

# Auto News Southern African Veteran & Vintage Association



**Dino de Silva's 1952 Pontiac**

**JUNE 2021**

## CHAIRMAN'S CHATTER

In my last "Chatter" I made the comment " May the old motor-ing movement enjoy a long life "

This is exactly the reason so many of us are actively involved in the restoration of our old cars, motorcycles and stationary engines. However, this still begs the question, " Will the move-ment endure the test of time?

Many of us follow and enjoy F1, MotoGP and World Rallycross. It was incredibly enlightening for me, doing some research, to find that the average age of F1 Drivers is 26,7 years. This calculation was affected by the "older drivers " such as Kimi Rai-konen ( 41 ) , Fernando Alonso ( 39 ) and Lewis Hamilton ( 36 ) otherwise the F1 average age would have been lower. Interest-ingly, the average age of the MotoGP Riders is 26,5 years – somewhat similar to F1 – while World Rallycross is a "youthful" 39,9 years.

Now you are wondering why I am sharing this "trivia " with you. Well, it seems to me that the youth of today are still "petrol heads" - they are interested in cars and motorcycles. The youth are our future.

Ever wondered what the average age of the members in your Club is ?

I would guess that it is probably above 65 years. Why don't we have the youth involved in our Clubs ? What is going to happen to our " precious investments "if we don't have the youth in-volved ? Why are the F1 drivers, MotoGP riders, and their spec-tator's / followers so young ?

## 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 repre-sentative	Hennie van der Walt



*Chairman's chatter is con-tinued on the next page*

## CHAIRMAN'S CHATTER CONTINUED

Is there possibly a difference between these groups and the offering from SAVVA Clubs ?

The time has come for all Clubs to urgently address this, to prevent a crisis in our "old car / bike" movement.

The SAVVA National Council held a Quo Vadis " Think Tank " Workshop in Cape Town on 12 May 2021 – to address these concerns, and the future of our movement. This resulted in the following decisions been taken, namely;

1. Both SAVVA and SAVVA Clubs activities need to be actively marketed – Nationally and Internationally - on a regular basis.
- 2.To urgently develop a "National Youth awareness & involvement " plan.
- 3.The history of SAVVA and its activities over the years needs to be documented.
4. The pool of knowledge and skills amongst Club Members needs to be preserved – where possible to ensure the future of the movement.
- 5.Head up a committee and actively and regularly liaise with Government, provincial and local authorities on a number of concerning issues.

National Council is fully committed to these incisive decisions, and invites all Clubs – where so much knowledge and expertise is untapped - to participate in these initiatives as soon as possible. Take up the challenge by " stepping up to the plate " and help us build our South African motoring movement into one of the best in the World

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 ou-motorbeweging, met elkeen van julle insette EN die jeug wat ons volg!

Oumotor groete **Philip Kuschke 07.06.2021**

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**JUNE 2021 A u-  
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## FROM THE DESK OF SAVVA - 19

### To All Club Committee's, SAVVA Delegates & Club Members

National Council is pleased to inform you – and confirm that the “ New Improved Public Liability Insurance Policy “ – is in full force and effect, as of 1 January 2021. The “ General Cover “ has been increased to R 20 Million, with an additional “ Car, Care & Custody Cover “ of R 10 Million – specifically for Car Shows. Attached for your information and records is a “Certificate of Confirmation of Cover “ detailing all aspects of this revitalized Policy – including the additional new aspects, as secured via Outeniqua Risk Solutions / iToo – Hollard Group.

We have also recently finalized negotiations with Cross Country Insurance Consultants/ Puma Insurance Brokers – Renasa, for an extremely affordable new “ SAVVA Car Collector's Insurance Scheme “. This new scheme has vastly improved terms of use, such as 8,300 kilometer's per annum, as well as cover for;

- ☑ Occasional use
- ☑ Weddings & Matric Dances
- ☑ Displays
- ☑ Historical Re-enactments & Film Shoots
- ☑ Discounts for larger Collections

In order to allay any fears, concerns or misunderstandings, we reassure you that this Scheme in no way whatsoever detracts from any current policy you may have, in your personal capacities with FNB Insurance Brokers. Such Policies will remain in full force and effect for the duration of the period of Insurance ( for which you have paid premiums ) - until renewal date.

Thereafter, you may wish to exercise your personal preference, of remaining with FNB – or switching to the “ New SAVVA Collector's Insurance Scheme “ via CCIC/Puma.

( See attached Advert – which will be featured on our Web-Site )In addition to the above, negotiations are under way to implement a “ Competitor's – Balance of 3rd Party, Fire and Theft”-for the duration of the Event only.

As soon as this has been agreed/finalized we will advise/communicate the details to

Gavin Allison

3 r d M a y 2021

**President**



# Veteran, Vintage and Classic Collector's Insurance Scheme

**FOR THE MEMBERS OF THE SOUTH AFRICAN VETERAN AND VINTAGE ASSOCIATION**

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Tel No: 011 215 8800 | Fax No: 011 476 8205 | website: [www.ccic.co.za](http://www.ccic.co.za)

**NEWS FROM CLUBS**

**The Crankhandle Chronicle**

**VETERAN RUN 11 April 2021**



*Hans Zwets in the 1912 Rover Colonial Boat Tail*



*Kevin Casey in his 1911 Model T Ford passing Dixies*



*Harvey Metcalf passing Dixies in the Club's 1901 Benz*



*One of the cyclists- the 1904 Durkopp belonging to Yuvi Jasti*



*Richard Middleman in his 1913 Cadillac*



*The 1907 Model S Ford belonging to Ali van Jaarsveld on its way to Simonstown*



*The 1907 Nordenfeldt Nick Middelmann giving a cheery wave*



*The 1912 Maxwell with Hilton Franz in control*



*The 1913 Cadillac in the capable hands of Richard Middelmann*



*The 1916 Model T Ford belonging to Greg Bjorkman passes through Kalk Bay*

The Crankhandle Chronicle

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The 1916 Model T Ford with Philip Kuschke firmly in control



The inimitable 1917 La France steered by Johann Merz



The trusty 1907 Nordenfeldt steered by Nick Middelmann



1901 Benz



1902 Wolsley - John Brewster and Ralph Thomas



1912 Maxwell Special with Hilson Franz



1916 Ford Model T - Greg Bjorkman



A 1916 Dodge with Peter Truter at the helm



Adrian Dennes waves to the crowds while passing Dixies



Ockert van der Berg's 1915 Model T from George



## CLASSIC VEHICLE INDUSTRY IS BIG BUSINESS IN UK

**By Roger Houghton**

The classic vehicle industry in the United Kingdom is booming, despite the global pandemic and makes a huge contribution to the overall UK economy, according to a major report released recently. The objective is to promote the value of this industry to the economy and job opportunities to the general public in the UK,

The Federation of British Historic Vehicle Clubs (FBHVC) brought forward its five-yearly survey into the world of historic vehicles by a year due to COVID-19. Vehicles over 30 years old are classified as classics by this organisation and includes cars, motorcycles, lorries, tractors and even steam engines.

This survey is considered the largest and most detailed of its type in the world. More than 15 000 people, owning 32 062 vehicles, completed the online questionnaire, which is a high percentage for such a survey.

The survey showed that the number of registered historic vehicles in the UK had risen again, significantly, and now numbered more than 1.5 million. This is significantly up on the 1 039 050 historic vehicles reported in the 2016 report, while the number of owners went up from about 500 000 to almost 700 000 people. This means that about 1% of the UK population owns at least one classic vehicle.

The average distance travelled annually by classic car owners in the UK is 1 200 miles.

The historic vehicle industry supports 4 000 businesses employing almost 35 000 people and with 700 000 historic vehicle enthusiasts in the country it now contributes more than R140-billion to the economy, compared to about R110-billion in 2016, with R19-billion being spent by people living outside the UK.

Importantly, 3 820 companies are involved in the British classic vehicle industry in some way or another and the number of jobs they now provide numbers more than 34 000. Encouragingly, about 12% of these companies employ apprentices for skills transfer and the picture looks even brighter going forward, with 39% of the companies saying they are looking at developing apprenticeship programmes in the future.

There are, unfortunately, no similar research statistics on the classic vehicle movement in South Africa. Replying to a query on the subject, Pam Hall, the secretary of the SA Vintage and Veteran Association (SAVVA), said that this organisation does not hold a database of all classic vehicles in SA. She explained that, historically, many owners of these vehicles are not keen on sharing details of their vehicle stables and would certainly not like this information to be in the public domain.

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## Swept Under The Seat

By John Booth

The first time I heard this story was when I was living in the UK a good few years ago. A German colleague told me that a friend of a friend (the personal link is often used to conjure up some importance for the story teller) had bought a 50's Harley Davidson at an auction sale somewhere in America. He took the bike home and left it in his garage. Years later he decided to do a complete restoration on the bike. When he removed the seat he noticed that someone had written their name underneath. On closer examination he could make out the words 'James Dean'. Intrigued he wrote to the Harley Davidson Factory explaining the situation and added the engine and frame numbers. He was immediately contacted by the Managing Director who confirmed that the bike had indeed once belonged to James Dean and offered to purchase the bike for a huge sum of money. I found this story quite intriguing and at that time could only accept that on face value it must be true.

More recently I was talking to another bike enthusiast. We were talking about bike values. He related to me a story about a Harley Davidson that a UK buyer had bought and shipped back to the UK from Zimbabwe. Under the seat was written the words Elvis Presley. The story goes that this bike had been presented to Elvis when he was stationed in Germany. When he left Germany he sold the bike to a British soldier. The bike moved to the UK and was sold again to a guy who took it to the then Rhodesia and finally was sold back to a guy in the UK. Again the details of the bike were sent to the Harley Davidson Factory and it was confirmed that this indeed was the bike presented to Elvis Presley. Many offers came in for the bike and it was sold for many times the original purchase price.

So are these stories true? Did a lucky find reward people with an unexpected windfall? I decided to do some research. Result... Sorry all urban fairy tales. In fact variations of these stories have been told from Australia to America to Europe and some in between. Further rumours suggest that Priscilla had given Elvis a Harley as a gift and inscribed 'To Elvis, Love Priscilla'. Others suggest that Elvis gave James Dean a gift of a Harley and wrote under the seat: 'From Elvis to James Dean'.

It has been said that a link between Elvis Presley and James Dean is rather unlikely because at the time of James Dean's death in a car accident on 30 September 1955, neither of them were famous entertainment figures. The two films that propelled James Dean to fame, *Giant* and *Rebel without a Cause*, were released posthumously in late 1955. In addition Elvis Presley was still a regional act, recording for a small Memphis-based record label and playing live shows at minor venues like a high school gym. At that early point in his career, Elvis would probably not have had the money to present such an expensive gift to someone who was essentially a relatively minor TV and film star.

One of the best stories to have gone around was a Texan farmer who had an old Harley in one of his barns. He sent the details to the Harley Davidson factory. A manager from the factory contacts him and asks him to describe the bike. This goes up the corporate ladder until the Managing Director comes on the phone and asks the farmer to take the seat off the bike. This he does only to find it has been inscribed by Elvis Presley. The Managing Director immediately offers him a million dollars. The press gets hold of this story and a large number of Texan farmers are contacted to find this elusive farmer. Local

*Continued on the next page*



newspapers are also said to have scoured the countryside looking for this so called famer in a haystack. Jay Leno then hears about this bike and after much searching finds the farmer. He then offers the farmer two million dollars and invites him to appear on his talk show amongst all the fame and glamour that goes with it.

Jay Leno has described these stories as urban fairy tales. He has indicated that he seldom buys celebrity vehicles anyway. Supposedly because the next generation may not know or care who this famous person from yesteryear is. So there could be a risk for this type of investment. Harley Davidson Inc. has confirmed many times over the years that that no offer was ever made for a so called inscribed Elvis or James Dean motorcycle. In addition a spokesman for the Graceland Museum in Memphis Tennessee has said that none of the long-lost Harley stories were true and they not looking for any 'lost' Elvis motorcycles.

So, if one day you buy an old Harley Davidson. Don't bother to look under the seat. Neither Elvis Presley nor James Dean would have signed their names underneath. If someone tells you this riveting story and that they have some personal connection to the finder, you can now put them straight.... It is simply urban or rural as you like, BS.

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Photos below were sourced from the internet



Elvis Presley on his Harley Davidsons



James Dean and Marilyn Monroe on a Harley Davidson

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## RESTORING OLD VEHICLES PROVED A WONDERFUL PANACEA FOR AUTOMOTIVE TECHNICIANS WHEN WORK WAS SLOW

By Roger Houghton

The onslaught of the COVID-19 global pandemic has changed the way many people work, as well as the way businesses operate, but it is also proving tremendously stressful, particularly when one's income and job security are threatened.

Automotive technicians have been among the casualties when staff cuts have been made due to a slowing down of servicing and low sales requiring less pre-delivery service. Generally, they were only busy until lunchtime.

One dealer in the United States came up with a novel - and in the end profitable - way of keeping all the technicians in his four dealerships while also building camaraderie and a strong team spirit.

What he did, according to an interesting article in *Automotive News* was to get his technicians involved in his long-time hobby of "tinkering on classic cars". He asked the technicians if they would like to work on restoring and - in some cases customising - old vehicles when they had slack time.

All agreed to participate in the project, so dealership owner John Hiester, went out and bought 19 old model cars and trucks built by his OEMs - Fiat Chrysler Auto (FCA) and Chevrolet - between 1965 (a Chevrolet C10 pickup) and 1991 (a Chevrolet Silverado truck).

Each dealership was given three or four cars and the technicians were divided into teams, each of them a mix of youth and experience to tackle the project vehicles. The work had to be completed in 12 weeks and when the end was nearing some of the teams worked until midnight to make sure they got their vehicles into peak condition for the judging.

Among the 14 vehicles that were completed by the various teams were interesting models such as a 1969 Plymouth Road Runner, 1976 Cadillac Eldorado convertible, 1978 Jeep J10 Golden Eagle pickup), 1975 Chevrolet Camaro, and a 1988 Dodge Ram Charger.

A financial service provider gave the project a fillip by making it into a competition that would be filmed for a U-Tube programme made by local celebrity and car customiser Danny Koker, who produces the TV programme "Counting Cars." In the end viewers voted for the winning car, which was auctioned for charity, while the other 13 were sold off by the group's various dealerships.

The dealership also benefitted from wide coverage of the innovative event across the United States.



Dealer John Hiester checks out the underbonnet of the Chevrolet C10.



The 1975 Chevrolet Camaro that was restored



**NEWS FROM CLUBS**



The Morris Minor Owner's Club Durban  
*Minor Matters*  
Newsletter for May 2021 Volume 38 No. 5



**REPORT BACK GERMAN CLUB BREAKFAST** (photos Graham .  
Well attended and enjoyed. Pictures "speak a 1000 words",  
including Rod's Citroën Dvane which added some colour!



## NEWS FROM CLUBS



*Extract from*

### Chairman's Report March 2021

Hi All, WOW, our March swop meet was one of the best meetings in a long time. I would like to thank all those volunteers who worked so hard to make these meetings the huge success they are. It is due to your help and dedication that your club can survive. Thanks all. We have been through a rocky time with lockdown and the virus, but it looks as if we can finally get back to normal. In this regard I would like to thank the member who donated the funds to pay the February rental. This was a very generous gesture and we all thank you for your dedication .....etc **Cheers for now , Russell .**

### Spotted At Piston Ring In December 2020



***We welcome New Members Nicholas and Genevieve Sim with their 1978 VW Beetle which has been in Nick's family from new.***



***Vice Chairman Rodney Crawford with Kobus van der Merwe from Tractor Sales and Repairs.***



***Rijkent Mulder brought his 1993 Mazda MX5 MK 1 Miata Unos Automatic.***

## KICKSTART APRIL 2021

The Official Journal of The Vintage Motorcycle Club. Member of S.A.V.V.A. The Kalk Bay in all its glory



### THE KALK BAY RUN– 11th April 2021 by Steven Helm

In its tenth year now, this event is restricted to pre-1919 cars and motorcycles, 21 entrants had registered with a record 7 motorcycles this year, 3 from our Johannesburg Vintage Motorcycle Club.

Brandon Jarvis and I had begun two weeks previously preparing the 1911 Precision 600cc, 1904/09 Durkopp 500cc and a 1914 New Hudson 500cc which included a real struggle riding to and from the CMC Sunday,



Normally held the first week of February the run is simply a meandering 30 km drive from the Crankhandle Clubhouse in Wynberg through the leafy Cape suburbs to the Kalk Bay promontory for a snack and then along the ocean drive to Simonstown, where vehicles are displayed in the restaurant parking square

## NEWS FROM CLUBS

for the public while participants enjoy a lunch normally at the yacht club. Sounds simple enough but add a pedal start, big single with direct drive to the rear wheel and just a suggestion of braking from 110 years ago and well I was just really hoping to survive the experience! A braai is held first on the Saturday afternoon in the Clubhouse where visitors can enjoy the amazing collection of veteran items displayed, a discussion and welcome is done with route maps issued to visitors. Club members in numbers also take photos and block book pubs enroute to cheer on the participants so routes are firmly set. We arrived and offloaded the bikes, tested and parked them in the Clubhouse with a number of very old cars ready for an 8.30 start the next day. I, however after struggling again took my ride back for more work on the carburettor that night. Crankhandle is a most welcoming club, thank you! Sunday morning after tea/ coffee and rusks we set off following the 1901 Benz and Adrian Denness on his 1912 BAT motorcycle, it's a bit of a blur initially the negotiating of the Cape roads but each of us visitors were accompanied by a Cape rider to keep us on a safe route. Plenty of joggers and people out walking enjoyed the spectacle and I found local cars very careful around the old vehicles! The Precision behaved really well and I was surprised with how easy the run actually went having mentally prepared for true struggle.



*Continued on next page*



# THE **WVC VIEW**

**NEWS FROM CLUBS**

## **FREEDOM DAY RUN**







**NEWS FROM CLUBS**

**Cars and Bikes at Loftus Park**

- Deur Daantjie Badenhorst

On the 23<sup>rd</sup> of May 2021, the Pretoria Old Motor Club had an event for classic cars at Loftus Park.



Unlike most events held at the club premises in Silverton, any classic car regardless of age or country of origin, could be displayed and visitors were able to see cars that have either disappeared from our country's roads or are extremely rare.

oo

 **The Early Ford Times**

Pictures From The Getaway Tour 19<sup>th</sup> March 2021



At Diesel and cream we met a group from the Stilbaai Motor Group on a day run, amongst them was Graham Davies



WEEKEND AWAY GATHERED ON THE FRONT LAWN OF THE ARNISTON HOTEL



**NEWS FROM CLUBS****MICRO CAR CLUB OF S.A**

**First 2021 outing will hopefully be the forerunner of many more this year**

Not only was it Valentine's Day on 14 February, it was also our first club outing amidst the Covid-19 set-backs over the past months. Yes, our first outing to Van Gaalen's cheese factory and restaurant, the Hartbeespoort Dam way. A record of seven cars took part in die 60 km odd return trip



**The seven micros were all different models - pictured here at Jasmyn by Christine Pfeifer.**



**At Van Gaalen's in the shade of a specially arranged parking spot.**

THE VVC VIEW

# HUNTER GATHERERS

Paul Koski



## HUNTER GATHERERS

A lot of members, including myself, clearly fall into this category of person. I think we Hunter Gatherers together also need to be reminded of three old and perhaps forgotten words, “to love and protect”.

So this is where I am going with this.

Over the last few years, I have watched some of our elder members reach that stage where the gatherings need to be cleared out to make way for a simpler living or a retirement living. Often that decision arises from illness, incapacity or death. The problem comes in where our loved ones, those we have to protect, are faced with the difficult task and often a severe burden of clearing out workshops, garages and houses filled to the brim with the lifetime of gatherings that they, possibly, had no interest in.



The one commonality that I have picked up when it comes to retirement living, is that this cleansing process is done far too late, and usually it's because there is a health issue. I know the critics will say that I am denying people the enjoyment of these articles

and I understand that often it is difficult to part with items collected over a number of years but I can see, from the experience of our own members, that we are putting a significant burden on our spouses (or children or friends) where there has been a death or incapacity event in having to deal with the cleaning out and the financial aspects related to it.

I have seen how spouses become paralysed in trying to deal with, which items have value and which items are an important component of some car or bike, what is junk and what has value? Where they did not fully share the interest, I really believe that we are being unfair to them in burdening them with the disposal activities. From past experiences with our members, this has come out loud and clear.

We know that the years fly by, unfortunately we don't live forever, and I truly recommend that members and their families consider this issue well in advance and take proper measures to deal with these gatherings. Its going to be something that “will always be put off for a future time”, but if we truly want to protect our families, set an earlier date and just do it

**Paul Koski**

# 1970 VETERAN CAR CLUB OF SOUTH AFRICA VETERAN RALLY

An annual invitation rally open to all self-propelled motor vehicles manufactured on or before 31st December, 1918, and run under the auspices of the Automobile Association of South Africa and the Supplementary Rules and Regulations of the South African Veteran and Vintage Association.

## MESSAGE FROM ANDRÉ MALAN

Chairman of the  
VETERAN CAR CLUB OF SOUTH AFRICA



**T**HIS is the first "Veterans Only" car rally to be held in South Africa, and as Chairman of the Veteran Car Club of South Africa I am naturally very proud that our Club is organising this much needed event — it will give members of the public the chance to see the Country's really old cars in action.

Run from Ladysmith to Durban, on the lines of the famous "London to Brighton" rally, this event affords veteran car owners throughout the country an opportunity of airing vehicles which could all too easily become "museum pieces".

Much depends on the success of this first all-veteran rally, as the V.C.C. of S.A. intend making this an annual event.

If hard work is the yardstick which will determine the success of this event, then Tim Carr, Chairman of the Veteran Rally Organising Committee need have no qualms. My thanks go to Tim for a tremendous effort in this unique venture, and to his Organising Committee for their invaluable support. I feel a special vote of thanks must also go to John Thompson of the Midland Section of the V.C.C. for the part he has played.

Finally, on behalf of the Club, I would once again like to express my gratitude to our sponsors, Messrs. CASTROL (S.A.) (Pty) Ltd, without whose support this event would not have been possible.

I wish all contestants a happy, trouble-free run, and may you all finish on time!

*List of entrants and cars on next page*





# What do you think. Is this the future?

## GREEN ELECTRIC CARS AT END OF THEIR LIFE

This is a boneyard near Paris, France with hundreds of electric powered cars. These cars used by the City of Paris and not personal vehicles. All of these have the same issue,.... the battery storage cells have given out and need replaced. Why not just replace them you ask? Well two reasons. First the battery storage cells cost almost half what the vehicle cost new, and second no landfill or disposals will allow the batteries to be disposed of there. So these green fairy tale electric cars are all sitting in vacant lots while their batteries drain toxins into the ground.

Still think we need to go "green"???



With  
thanks to  
Ken Tilley