



*AutoNews  
Southern  
African  
Veteran &  
Vintage  
Association*

**MARCH2022**

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**MARCH 2022**

**Paul Hoffman's Chev 1941 Master Deluxe Sport  
Early Ford Car Club of South Africa**

**SAVVA Office Bearers  
2021/ 2022**

**CHAIRMAN'S CHATTER**

In the July 2020 Chairman's Chatter, the following was written: "COVID -19 is forcing us to seriously **reconsider our priorities**" and "It will be wonderful to once again be able to return to "normal," the familiar".

Well, I truly think that we are very close to the "familiar normal" if we look at the following events that have already taken place during the beginning of 2022.

Die nuwe jaar, 2022 het met groot verwagting begin. Daar was beslis al vele hoogtepunte! Die jaar het met die jaarlikse Kalkbaai-rit afgeskop. Groot dank aan die Crankhandle Club vir die wonderlike Kalkbaai-rit vir Veterane. Die deelname was fantasties en nie minder nie as 22 veteraan motorfietse en motors het aan hierdie byeenkoms deelgeneem. 'n Hele paar veteraan-entoesiaste het die geleentheid aangegryp om vanaf Kaapstad via Wellington, Montagu na Calitzdorp te ry waar die jaarlikse VETTOER deur die Suid-Kaap Oumotorklub gereël is. In Calitzdorp het veteraan-entoesiaste van reg oor die land aangesluit, en so het 22 prag-voertuie van Calitzdorp na George vertrek om die 25ste George Oumotorskou by te woon. Baie geluk aan die Suid-Kaap Oumotorklub vir 'n besondere Oumotorskou!

Die George Oumotorskou in Februarie word opgevolg met nog 'n besondere byeenkoms – die 109de DJ-tydren vir motorfietse. Hartlik geluk aan Hilton Allison en sy span, asook die VVC vir die baie suksesvolle aanbieding van die DJ-tydren. Wat 'n wonderlike gesig was dit nie om die meer as 100 motorfietse by die begin van die tydren te sien nie!

President	Gavin Allison
Chairman	Philip Kuschke
Vice Chairman	John Reidy
SAVVA Secretary	Megan Woodward
SAVVA Motor Sport	Hennie van der Walt
SAVVA Dating	Peter Hall

*Continued on next page*

## CHAIRMAN'S CHATTER (continued)

Baie geluk aan die Vryheid Oumotorklub met die viering van jul 25ste bestaansjaar as klub op 12 Maart 2022. Dis 'n groot mylpaal!

If I can go back to my opening statement that "COVID-19 is forcing us to seriously reconsider our priorities." What does it mean? Well, do not procrastinate. "Do what you want to do now." Tomorrow might just be too late. There are so many uncertainties in life. We are all ageing ... the petrol price is rising almost monthly, COVID-19 is still a reality, and Boy O Boy, the Russians are making things very difficult for the rest of the world! Please reconsider your old car/ old bike priorities. Attend your club functions, enter the rally that you have dreamt of and please attend the old car show where you meet so many wonderful friends. Be kind to all your club members – we need each other to fully enjoy our motoring heritage.

We are looking forward to all the future events like the Air and Old Car Show hosted by the Queenstown Automobile Club in Queenstown to celebrate the 90<sup>th</sup> anniversary of the Tiger Moth planes on 1 May; the 12<sup>th</sup> Century Run organised by the Classic Motorcycle Club of Natal; the National Austin Healey Tour; the Vryheid Old Car Club's Car Show; the VSCC's Cars in the Park and so forth - too many to name. Get involved! Please revisit the SAVVA webpage to check for the national SAVVA events.

The clubs are truly hard at work to organise these events, but a plea to all members: please get involved before it is too late. Help your fellow club members to make a success of our old car movement in South-Africa. Remember the uncertainties of life will always be with us.

I would like to thank Fred and Aisne, on behalf of all the SAVVA clubs, for their dedication for the past few years as editors of the Auto News – the two of you have done a stunning job in compiling the newsletter. Sincere thanks for a job well done! SAVVA and its members wish you the best of luck for the future and a speedy recovery for Aisne. We keep you both in our prayers.

For the time being, Chris Cardwell of Pietermaritzburg, will assist Fred and Aisne in compiling the Auto News. We are excited to have you on board. A friendly request to all clubs: Please send your reports on all the wonderful events and happenings at your club to the editor.

Keep the OLD wheels rolling ...

Regards

**Philip Kuschke**

# The Vintage and Classic Club of Zimbabwe

'Having Fun with Historic Vehicles'

VCCZ NEWSLETTER JAN FEB



## 1922 Austin 20. The British Motor Museum.

This car was bought second hand for £33 by a Mr Filby in 1932. He drove to Cape Town and back completing a round journey of 37000 miles without serious incident. Afterwards Austin bought the car as a splendid example of Austin reliability. It was restored by Hartwells of Kidlington. Oxfordshire.

## *T-Time / T-Tyd*

### 1926 Model T Ford Pick-up -Harry Heyns

I have decided to help Harvie van Heerden out with the restoration of his 1926 Model T Ford Pickup. The work started in March 2020 and I am doing all the work on my own. The pick-up was in quite bad shape with some shoddy workmanship during a previous restoration attempt. I am working on it alone, making it quite a challenge

So far, the mechanical work is complete. The engine and transmission have been completed as well as the suspension and differential.



**Above:** the completed running chassis.



I am currently busy with the bodywork. This is quite challenging as many of the body panels have been indiscriminately welded onto the steel frame. The rust is so bad that several sections of the frame have to be re-fabricated.



**Above:** The body is turned upside down to repair the badly welded panels and replace some of the frame sections.



**Above:** The badly rusted frame to which some of the body parts were welded to.



**Above:** Body work in progress



**Above:** The body is progressing.



The fitment of the body parts brings along its own challenges. Getting all panels to line up takes some quite some time and frequent adjustment





# FORTHCOMING EVENTS



**2022  
MAGNUM**  
Vintage and Classic  
Motorcycle and Motorcar  
Rally & Tour  
**10 TO 14 AUGUST**

Distance : 750 km  
Regularity rally  
&  
**TOUR**  
Registration : 10 August  
Rally: 11 to 13 August  
Price giving dinner:  
13 August  
Return home: 14 August  
after breakfast

Info:  
rallymagnum@gmail.com

Accommodation provided by:  
Hotel Numbi & Garden Suites



Accommodation at Hotel Numbi, Hazyview









## ENTRY FORM

### 2022 SAVVA VETERAN AND VINTAGE TOUR

18-22 SEPTEMBER 2022

The **2022 SAVVA VETERAN AND VINTAGE TOUR** in the **Gariep Dam area** is promoted by the MODEL T FORD CLUB OF SOUTH AFRICA , Mossel Lane 2 GEORGE, South Africa 6530.

**JURISDICTION:** Held under the international Sporting Codes of the Federation Internationale de l'Automobile (FIA) and/or the Federation Internationale Motocycliste (FIM), the General Competition Rules (GCRs) of Motorsport South Africa (MSA), the Standing Supplementary Regulations (VSRs) of the Southern African Veteran and Vintage Association (SAVVA), amended January 2009, and these Supplementary Regulations (SRs).

**SAVVA PERMIT NUMBER: P001/22**

**PLEASE COMPLETE THIS FORM IN FULL. PARTIALLY COMPLETED FORMS WILL NOT BE ACCEPTED. THE REQUIRED ENTRY FEE MUST BE ATTACHED** (or proof of payment to be attached)

**ENTRANT:**

Full name and surname: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ Postal code: \_\_\_\_\_

Phone: (H) \_\_\_\_\_ Cell : \_\_\_\_\_

E – Mail address \_\_\_\_\_

Club: \_\_\_\_\_ SAVVA Indemnity No. \_\_\_\_\_

Club membership number: \_\_\_\_\_







**DRIVER : (COMPLETE - IF NOT THE SAME PERSON AS ENTRANT)**

Full name and surname: .....

Gender:      M      F

Address: .....

..... Postal code: .....

Phone:(H) ..... Cell : .....

Club: ..... SAVVA Indemnity No. ....

Club membership number: .....

**NAVIGATOR :**

Full name and surname: .....

Gender:      M      F

Address: .....

..... Postal code: .....

Phone: (H) ..... Cell : .....

Club: ..... SAVVA Indemnity No. ....

Club membership number:  
.....



**PASSENGER(S):**

Full name and surname: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ Postal code : \_\_\_\_\_

**OWNER OF VEHICLE:** \_\_\_\_\_

**MAKE:** \_\_\_\_\_ **MODEL:** \_\_\_\_\_

**YEAR:** \_\_\_\_\_ **ENGINE CAPACITY :** \_\_\_\_\_ **cc**

**COUNTRY OF ORIGIN:** \_\_\_\_\_

**REGISTRATION NUMBER:** \_\_\_\_\_

**DO YOU HAVE CAR INSURANCE?      YES                      NO                      (PLEASE INDICATE)**

**DECLARATION BY DRIVER**

I, (name of driver/rider).....on behalf of all the persons who will travel in or upon the vehicle I will be driving on this event, undertake to ensure that valid indemnity forms, for all accompanying me, have been completed and submitted to the organisers that indemnify Motorsport South Africa, the Southern African Veteran and Vintage Association (SAVVA) and their affiliated clubs, SAVVA Motorsport, all herein referred to as the Regulatory Bodies and any Official, Representative, Promoter, Organiser, Sponsor, Tender, Guarantor organising this event, the owner/owners of any property on or upon which the event is held and any Government, Provincial, Regional Services Board or Municipal Body and their representative agents, against any Legal Liability for any damage or injury that may arise during participation in the event, organised by the Regularity Bodies and persons described herein.

I participate willingly in this event and, should there be any mishap or occurrence giving rise to damage or injury, I take full responsibility. I further declare that I and the persons travelling with me, have been made aware of the risks, dangers, and perils attendant upon motorsport activities.

**Continued on following page**



I further declare that the vehicle that has been entered, which I will be driving on the event, is in a road-worthy condition within the limitations of the year of manufacture and is licensed for use on a public road.

I further declare that I am not aware of any known medical reason affecting my ability to take part in this event and that the information given in the documentation submitted is true and correct.

Signature:..... Date: .....

**IF A COMPETITOR OR NAVIGATOR IS UNDER 21 YEARS OF AGE, THIS FORM MUST BE COUNTERSIGNED BY THE APPROPRIATE PARENT OR GAURDIAN ALONGSIDE THE COMPETITORS NAME.**

**NAME OF DRIVER:** \_\_\_\_\_

**SHIRT SIZE: (Please indicate) S M L XL XXL Other .....**

**ACCOMMODATION**

Accommodation has been arranged on a dinner, bed and breakfast basis from Sunday evening 18 September 2022 until Thursday 22 September 2022 after breakfast.

**COST:**

**PLEASE INDICATE YOUR REQUIREMENTS:**

- Single apartment at R5760 per person
- Non - Pensioners Double room 2 people sharing at R4320 per person
- Non - Pensioners 2 couples sharing 2 room apartment 4 persons sharing at R3720 per person
- Pensioners Double room 2 people sharing at R3720 per person

Continued on following page





Pensioners 2 couples sharing 2 room apartment



4 persons sharing at R3440 per person

For pensioners discount, all occupants must be at least 60 years old.

**PLEASE INDICATE WITH WHOM YOU WILL BE SHARING AN APARTMENT**

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**MEALS**

Any special dietary requirements? Please indicate below.    **YES**    **NO**

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**TOUR FEES**

**ENTRY FEE: R 250-00**

Please add your entry fee to the above accommodation fees

**Please send fully completed entry form and proof of payment to: [philros@telkomsa.net](mailto:philros@telkomsa.net)**

**CLOSING DATE: 31 July 2022**

**BANKING DETAILS**

**NAME OF ACCOUNT: Model T Ford Club of South Africa**

**STANDARD BANK PORT ELIZABETH**

**BRANCH CODE: 051001**

**ACCOUNT NUMBER: 10110852735**



# 35<sup>th</sup>



**FRAGRAM**<sup>®</sup>

## NATAL CLASSIC MOTORCYCLE RALLY

• A REGULATORY TIME TRIAL TO BE HELD IN THE MAJESTIC BERG AREA. •

### HOW WOULD YOU LIKE TO ...

- Ride your classic motorcycle in the heart of the beautiful Drakensberg?
- Ride in beautiful, tranquil surroundings on carefully chosen roads where traffic is at a minimum?
- Ride from a resort where major attractions are easily within reach?
- Take family or friends along to enjoy a resort that has activities for all?
- Enjoy the company of fellow classic motorcycle enthusiasts participating in a great event?

### BIGGER PRIZES!

With generous support from our sponsors, there will be benefits for all competitors at this special event.

### INTERESTED?

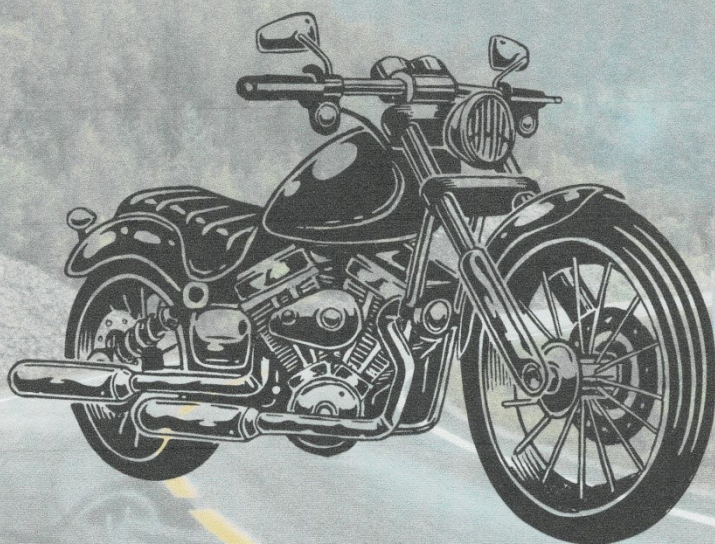
Book a place now on the Classic Motorcycle Club of Natal's annual rally

**19 - 21 MAY 2022**

Drakensville Resort  
[www.atkvresorts.co.za](http://www.atkvresorts.co.za)

### CONTACT DOUG WATSON:

Cell: 083 519 5326  
Email: [dugwatson@gmail.com](mailto:dugwatson@gmail.com)









## 2022 D-J RALLY

### GAVIN WALTON WINS FIFTH DJ RALLY FOR CLASSIC MOTORCYCLES

By Roger Houghton

Gavin Walton scored his fifth overall win on the DJ Rally for pre-1937 motorcycles on March 11-12. This year's win follows victories in 2009, 2017, 2018, and 2019.

This was the 51st regularity trial for motorcycles that would have been eligible for the road race between Durban and Johannesburg, which was staged between 1913 and 1936. Riders are required to stick as closely as possible to average speeds set by the organisers and are penalised for early or late arrival at the control points, with the data being collected by the electronic loggers carried by each rider.

The 2022 edition of the DJ had attracted an entry of more than 100 riders. The 700 km course from the start in Hillcrest, outside Durban, on the Friday to the finish at the Benoni Northern Club the next day followed the general route of the original road race. The 2022 rally took its usual toll on the old machinery with only 58 of the 84 starters being classified as official finishers of the two-day event.

Walton, who says this year's win was the toughest of his five, rode to victory on his trusty 1936 500cc AJS once again. He has only ridden one other motorcycle on the DJ and that was a 1929 500cc OHV Ariel loaned to him by Hew Hollard for this first DJ in 2005. Walton not only won overall, with 228 penalty points, but also had the lowest score on Day 1, from Durban to Newcastle, and the third lowest score on the second day, from the overnight stop to the finish in Benoni.

Walton, who retired from the synthetic diamond manufacturing industry in 2015, now concentrates on restoring classic motorcycles and running his business in Springs retailing replacement parts for British motorcycles.

Gavin Walton's brother, Kevin, also kept the family flag flying high with a fine fourth overall on a 1931 500cc BSA. Kevin was also fourth on Day 1 and fifth on Day 2 as well as winning his class in his BSA's age category.

Second overall was Mike Ward on a 1935 500cc Velocette, who had won the DJ in 2004 and is usually at the sharp end of an extremely competitive field. Martin Kaiser took third place on a 1935 500cc Sunbeam. Competition was tight with only 238 seconds separating Walton in first place from Neville Nicolau and Samantha Anderson who share ninth position.

The entry of South Africa's two MotoGP riders, brothers Brad and Darryn Binder, attracted a great deal of public interest. This was the second successive year that they have competed in the DJ Rally, and they have completed the course on each occasion. This year Darryn finished 21st on a 1936 500cc Ariel, with Brad taking 45th spot on a 1935 500cc Sunbeam.

Their father, Trevor, a DJ Rally regular, had to retire during the first day due to a problem with the rear brake of his 1925 600cc Indian. Repairs were carried out in Newcastle, and he rode the second day with his sons, putting up an impressive performance, collecting only 357 penalty points on Day 2.

Unfortunately for the large crowd at the finish in Benoni the Moto GP duo made a fairly quick exit after reaching the final control as they did not want undue exposure to possible Covid-19 infection before flying out to their next race in Indonesia. They did manage to meet and greet some fans and signed memorabilia for them before leaving.

Wayne Harley, curator of the Franschoek Motor Museum, was a very happy man at the finish in Benoni as he completed the demanding route riding the museum's 1926 350cc AJS that was the winner of the 1936 Durban-Johannesburg handicap road race, ridden on that occasion by Cranley Jarman, of

**Continued on following page**

## 2022 D-J RALLY Cont'd

Nigel, This was the last year that these races were staged before the authorities deemed this type of racing dangerous for both the competitors and other road users as traffic between the two cities increased over the years. The last time this motorcycle took part in DJ Rally was in 2002 when restorer Hew Hollard rode it.

“The bike performed faultlessly, and it was a privilege to have had the opportunity to ride this piece of South African motorcycle history on yet another DJ Rally after a 20-year absence,” commented Wayne Harley.

“The 2022 DJ Rally proved a tough test of man and machine, as it has over the years,” commented Hylton Allison, the Clerk of the Course who headed up a committee with members from various clubs to organise this prestigious international event on behalf of the Vintage and Veteran Club of South Africa.

“One problem we have each year is the deteriorating condition of the roads, which are tough on these old bikes, while this year we also had to contend with a civic protest in Pietermaritzburg which required competitors to deviate from the planned route to avoid the blocked roads. Thankfully, there were no accidents.”

### RESULTS

**Overall:** 1, Gavin Walton (1936 500cc AJS), 228 penalty points; 2, Mike Ward (1935 500cc Velocette), 258; 3, Martin Kaiser (1935 500cc Sunbeam), 271; 4, Kevin Walton (1931 500cc BSA), 277; 5, Ralph Pitchford (1934 500cc Norton), 324; 6, Ryan Duncan (1934 500cc Norton), 357; 7, Ryan van Heerden (1936 350cc Velocette), 436; 8, Allan Cunninghame (1936 500cc Velocette), 439; 9, Neville Nicolau (1935 500cc Norton) tied with Samantha Anderson (1929 350cc AJS), 466.

**Day 1:** 1, Gavin Walton, 132; 2, Martin Kaiser, 134; 3, Mike Ward, 151; 4, Kevin Walton, 170; 5, Ryan Duncan, 197.

**Day 2:** 1, Ryan van Heerden, 87; 2, Ralph Pitchford, 93; 3, Gavin Walton, 96; 4, Rikki Maizey (1935 500cc Velocette), 99; 5, Kevin Walton tied with Neville Nicolau 500(107).

**Other awards:** Best performance by a pre-1926 motorcycle: Bill Lance (1925 600cc Indian). Best performance by pre-1930 motorcycles: Up to 350cc: Samantha Anderson (350cc AJS); 350-500cc: Tony Lyons-Lewis (1928 500cc Norton); Over 501cc: Howard Marks (Ariel); Sidecar combination: Brian Lange (1928 1000cc AJS). Best performance by pre-1936 motorcycles: Up to 350cc: Ryan van Heerden (1936 350cc Velocette); 350-500cc: Kevin Walton (1931 500cc BSA); Over 501cc: Gawie Nienaber (1935 750cc BMW); Sidecar combination: Adrian Hollis (1936 600cc Sunbeam). Best performance by a lady rider: Samantha Anderson. Best performance by a first-time rider: Achim Bergmann (200 cc DKW). Best Ariel: Grant Vacy-Lyall (1931 500cc). Best Norton: Ralph Pitchford (1934 500cc); Best Velocette: Mike Ward (1935 500cc); Best Triumph: Kevin Kohler (1934 350cc; Best BMW: Gawie Nienaber (1935 750cc); Best Sunbeam: Martin Kaiser (1935 500cc). Oldest motorcycle to complete the course: Hans Coertse (1924 1000cc Harley Davidson). Oldest rider to complete the course: Rod Thomas (82 years old riding a 1928 350cc OK Supreme. Youngest rider to compete the course: Darryn Binder (24 years old riding a 1936 500cc Ariel). Club team: Vintage Motorcycle Club (Mike Ward, Ralph Pitchford, Ryan Duncan). Most DJs completed: Tony Lyons-Lewis (38 DJs and this year he rode a 1928 500cc Norton CS1).

2022 D-J RALLY



Above: The Binder Family



Right: Bev Jacobs



Above: Hans Coertse



Above: Brian Langer

Below left: Hylton Allison with  
2022 Winner Gavin Walton

Below Right: (from Left to Right): 1st Gavin Walton  
2nd Mike Ward & 3rd Martin Kaiser





## News from Classic Motorcycle Club of Natal

The Bike of the Month was Best of British. There were 10 entered.



January Winning “Best of British’ – Geoff Isacks 1955 BSA 350cc Gold Star



Second Place was Terry Chesterton  
1953 Ariel 4G Mk2 Square Four



Joint 3rd: 1964 AJS Model 18 of Steve Knight and 1948 Ariel VH 500 of Bryan Hinks.

## **A FESTIVAL OF CARS** **(Pre-George Old Car Show 2022 Run)**

We all know that the month of February is the month of love! However, here in the Western Cape it is also the month for the love of cars, rather old than new, ...very old!

Every second weekend in February the Southern Cape Old Car Club hosts the ever-popular George Old Car Show. This year celebrated the 25<sup>th</sup> anniversary of the show. This celebration had to be postponed for a year due to Covid-19 regulations preventing the show from taking place in 2021. Philip Kuschke has organised the 17<sup>th</sup> VetTour this year, which takes place each year on the Friday before the George Old Car Show.

The well-known Kalk Bay Veteran Run has been running for a number of years in Cape Town, organised by the Crankhandle Club.

Many old car enthusiasts have travelled many thousands of kilometres to participate in these three events, with this year being no exception. It is quite convenient to be able to participate in all three events, or a week of "old car mania", when coming from far away, making the effort worthwhile. However, there was still a gap with a few idle days between the Kalk Bay Veteran Run and the VetTour and recently a decision was made to use these days to drive from Cape Town to where the VetTour starts.

I have participated in the Kalk Bay Run as a passenger once before which was followed a year later by a drive in a car kindly loaned by Hilton Franz in 2020. During this trip I trailered my 1926 Model T Ford down to Cape Town and joined the group driving back to George with our old cars. Peter Truter of the Crankhandle Club organised this trip which attracted about ten cars. The joy of being able to drive our cars for virtually the whole week was a memorable occasion.

After some interruption due to Covid-19, I wanted to participate in the 2022 Kalk Bay Veteran Run again, possibly as a passenger as my 1926 T falls outside of the veteran category.

Towing a car to Cape Town has always resulted in a logistical nightmare to get enough drivers willing to drive to Cape Town and bring your tow rig back to George. So, this year I decided to drive to Cape Town in my 1926 T over a three-day period, complete the Kalk Bay run, and then return with the other fellow participants in our old cars to Calitzdorp, where the 2022 Zesto Café VetTour would start, ending at the George Old Car Show.

The idea of driving to Cape Town in my Model T sparked some interest from Philip Kuschke, Ockert vd Berg and Kevin Casey, but they suggested we do the trip in two, instead of three days. After some planning of routes, the four of us met in Great Brak River on Friday 4 February. Ali v Jaarsveld also joined us, towing her 1907 Model S Ford. The first leg of our journey took us to Bredasdorp mostly on back roads to avoid the busy N2.

On Saturday morning Leon Oelofse also joined our convoy, towing his 1911 Model T Torpedo. After brunch at Baardskeerdersbos, we continued along the scenic coastal route via Hermanus and Gordon's Bay and then along Baden Powell Drive to the Crankhandle Club's clubhouse in Wynberg.

The usual hospitality of the Crankhandle Club was enjoyed on Saturday evening with a braai and a talk by Dave Alexander on his London to Brighton trip. On Sunday the memorable Kalk Bay Veteran Run took place.

This year the Kalk Bay Veteran Run attracted 21 entries. For me the most special cars that participated were the 1901 Benz, the 1902 Wolseley and Ali v Jaarsveld's 1907 Model S Ford. A 1914 Douglas motor-cycle was also one of the entrants. Harvey Metcalf did some fancy organising which resulted in me and my wife, Amanda driving Philip Kuschke's 1915 Model T while he and his wife, Rosita drove Greg Bjorkman's 1916 T.

**Continued on following page**

## **A FESTIVAL OF CARS**

### **(Pre-George Old Car Show 2022 Run)**

As usual, the Kalk Bay Veteran Run is an absolute blast. This year has motivated me enough to ensure that I complete my 1916 Model T Ford restoration project in time to allow me to participate in my own car.

Following the Kalk Bay Veteran Run we drove to Wellington on Monday 7 February to spend the Tuesday exploring the surrounds with André Wessels as our guide. With a contingent of nine Model T Fords and a Model A, we visited a number of interesting places including the Franschhoek Motor Museum.

On Wednesday we departed for an overnight stop in Montagu, where some members of the Crankhandle Club joined us. This trip took us over the spectacular Du Toits Kloof Pass.

On Thursday we departed from Montagu in a fairly large convoy to Calitzdorp for the start of the 2022 Zesto Café VetTour. On this leg we traversed the long and steep Huis River Pass just before Calitzdorp.

On Thursday 10 February we met the regular participants that travel thousands of kilometres to participate in the VetTour from all over the country every year at Café@ the Rose for a meet & greet and a great dinner. On Friday the 2022 Zesto Café VetTour departed after breakfast with a contingent of 22 beautiful cars and traversed the Robinson's Pass and continued along the coastal route to a lunch stop at the Zesto Café at the George Meander and later ended at the show venue. The fantastic 2022 Zesto Café VetTour cuminated in a spitbraai at the SCOCC clubhouse, sponsored by SCRIBS BENZeum

The four Model T Fords which left George on Friday 4 February covered a distance of just on 1500 km from George to Cape Town and back. Two flat tyres, a dirty commutator and a thirsty radiator was the only trouble on the entire route, if you can call it trouble! This trip was so much fun that it will most likely become an annual event where we can really drive and enjoy our cars.

I wish to extend my sincere thanks to the following:

The Crankhandle Club for organising the ever-popular Kalk Bay Veteran Run.

Harvey Metcalf for organising a ride for us and also the accommodation in Montagu.

Andre Wessels for organising an exciting day trip around Wellington.

Philip Kuschke for organising the annual Zesto Café VetTour.

Southern Cape Old Car Club for organising the annual George Old Car Show.

Waldo and René Scribanti hosting the spitbraai at the SCOCC clubhouse.

**Phillip Rosser**

**Model T Ford Club of South Africa**



### A FESTIVAL OF CARS (Pre- George Old Car Show 2022 Run)



Left: The 4 x Model T's at Bredasdorp



Right: View point near Gordon's Bay



Left & right: Kalk Bay Veteran Run.



Left & right: Kalk Bay Veteran Run.



Left : On top of Du Toit's Kloof Pass.



Right: Veteran Tour cars at Zesto's Cafe





## SAVVA Technical tip 173 - Battery storage

(The following interesting historical article was sent in by Dane Fraser – thanks Dane!)

### **Question: "Why do they say not to put a car battery on a concrete floor?"**

The caveat not to put an automobile battery on a concrete floor is a LOT OLDER than the people realize. Although inapplicable to today's polypropylene battery cases, the warning used to be sensible. And, before either polypropylene or hard rubber were used for battery cases, those cases used to be made out of WOOD and used a rubber liner called a jar. Really.

A 1922–1923 catalogue from the Chicago Automobile Supply Warehouse shows batteries in the 19-teens and 1920's were rebuildable. And they were expensive. Adjusted for inflation to 2018 dollars, a battery for a Ford T would cost you \$274. A battery for a Mitchell Light Six would cost you \$848. Thus, rebuilding them made sense.

One could buy replacement lead plates, treated wood separators, positive and negative plate straps (which electrically connected and placed a terminal on plate groups), cell connectors, covers, carboys of battery acid, terminal molds, battery "jars", and wood battery cases. You could also buy battery paint, molds for terminals (which you would pour from molten lead), and battery steamers. The latter were devices used to disassemble batteries for rebuilding.

One could buy replacement lead plates, treated wood separators, positive and negative plate straps (which electrically connected and placed a terminal on plate groups), cell connectors, covers, carboys of battery acid, terminal molds, battery "jars", and wood battery cases. You could also buy battery paint, molds for terminals (which you would pour from molten lead), and battery steamers. The latter were devices used to disassemble batteries for rebuilding.

These wooden cases would, of course, be porous and could become electrically conductive if the electrolyte leaked through or around the rubber battery jar or through the battery cover which was sealed with tar, or leaked through the vents, or if electrolyte or distilled water were spilled on the battery.

But there was another, and probably much more important, reason why mechanics were warned not to place these wood cased automobile storage batteries directly on concrete floors: Uninsulated concrete wicks moisture up from the earth beneath the floor. It is always somewhat wet. And WOOD MOVES as it absorbs or loses moisture from or to the surrounding environment.

It moves A LOT! If placed directly on a damp concrete floor the bottom of that wood battery case would begin to absorb moisture. It would then begin to expand, but the expansion would be differential and uneven. The bottom side of the case in direct contact with the concrete would expand, in a dimension perpendicular to the grain, more than the interior side of the base. The battery's base would thus become convex rather than flat, stressing and then breaking the tongue and groove joint with the battery end pieces. The expansion of the base would then push out the sides of the battery case, breaking the joints between the sides and the ends. The battery case would, thus, self-destruct, simply because of differential moisture absorption, BECAUSE IT WAS PLACED ON A CONCRETE FLOOR.

Considering how expensive these batteries were at the time wooden battery cases were used, how tedious the rebuilding process was, and how much damage could be caused to the car by leakage of battery acid, it is much more likely that wooden battery case failure, rather than electrolyte seepage and accidental electrical discharge, was the primary reason mechanics were instructed to not place an automobile battery directly on a concrete floor.



CARS FROM THE PAST



Unknown Volkswagen Beetle scrapyard



**CARS FROM THE PAST**  
(from actual Ford Catalogues)





## CARS FROM THE PAST



It does not often happen that a mayoral car becomes part of a classic car collection, but that is exactly what happened to the 1957 Jaguar Mark 8 that once belonged to the mayor of Bloemfontein and is owned by Kallie Coetzee. Although the car is original, some mechanical components were replaced as and when necessary.





## Classic Motorcycles - Boom or Bust

By John Booth

What's going on with the classic motorcycle market? Researchers are telling us that the numbers are falling amongst the youth interested in buying classic motorcycles. Yet dealers are telling us it has never been a better time to invest in classic bikes. Prices seem to be surging. Record prices being achieved for the likes of Vincent and Brough Superior motorcycles.

In 2000 I sold my 1959 BSA A10 Golden Flash 650cc in the UK for 2000 pounds. I had taken it with me to use and not sell but after experiencing the congested and slippery salt ridden roads of the UK, I quickly came to the conclusion it was time to sell. Today some 20 years later a similar bike will fetch around 4000 pounds. So from a financial position was I right to sell at that time? Well if I had invested the money in the bank with the current interest rates I would probably not have got anywhere near the 4000 pounds. However if you take into account storage and maintenance to keep the bike in good condition, in addition to inflation and the apparent declining interest in this type of motorcycle. I was better off having sold it 20 years ago. In reality 4000 pounds today would not buy me what 2000 pounds bought 20 years ago.

Japanese classic bikes on the other hand are still strong amongst collectors. My Kawasaki KH 250 two stroke triple that I had when I did my national service in the South African Air Force would fetch a staggering 7000 pounds. Who would have ever thought the day would come when classic Japanese bikes would outstrip British classics in terms of overall value? However the glory days of Japanese motorcycle values may also be short lived. The simple reason is, just like British motorcycles, interest will diminish as the generation dies off that once cherished these bikes. Investment advisors are currently telling us to buy Japanese motorcycles before you buy a small capacity British bike. More importantly the youth of today are less interested in buying old motorcycles. It has been estimated 30 to 40% less of the younger generation are interested in motorcycles. I would say that when they are in their 50's they will probably collect cell phones. You only need to see how they covet the latest Apple iPhone. If you don't have one you just not cool!

A few reasons have been put forwards as to why the up and coming next generation are not buying classic motorcycles:

Many are paying off student loans, education is expensive.

They lack the mechanical knowledge to restore or keep a classic motorcycle running. The youth of today are far less rebellious than previous generations and have other forms of interests like computer games or cell phones. The iconic movies like Easy Rider are being left behind in the movie history books. Times are changing and the youth get more street cred from owning the latest cell phone than perhaps a classic bike.

If we box up the buyers of motorcycles in general into age groups, not taking into account any overlaps we find:

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20 to 30 year old age group shows a declining interest in buying classic motorcycles. There are obviously exceptions to this rule.

30 to 50 year old age group are not buying British classics but going for the Japanese bikes of their youth.

50 to 80 plus age group age buying both Japanese and British classics. This group is where the money is. They are either at the height of their careers or just retired with a lump sum pension pay out. They are fuelling the current price surge but predictions are it will be short lived.

Then we have the investor. He or she is in it for the money. They are selective as to what they buy. They probably won't buy the run of the mill classics. If you look on eBay at a lot of vintage parts offered for sale will probably have zero bids or price reduced. It has been said India is the next powerhouse of classic motorcycle demand. However there does not seem to be much movement in this direction. Maybe some false marketing to try and generate more interest. Big auction houses and dealers I am sure will probably say it's never been a better time to invest, take their advice if you feel it's worth the gamble.

As has been said by experts in the field time and time again. Buy it if you love it, restore it if you love it but don't buy or restore to make money. If you sitting on a pile of Vincent or Brough Superior spares then you probably sitting on a gold mine.....at the moment. If you sitting on a pile of average British bike spares and you just waiting for them to go up in value then I think you have missed the bus and probably should have sold them 10 years ago. You may very well be in for a big shock and those parts may not make you into a millionaire. . and those parts may not make you into a millionaire. The future predicts fewer buyers with less money. That part that you thought was an ace card in your garage may only be worth scrap value.

In February 2021 Harley Davidson said North American sales were down 18%. They had exited 39 markets in 2020. Globally sales were down 17%. That's bad news for the motorcycle industry in the US. Yet in 2021 Ducati posted their highest recorded sales in their 95 year history. Most have been sold to American buyers. Could the latest Harley Davidson offerings not be what people want to buy? Could Ducati be the turning point in an upsurge in buyers from all age groups? However global market trends overall are showing a slow decline in motorcycle ownership. In 1990 the median age for an American motorcycle rider was just 32. In 2009 it was 40. In 2018 it was 47. We are aging as bikers.

So what is the answer? After reading many articles I don't think that in our life time there will be a big turnaround and a huge revival in demand for classic motorcycles. Money is tight. Roads are busy and unless the super-rich in China suddenly develop an interest in classic motorcycles I would say we will carry on as before with a probable slow decline as buyers age. Some may have counter arguments and a revival is just around the corner. However you only have to look at how many motorcycles dealerships there were around in the 1980's and how many there are today. My personal opinion is that the motorcycle one day will be replaced by a ride on drone and this may not be long in the waiting.

So what is the quick fix? Well it is unlikely that the youth will suddenly develop an interest in classic







A photograph of a 1950's BSA Golden Flash owned by SRM managing director Jon's grandfather (front) and a 1953 Super Flash (back).

Submitted by Neville Nicholau



### **FOR YOUR INTEREST... Submitted by Dorian Radue**

**AUSTRALIAN** results from the largest-ever global survey of historic vehicle enthusiasts FIVA, the World Federation for Historic Vehicles, has shared the results of its 2020/2021 international socio-economic of almost 55,000 historic vehicle enthusiasts worldwide.

The Council of Heritage Motor Clubs NSW fully supported the collection of data for Australia, and thanks its Affiliated Clubs and their members for their participation in the FIVA Survey.

The Survey: • revealed the historic vehicle movement's huge financial contribution to local and national economies, • confirmed that, on average, historic vehicles travel extremely low distances and are primarily used for leisure purposes or as part of public events, and

• verified the important contribution of clubs to individual enthusiasts and the historic vehicle movement but also, through events and activities, to society generally and in preserving automotive heritage. Australian results are based on 2430 surveys from Australian owners and enthusiasts, 2158 car owners and 297 motorcycle owners, covering 6511 vehicles.



# Taco's Chit-Chat

As is the case for many old car owners, I am frequently asked to do weddings, matric dances, video or photo shoots and movies with my old cars. So far, I have done more than 150 of these trips. Each of these trips were memorable and very special for the people I had to drive around. At a few of them I had the opportunity to take very nice photographs of my cars. Over the years I have seen many photographers that had brilliant photographic ideas which I remembered and used myself.



First up was a lady that asked me if I had a nice old car for a photo shoot on a Sunday afternoon. Her daughter was studying to become a professional photographer and she needed to take photos of any car. At first I was not interested. Especially when she asked me if I could do this for free. Also, my family was going to visit me on that specific Sunday. But when she told me the photos would be taken at the Erasmus castle near the Rigel Avenue off-ramp, I was interested. It was and still is not easy to get admission to the grounds of the castle. Somehow this lady had succeeded to obtain permission to do so. I arrived there late afternoon. Big dark clouds came over and it looked like a big storm was on its way. I parked my 1933 Chevy in front of the castle and the lady's daughter took many photos. As requested,

I had to move the Chev around a few times and I took some photos as well. All of a sudden, the sun broke through the clouds and I took this dramatic photo - with my cell phone. Now that I think of it, the lady promised me photos, but I do not remember if she ever let me have any of her photos.

The next photo I really like was for a matric dance with my 1929 model A Ford. This lady had organised 2 photographers to take photos of her daughter and her boyfriend at the occasion. Just to make sure she really got good photos, I guess. By now I had learned not to give photographers any suggestions on how to take photos. After all, I'm only the driver of an old car and what would I know about their profession anyway. They took all the normal photos, but then I saw this old shop down the road, an antique or swop shop. I asked the photographer if they wanted to





**Chit-chat cont.**

take photos of the model A in front of the old shop. They did not think that was a good idea, so I told them to give me a



few minutes, I wanted to take such a photo for myself. While I was taking photos, the one photographer did see how the background complemented my old Ford. She then started to take photos as well. Later she emailed me this photo which she had altered on her PC to look like an old painting.

As for weddings, I have so many photos and I can't show them all. But one photo I took was of my 1963 Jaguar Mk2, while I was waiting for the photographer to take all the photos of the bride and groom. At one stage the bride asked me to hold her bouquet

for her. I then put it on the bonnet of the Jaguar and took this serene photo. People also rent my cars to use them as a background exhibition for a theme party. I actually enjoy doing this, as then I don't need to worry about an old car that could break down whilst transporting people to a special occasion. The only thing I need to worry about then, is that the car doesn't leak (too much) oil on the venue's nice paving. For one such a party, the clients required my 1933 Chevrolet. They had also obtained the services of models who were dressed up for the theme. I obviously took a lot of pictures, but this one I took (again, with my cell phone), with the model sitting on the running board of my 1933 Chevrolet, is quite nice.



My cars are not top notch restorations and I like to use them. This does have some benefits as I don't mind if a lady wants to lie or sit on the car's bonnet. One such photo was this photo, also taken at a theme party. The lady on the bonnet asked me if her skirt was hiding everything that it should. Being a modest guy, I replied "I don't know, but I will close my eyes while I take the photo" ....

## **SOME AUSTIN SEVEN RACING HISTORY IN SOUTH AFRICA**

By Basil Chassoulas

### **100 YEARS OF THE AUSTIN SEVEN**

The Austin Seven came out in 1922, a small motor car affordable to most people. Many types of Austin Sevens were manufactured including Tourers, Saloons, Vans, Coupes, Military, Sports and Race cars. This story is about some of the racing history of the Austin Seven Sports, Racing and Racing Specials cars in South Africa. Austin Seven racing history was very rich in South Africa right up to about 1956 but it was never fully documented. Austin Sevens raced in local, regional, national and international races in South Africa including the pre-WW2 SAGPs. Some Austin Seven Special racing cars are still racing today on circuits and hillclimbs in South Africa. And one Austin Seven Racing Special is being restored which was featured some years back in SAVVA AUTONEWS by John Barty member of HTA.

### **AUSTIN SEVENS IN THE FIRST SOUTH AFRICAN GRAND PRIX AND THE SOUTH AFRICAN HISTORIC GRAND PRIX**

The first SAGP took place on 27 December 1934 at the Marine Drive Circuit in East London. It was a 15,2 mile circuit. The race was to be 90,2 miles. The race had 18 entries. It was an international race. The race cars were of a varied variety ranging from small four cylinder engines all the way to the large eight cylinder engines. The capacity of engines varied from 750cc up to 4010cc. Some race cars were normal aspirated and some were supercharged. To accommodate all the race cars in the race a handicap system was used.

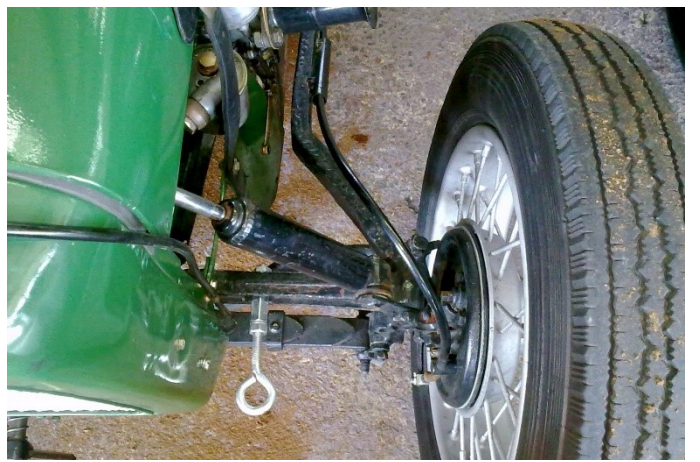
Three Austin Sevens were entered for the race. They were:- Neville Meyer in a 1934 Austin Seven 65 with 22min 24sec handicap, Neville Clayton in a 1931 Austin Seven Sports with 22min 10sec handicap and Douglas van Riet in a 1931 Austin Seven Speedy Ulster with 10min 37sec. The Austins were in direct competition with similar race cars like MG Midgets and DKW converted specials. Although Douglas had entered the Austin Seven Brooklands for the race (Rubber Duck) it had arrived late for setting up for the race. The Brooklands engine was then used in the Ulster in the race. There was not enough time to set up that engine for the race either. So Douglas hoped for the best. The cars were race prepared and lightened by taking off unwanted components.

None of the Austin Sevens finished the race. Only seven race cars finished the race. The Brooklands race car was prepared and entered in the next SAGP of 1936 and other local Grand Prixes.

The South African Historic Grand Prix took place on 24-25 November 2018 at the Grand Prix Circuit in East London which is now a 4Kms circuit still on the original circuit. The SAHGP was to celebrate the cars and drivers of all the pre-WW2 SAGPs from 1934 to 1939. It was an organised tour from the UK of some of the surviving SAGP cars of that era. The cars were shipped to South Africa. Eleven of the entered cars took part in the pre-WW2 SAGPs; the rest were cars that were replicating the original cars. Saturday 24 November was practice day and Sunday 25 November was demo race day and a drive on the original circuit.

Two Austin Seven Specials were entered in this event, replicating all Austin Sevens that raced in the pre-WW2 SAGPs. These two Austin Sevens are purpose built race cars entered and raced by Greig & Rod Smith. One of the specials is a 1926 and the other a 1928. They are both single seater race cars. The green car is of more conventional design, but the blue car is of a low line design with engine, gearbox, propshaft and differential offset so the driver sits lower in the car. The blue car is also supercharged. Photos show details of the design and construction of the cars. Photos were taken of the cars in the pits, on the grid and on the track. The SAHGP finished with a road tour to a private estate just outside Cape Town the following week. The cars were all put on display at the estate for photo-shoots and for detailed viewing to visitors.







## The remarkable trip of KZN - Messerschmitt from SA to UK

Club member Anton van Zyl from Louis Trichardt did some detective work when he saw a Messerschmitt with a "NX" number plate on a UK Facebook page. He managed to identify the owner as Ken Tilly and asked him to share with us the background to his "find".

Ken writes: The Messerschmitt KR 200 was originally owned by a teacher in Clansthal, near Scottburgh, and he used it on a daily basis to take his son to the school that he taught at in Scottburgh every day. A Durban friend of mine bought it with the intention of restoring it but after finding the engine was seized decided to strip the clutch. Evidently the plates were stuck together so he had it rebuilt. However, the engine was still stuck and not wanting to damage the motor he decided to leave it for a while before deciding what to do with it. My other friend, a Johannesburg buyer, was looking for a micro car to ship to UK where he has intention of settling, so the car was sent to me in the interim.

Now the story gets really interesting. The car was collected in Durban and transported to a shipping company in Johannesburg while the paperwork was being sorted out and the car was Micro dotted etc., but when it came to applying for a new registration book it was discovered that the car hadn't been licenced for over thirty years!

It eventually was registered but at great cost and time. It was then packed in a shared container and sent back to Durban for shipping to UK and that's where the real problem arose as they screwed up in Durban harbour by loading a clearly marked and numbered container onto a ship for AUSTRALIA! Evidently this was only discovered when the ship arrived in Australia whereas we were wondering why it hadn't arrived in UK. We were told that they were awaiting a ship in Oz that was due to leave for UK and when that happened they would let us know.



The next information we received was that it had unfortunately been transhipped to a vessel going to Singapore!

**The well-travelled KwaZulu-Natal Messer-**

They said they were very sorry but they would have the container off loaded in Singapore and then shipped to UK. That didn't happen as the next info. we got was that it was on its way to Rotterdam! By this stage my Durban friend was at his wits end and really gave the shippers in Jo'Burg the gears, but they just shrugged it off as being the freight loading company's fault, not theirs.

Well eventually it arrived in UK and about one week later it was delivered to me in West Sussex, just over FOUR months since it left Durban harbour! My Durban friend is now sick and tired of it and has currently washed his hands of the whole thing and left it to me to decide where to go from now.

As far as I can tell apart from the wheels that have been renovated, the tyres are new, the car appears to be in totally original condition and all it needs is tail lights. I decided that as I knew I would never be able to restore it to even a very good condition, then the best thing I could do was to move it on.

With that in mind, and after chatting with a couple of gents at the recent London to Brighton Run, I sold it to a fellow who already professes to own 5 or 6 Messerschmitts. I went to see him a couple of weeks later to see what he intends to do with it now that he has had time to inspect it. He has decided to restore it to roadworthy condition and use it as it is, as he considers it to be so original that he doesn't want to change anything about it.

When he came to inspect it, he removed the floor mats to find that the floors and panels had absolutely NO rust anywhere. Also it appears that originally it was fitted with a "Hanky" that clipped on above the windscreen and was then clipped on at the rear of the canopy in order to keep out some of the sun's heat.