[Raceism - Poland](#)

[Worthersee - Austria](#)

[H20 - USA](#)

[VW Camp Fest - South Africa](#)

### *From the Editor :*

*Any articles, comments, information, contributions on club news, including past and future events , interesting social media topics, overseas events, letters to the editor etc. for inclusion in the SAVVA AutoNews are always welcome. The South African Veteran and Vintage Association AutoNews is created for all SAVVA clubs and members, as well as for any interested local &/or international readers. Google SAVVA website on savva.org Copies of AutoNews are listed under "about us"*

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Hallo all my SAVVA friends,

Last time I wrote about my car collection and I started to write about my Citroën DS and then promised I will write about the Citroën experience a bit more. (I have added a microcar story at the end of this article as well)

I remember my first ride in a Citroën DS. It was 1969 (in Friesland, Netherlands) and I was 8 years old. A friend of mine told me his father would pick me up with their new car. When they arrived, it was a Citroën DS. It must have made an impression on me, as I remember I sat at the back on the left hand side and I was impressed with the comfortable ride. I even remember most of the journey to their house.

Over the years I saw many Citroën DS's on our roads, but I never had the urge to buy one of them. Actually, I thought it was quite an ugly car. People said that once the suspension would break, you would have big problems and not many people could fix them and it would be very expensive to fix. A friend of mine bought some DS's about 10 years ago and he told me the suspension was not that complex to fix. Nowadays with the internet and youtube it can be done quite easily. A few years later another friend visited me with his newly restored Citroën DS. He had it restored somewhere in the Cape and drove it to Pretoria without any problems. He took me for a drive and I was hooked. The more I looked at the DS's the more I started to like the car.

For many years I looked around for a Citroën DS. But many were in a bad state and the ones that were restored were expensive. I was looking for something I could afford.

About 5 months ago I went to a friend's car lot (he sells only old cars. Most in need of restoration). I was looking for an American car with fins (I'm still looking). At the back, I saw the DS20. I knew this was the beginning of another project. My friend actually had it on the lot for someone else- and I knew the owner. Negotiations followed and I traded a Mercedes 280 for the DS20. Totally insane as the DS20 needed a lot of work. It did not run, the suspension did not work. Rust in places. Electrical nightmare of loose wires. But, once again, I did not think with my brain. I was handed the keys of the Citroën DS20.



Although I'm busy with lots of projects and many cars need repairs, everything was stopped- to work on the Citroën. Now, I must admit- I'm not a good mechanic. But since my brother Jurjen works from home- I'm not scared to buy old broken cars. With the help of Jurjen, we got the DS20 started. But without the exhaust- it sounded like an old stock car. Next up was the exhaust. Nowadays it is so much easier to get parts. Whatsapp groups, Facebook groups, and the internet. Within minutes my Citroën buddies directed me to a shop (near my house nogal) that manufactured Citroën DS silencers. And they had stock! Next up was the suspension. First I learned that we need LHM for the suspension. Our local spares shop had it in stock. At R200 for one liter, very expensive juice.

*Continued on the next page*

14

We put in about 3 or 4 liters. Started the "goddess" and a miracle. The DS20 lifted itself up. Up and down it went. I measured the distance it went up and down: 29 centimetres!

Immediately I took it for a test drive. To our horror, the Citroën drove like a wheelbarrow. The suspension was as hard as a rock. What could be wrong?

Immediately we saw the oil mark as we had been driving. The suspension had a few leaks. Precious LHM fluid had leaked out the system. Back to the internet. We needed to know more about these accumulators or spheres. We took one apart and saw that it looked like the rubbers had melted inside. Back to my Citroën buddies. One of them had sphere rubbers in stock. Another buddy had the bottles and tools to put the nitrogen into the spheres. Watching more videos filling the spheres and eventually we had the spheres back onto the Citroën. The next test drive was everything we had hoped for. A magic carpet ride. I drove it over the mini circles. Over the speed humps at speed. Off the tar into the veld, over the bumps and through the holes. Man, what a ride!

All of a sudden, the red warning light on the dash lit up. It was leaking precious LHM (again). This time one of the pipes burst. It looked like a normal brake pipe, but thinner. We drove around and were able to get the correct diameter pipe. But we needed a special tool to make it fit. Jurjen made the special tool and replaced the pipe. A few weeks later the same thing happened. Another pipe burst, but this time it was caused because the pipe was scratching against the steering box. By this time I heard about a shop in Silverton where I could buy LHM for R80 per litre.



There is still a lot of work to be done on the Citroën. The rust holes need to be repaired, it needs a respray, wiring is going to be a challenge. Some parts missing, but with the help of my brother, we will get there. In the meantime I bought another oldie: a 1928 Pontiac- so the Citroën needs to wait for a while.

A bonus (microcar) story : Last year, I wanted to attend the air-cooled day at the POMC clubhouse in Silverton with my Isetta. Obviously I drove my Isetta there- because it can (most of the times). I was driving through Silverton at a breakneck speed and shifted from 3<sup>rd</sup> gear to 4<sup>th</sup> - only to sit with the gear lever in my hand. I was still in 3<sup>rd</sup> gear and while driving I looked at the gear lever and saw that it should just go back where it came from and fasten it. This was what I did while I had the clutch depressed and I was slowing down. I had it fixed within 10 seconds or so and was still moving forward. I shifted into 2nd gear and it worked! I continued on my way to the car show. Thinking about it now, I never looked at it again and it still shifts without a problem. Until next time,



## Taco Kamstra





# CARS FROM THE PAST

15

1910 STANLEY STEAMER DRIVEN BY A 17 YEAR OLD



The oldest surviving Cadillac 1902



## Jean Bugatti with the Bugatti Type 41 Royale Esders Roadster, 1932

Car enthusiasts and collectors, go feast at this colorized photograph of Jean Bugatti posing beside one of his father's coolest works. Ettore Bugatti's plan was to earn loads of money by selling the Bugatti Type 41 to the members of the royalty. However, that plan wouldn't pan out in the middle of the Great Depression. Even members of the European royalty couldn't afford to spend their wealth on the huge car during the Depression. He initially wanted to build 25 models of the Bugatti Royale, but only seven of these cars were ever produced.

*A SMILE FOR THE DAY*

16



**Patrice Wheeler**

October 20 at 7:25 PM

The world's smallest car...1958 Brusch Mopetta from Germany!  
Whatcha think?



## My hunt for a Supercharged Mercedes Benz

17

Picture it, Johannesburg, 2000 and something; I was sitting having coffee with Tony Watson going through some old photographs and talking motorcars

There was a photo of two gentlemen, in a 1920's Mercedes Benz, Tony said it was most likely Krugersdorp Hill Climb. I asked him what happened to the car, It disappeared he said, - after the war, no-one wanted anything German, spare parts were impossible to find and so the car was most likely scrapped, There was actually a rumour the car was cut up and the chassis rail used in the construction of a Johannesburg Building.

I wanted to find the car, or at least some of the pieces.

The driver could still be alive, but with no idea on the correct spelling of his name, and him not having anything to do with the motoring fraternity, that was a dead end.

I approached the licensing department the next day, they looked at me like I was mad, TJ Numbers, sorry boet, not interested.

I spoke to a higher ranking unfriendly official, and he told me he had the records dating back to the 1950s in Loveday street, He gave me access for a few minutes, It was a pile of papers, 2m x 2m and if I had 1 year, I could not find the info I needed, as I was walking out the door he told me to try the Johannesburg records office. (This did not exist). Many calls later, Peter Hall told me to try the Johannesburg library as they kept copies of the old records and newspapers etc.



I arrived at the library, the librarian had no idea what I was talking about, her boss had no idea what I was talking about. After negotiations, they agreed to take me to the "stacks" and I would be allowed to try and find the locations of the files myself.

The stacks turned out to be three stories underneath the Johannesburg Library. It had a transport system to move books from underground to the library desk on the ground floor.

They have almost every newspaper from the turn of the century, and there must be several million books.

After walking up and down for an hour or so, I found the volumes I needed. The volumes were beautiful leather bound hand written ledgers, sometimes with the most magnificent handwriting, other entries scribbled in.

Every now and again they forgot I was there and turned the lights off, so I had to go back up and remind them I was still there.

Several hours later, I found the info I needed. I finally had the correct name spelling, and an address.



PTO

18

Tony and I then went to the house in question. An old corrugated house from the early 1900's in a very poor suburb of Johannesburg. (Not the best part of town)

It seemed abandoned. As we were leaving a lady opened the gate. – I asked about Mr Arthur, Oh he died about 3 months ago.

What happened to the cars and parts? – The nephew scrapped a lot and took some cars home.

Where is his workshop? Across the road was her answer. –



Across the road, it was an older corrugated shed. Squatters had already moved in. We took a quick look, as we were getting some unwanted attention. Tony noticed a metal stick behind the door, this is a stabiliser wire for a tiger moth airplane, It forms the X between the wings.

Then you noticed it, the building had supports made out of car chassis, 6 or 7 chassis rails welded onto the building and concreted to the floor. I took a few photos and we left as we were creating unwanted attention from the residents

We had no-way to identify the correct chassis. I never thought to take a measure to check chassis dimensions and we did not have enough time to look for any markings or characteristics.

I contacted Mercedes Benz and with a few copies of the original drawings and measurements I returned to try and confirm the chassis identification.

The building had burnt down, and the metal stolen for scrap.

I returned a few years later to the house next door to investigate a rumour of a few buried Pre-WW1 Indian and Harley Davidson motorbikes. Seems Mr Arthur's neighbour had buried some motorbikes as he had to leave the property in a rush. According to the metal detector, there were large items buried around 2 meters deep, - the house owner would not let us dig that deep – but that's another story.

So you never know what is hiding in Johannesburg sheds and yards

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## OUTSPAN (ORANGE) MINI

19

The Outspan Orange car was shaped like an orange, had orange skin-textured fibre-glass bodywork, and looked like an orange but was, in fact, a Mini – albeit a highly modified Mini with a specially fabricated chassis giving a 48-inch wheelbase.

Six of the customised minis were commissioned by Outspan from a company called Brian Waite Enterprises Ltd, based at Bodium in East Sussex.



They were built between 1972 and 1974 at a total cost of £20,000 and were used in advertising campaigns in the UK and on the Continent to promote imported South African oranges.

Rack and pinion steering provided the Orange with an impressive turning circle of under seventeen feet. The car had a top speed of 30 mph – it became unstable above 30 and prone to roll over, despite having over 200lbs of ballast built into the floor.

One of the original Outspan Minis is now situated at the National Motor Museum at Beaulieu and often used for promotions in Britain, while another of the six is known to be at the James Hall Museum in Johannesburg.