



# Automobilist

June 2023

WINTER

Southern African Veteran and Vintage Association

[www.savva.org.za](http://www.savva.org.za)



1926 Armstrong Siddeley 14hp Mendip



# Automobilist

## Southern National Council Members African Veteran and Vintage Association

### *In this Issue*

CONTENTS	PAGE
SAVVA National Council & Portfolio Holders, etc	2
Chairman's Chatter	3
From the Front Desk	3
The Front Cover Photograph - 1926 Armstrong - Siddeley 14 hp Mendip	4
VRYHEID VINTAGE MOTORKLUB—06 Mei 2023	7
P.O.M.C. Annual Cars and Bikes , Loftus Park - 21 May 2023	8
P.O.M.C. Cars in the Park, Zwartkops - Event Details	10
Best of British - organised by VCC of SA	11
Magnum Rally Details - organised by the P.O.M.C. / P.O.M.K.	13
Amazing "Longest Ride" at this Year's DJ Rally	14
Teaching Your Wife How it Works in Days Gone By	16
A Brief History of the first Ford Car to arrive in South Africa	18
Food for Thought - to Restore or not to Restore	19
Our Holiday to the Garden Route	22
My 1959 Plymouth Belvedere	23



# Automobilist

## Southern National Council Members African Veteran and Vintage Association

### SAVVA National Council & Portfolio Holders National Council Members

**President: Philip Kuschke**

082 8565152  
president@savva.co.za

**Chairman: Vacant**

chairman@savva.co.za

**Acting Chairman: Gavin Allison**

082 335 4005  
vicechairman@savva.co.za

**Secretary: Megan Greyvensteyn**

078 303 0377  
secretary@savva.co.za

**Treasurer: Paul Koski**

082 442 6662  
treasurer@savva.co.za

**Motorsport: Hennie van der Walt**

083 305 8800  
mwvandup@mweb.co.za

**Youth Development: Riaan Hanekom**

084 513 0939  
youthdevelopment@savva.co.za

**Editor: Chris Cardwell**

082 774 6196  
editor@savva.co.za

### Forthcoming Events around the Country - 2023

Date	Event	SAVVA Club
26 - 29 July	1000 Bike Show, Johannesburg	Classic Motorcycle Club
06 August	Cars in the Park, Zwartkops, Gauteng	P.O.M.C. / P.O.M.K.
09 - 13 August	Magnum Vintage & Classic Motorcycle & motorcar Rally & Tour	P.O.M.C. / P.O.M.K.
20 August	Best of British	Veteran Car Club of SA
5 - 7 November	The Fairest Cape Rally	Cape Vintage Motorcycle Club
08 - 12 November	2023 Pro Auto Rubber SAVVA Tour	Model T Ford Club



## *Acting Chairman's Chatter*

Greetings from a "frosty and wet" Western Cape. We have certainly had our fair share of rain and recent snow on the mountains – reminding us that we are really experiencing winter, much like the rest of the country. Water levels in the dams have risen from +/- 50% to 98% in the space of a week – with Citrusdal experiencing drastic flooding not seen since 1969 & 1984. Regardless of some of the chaos – we should be grateful – have stared in the face of "Day Zero" a mere 4 years ago

There has been plenty of Club activity despite the "chilly weather" – and I am pleased that the VSCC – Pietermaritzburg's Cars in the Park was a resounding success. Congratulations to all of the "Organising Team" for making it happen. .

There has been planning and route plotting taking place for the 36<sup>th</sup> Fairest Cape Tour at the end of October - for both Motor Vehicles and Motorcycles – once again being based at Goudini Spa in the Rawsonville are. Coupled with this the Model T Ford Club "Crew" have also been planning and plotting their routes for the Veteran & Vintage Tour – early November, directly after the Fairest Cape Tour. I am told routes have been sighted, checked and distances verified – all in and around the Wellington / Paarl Area – with accommodation and base for the event at Middelplaas Guest Farm, Entries for this Event are already in excess of 30 – so move fast if you wish to take part.

Our SAVVA – AGM in September – is being hosted by the OFSVCC in Bloemfontein. In keeping with the times – it will be both a "live" and virtual meeting – utilizing the Zoom platform – and I encourage those Clubs that can join us in person – to please do so. Our Secretary Megan Greyvensteyn will be emailing you all with the details – well in advance of the Meeting.

Planning is also well underway for the POMC's annual Cars in the Park at Zwartskop's – another massive Event - well worth a visit.

If driving, or riding, be vigilant, take care, and stay safe.

*Gavin Allison*  
**Acting Chairman**

## *From The Front Desk*

To begin with I would like to thank all the folk who have commented positively on the past two editions of 'Automobilist'. This has been most unexpected as I had mentioned in my very first editorial of the magazine I am most definitely in uncharted waters when it comes to editing, let alone having written for an actual publication or newsletter before. I value your compliments as it makes it all worthwhile knowing that my efforts are appreciated by our members.

However, there is a downside to this as I now need to maintain this standard, which, with your help and input I trust I will be able to do going forward.

The upside is that I have an absolute passion for old cars, motoring events and all forms of motor racing history that so far, it has been a pleasure to compile the magazine and to quote the late Juan Manuel Fangio:

*"You need great passion because everything you do with great pleasure, you do well."*

Perusing the various Club's publications that I am fortunate to receive, it is heartening to read that most Clubs have a busy and active social calendar planned for the remainder of the year.

However, sadly, there is a common concern of too few, younger enthusiasts joining our movement, which is a worrying thought as to the continuing survival and longevity of our clubs and hobby throughout our country. The only solace one can adopt is that other clubs, societies and associations are suffering as well, but that is of little consolation at all.

On the brighter side, the Winter Solstice has come and gone recently which indicates that we can now look forward to longer and warmer days to come.

Should anyone have any suggestions or contributions for future editions please forward them to me.

*Yours in motoring,*

*Chris*



# *The Front Cover Photograph*

## **Reborn In South Africa - Restoring a 1926 Armstrong Siddeley 14hp Mendip**

by Alan Evans



This vehicle was built at the Burlington Carriage company owned by Armstrong Siddeley U.K. with factory car records showing it as number 24301 on the 20. November 1926. The chassis number is engraved with 24301. It was ordered by Swift motors of Durban, Union of South Africa. It had a 4-14 mark 2 engine 13365 developing 1852 cc. There were a variety of 14HP MK2 models that were built between 1925 – 1929. Although 11,479 14HP MK 2 were made during this period only about 70 known survivors of combined MK1 and MK2 models about half are road worthy. Another company called African Eastern Trading Co also received thirty Cotswold 5 seater open tourer. A good percentage of these were transhipped to up country and neighbouring countries. To date the Mendip I own was the only one delivered to Africa.

There apparently to date are only two known pedigree Mendips on record. One belonging to John Graham in Australia with factory record number 19574 dated 27 February 1926, originally sold to Wallace Grasby. There was however another according to Peter Sheppard built in New Zealand number 22032 dated 7 May 1926 on a scraped Broadway salon .It was returned to the U.K. as the original Broadway Saloon in very poor condition along with the new Mendip body that was built in New Zealand. The owner removed the saloon body and fitted the new replica type body selling it as a Mendip. The present owner did not know it was a replica. The picture of the vehicle does not represent what I think is an authentic Mendip with a spare wheel mounted on front mudguard and a longer rear section behind the cab.

The knowledge of any other was number 20469 built 25 March 1926 which was converted to lorry but has been dismantled for parts.

The data for my Mendip is on record with the Armstrong Siddeley Owners Club in the U.K. and here in South Africa with the Vintage car Club, S.A.V.V.A . Authenticating its pedigree.

On arrival in Durban its owner Mr John Weston collected the vehicle and drove it to his farm named Admiral Farms at Bergville a farm town about 200 kilometres from the sea port of Durban. John Weston in later years went on to buy a Commer chassis from the USA and attempted two cross Africa trips to Europe. He built fully contained caravan type bodies on the Chassis. However the first trip failed as the structure was too big

The second was a success .He would uncouple the living structure from the lorry. Winch the lorry across rivers then float the accommodation section across. In his travels he was attacked by terrorists and ended up doing work for a Russian railway company. His whole family consisting of wife and two sons travelled with him on the 18 month trip. His mobile caravan is now in the Winterton museum. He was well known as a farmer and during the war was given the title of Admiral in so his farm was called Admiral Farms.

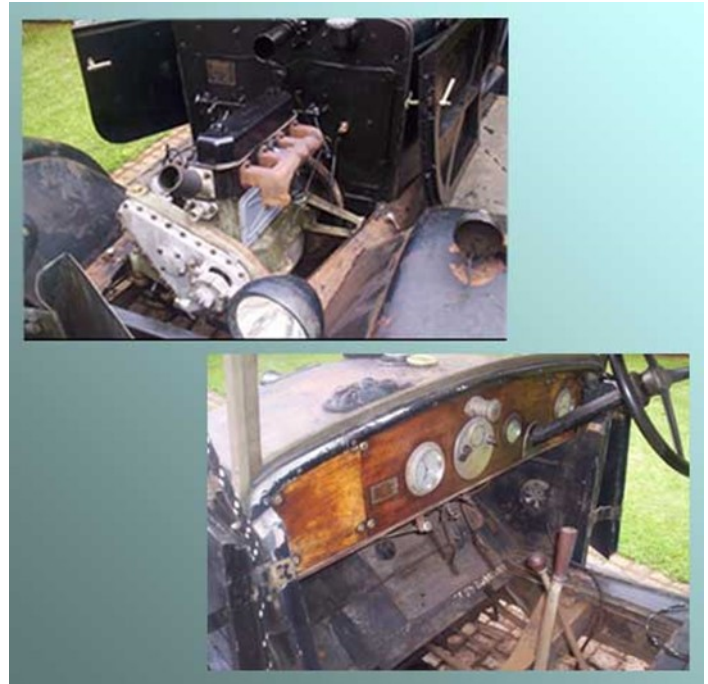
The Mendip with licence number NUT 4 was used as a general vehicle doing many trips across rough terrain to Kimberley the famous diamond mine city in the Orange Free State. This was done as he John Weston was attempting to build aircraft at the airport which he did finally succeed in doing. He later started the John Weston Aviation company. He previously had made his first flight in 1911 at Kimberley. To date there is a picture of the my car on the wall at the museum. Mind you his main business was farming which was to be a demising factor in his life .In 1950 after returning from a visit to the farm town of Drakensville having visited the bank to obtain money to buy cattle, he was murdered by his staff. With the farm now being run by his son in law Rein Weston the Mendip being 24 years old was sort of pushed further back into the barn and eventually not used. To my knowledge it lay abandoned until 1972 when it was sold to a scrap and used car dealer a Mr.W.Van Niekerk at another farm town called Utrecht. There it again lay for 43 more years among a growing amount of semi and wrecked cars. A consortium of business men from Durban one being a friend of mine, decided to buy the now 1,000 used and scraped cars from Mr Van Niekerk. The classics and good ones were sold over seas, 320 were

## Reborn In South Africa - Restoring a 1926 Armstrong Siddeley 14hp Mendip continued

scraped and kept out for my friend to attempt a rebuild. I had seen the car and immediately approached my friend with an offer to buy it. After some negotiations a price was agreed so I was able to obtain the faded documents and the car. I built an A-frame so as to enable me to tow it to my home inland about 50 kilometres. With some recently purchased used tires from our Vintage Car club and new tubes plus a friend Rick Bremner to assist, we successfully got it to my house. In passing the vintage car club we decided to stop in. The car immediately became a bees to honey subject. It was the 29<sup>th</sup> November 2013. I told the club I would drive her in, in one year's time. Reaching my home I immediately started a 6 day a week 08:00 to 17:00 hours a day work schedule.



First was the strip down. Then a programme of what first. Brakes chassis, axles and wheel bearings. These had to be forcibly removed with a wheel puller and heat. A spare wheel was needed so I cut the centre out of a 1932 Chevy and laser cut an identical centre from a imprint of one of the genuine wheels. Completing it with expert welding and paint. The engine was another matter the valves being Tulip type valves a bit beyond recovery. In so I had a new tappet shaft made replacing the vales with Mitsubishi exhaust and Volvo intake valves. Years later I bored out the cylinders and put sleeves in with new rings. As the months went by the car started to take shape and I have to thank some people not only here but overseas who were able to give some advice, some idea of where possible parts on the rebuild could be found. This was all vitally important to me especially as I had never done this sort of thing before.



Eventually miraculously via the grape vine of vintage cars enthusiasts such as a friend Peter Truter a member of the Crankhandle Club Cape Town who had A/S Saloon, a copy of the engine works manual was found which assisted me tremendously. The car was a crank start so to get the right timing was a major effect. The magneto had been removed and sent a distributor specialist. He advised that it would not be possible to rebuild the magneto in the state it was. Plus there was no knowledge anywhere of another. Secondly if he did attempt a rebuild it would be very untrustworthy. It was the decided for a few reasons to electrify the car by placing a battery on the running board plus changing the dynamo adding a regulator and modifying the distributor to an electric ignition system. Timing was problem but I made a tool to slip down the oil intake cap access hole. Here I would lock the distributor shaft then release the locking nut on the timing cog which held the chain. I could then adjust the timing by advancing or retarding the flywheel until I got the correct timing using the A and O on the flywheel. There is a very small stamp on the front side of the flywheel which gives top dead centre. Plus 8 degrees before top dead centre embossed with an A and O. This is normal on all 14 engines. Now using old original but new colour coded wire we rewired the car for signal lights main lights, rear and converted the side lights to take a signal unit. This was primarily to meet the C.O.R for a license. Fortunately we had found an out dated license disc dated from the last century which we were able to extract with the faded documents all



## Reborn In South Africa - Restoring a 1926 Armstrong Siddeley 14hp Mendip Continued

the needed licensing information. Due to being rusted out I made new side lights reflectors from stainless steel soup ladels. The radiator was completely unusable with pit holes and corrosion. Here I was lucky an engineering friend of mine completely made a replica grill which I veneered to a new radiator. Later this was a problem as the vehicle was built without a fan.



The bladed flywheel being a suction fan over a sealed engine. With high temperatures and altitude the vehicle was apt to boil, so not having the lower engine seals I added an electric fan with a heat switch. Sometime later I removed the water pump which was failing. To find anyone able to rebuild it was difficult. Thankfully an elderly gentleman in a neighbouring town did a complete rebuild for me. The paint now was a new front to face as there are good painters and bad painters. Price usually is the difference. Having looked at reams of photos and books on Armstrong Siddeley car colours, I established that the best colour was the satin black and blue. The car had previously been painted by brush with black farm paint. The removal of which took days covering me with paint and rust dust. I used an angle grinder with grinding disc to bring the whole body and mudguards down to bare metal. I then had to put an etching paint on as the metal refused to adhere to undercoating as there was a reaction from the old paint still embedded in the metal. Old paint was usually Duco which was made with vegetable oil (linseed)

so infusing itself over the years into the hard metal. Eventually we got the painting done at a reasonably good price. With everything completed and running into 6 months it was time to attempt to get her engine running. The problem we had was dirty fuel which had turned to lacquer. Repeated attempts eventually required that we take the fuel tank out. This had a hidden plan to extract as the four screws holding the tank shoulders are hidden under filler on the bulkhead. The dash board has to be removed and the tank extracted sideways. We cut the tank in half then removed any corrosion or dirt. Replacing it the fuel problem was solved. Timing again was a no start problem. This required me to remove the front panel housing the timing chain and sprockets. These we reset 3 times before getting them right. There is a way that the chain must be set and tensioned before the tooth to take up slack which did offset the timing arrows a bit. During all this time we were hand cranking her and usually she would now start with ½ turn. Other times she would not. It was decided that possibly because she had a ring gear we could attach a starter motor. The ring gear came as an option from England where there was ample electricity to charge batteries etc. Here in the bush electricity was scares so hand cranking was the preferred. I found a 1930 Lucas Morris starter which we overhauled. Then making two brackets we were able to bolt it to the Engine with enough space for a bendix. The ring gear is set for 10 teeth which we found out by accident chipping a bit of a tooth as the Lucas is a 9 tooth pinion gear. To find 10 tooth was very near impossible but by total accident a chap who had visited South Africa being an Australian farmer hearing of my car contacted me to say he had a 10 tooth pinion.(dog) Robin Gibb was his name and he kindly sent me the pinion. With a bit of polishing and a machined collar it fitted whereby we had an electric starter. With her finally running we did a few shack down runs to try her out .Twice we towed her home mainly again with a bit of ignition timing and a tappet reset.

On the 29<sup>th</sup> of November 2014 I drove the vehicle to the Vintage car club exactly one year after towing her home. I was, to my pleasure, awarded the Car of the Year trophy.



## VRYHEID VINTAGE MOTORKLUB

### OPPI PLAAS OUMOTORSKOU – 6 MEI 2023

Ongelooflik, wat 'n lushof vir die oog! Motors, trekkers, enjins en plaastoerusting net waar jy kyk.

Die Saterdagoggend 6 Mei 2023 om 06:00 was die hekke reeds oop en uitstallers en toeskouers het die terrein vroegoggend al volgepak.

Kosstalletjies te kies en keur, sowel as vlooiemarkstalletjies en handelaars van nuwe motors was almal daar. Om nie te praat van die kinders se vermaak nie, met 'n treintjie en springkasteel, ganse en hoenders voer en sommer net lekker ruimte vir rond hardloop en speel.

Die Vryheid oumotorskou is bekend vir die uitstalling van motors wat dateer van voor 1940. Dié jaar was geen uitsondering nie. 35 Voertuie van voor 1940 het geskitter op die plaas. Onder dié voertuie was:

- 1904 Cadillac van Ty Terreblance,
- 3 Model T's waarvan een Kowie Lombard Jnr se 1911 "brass" model,
- 7 Model A's (1928 – 1930),
- 8 Chevrolet's (1928 – 1939),
- 3 Buicks waarvan 'n 1916 van Arthur Duvenage.

Dan was daar ook Studebakers, Plymouths, Vauxhalls, Desoto's, Chryslers, 'n Essex en Durant van voor 1940.

Van dié na 1940 was daar Volvo's, Alfas, Cortinas, Morris, Saab, BMW, Jeep, Jaguar, Citroën, Mercedes Benze, Volkswagen, Borgward, Datsun, Suzuki, Opel, Mazda, Ford Mustang, Thunderbird en Cougar.

Ons is ook baie danbaar vir die klubs wat by ons kom kuiser het. Villiers, Alfa Klub, Volvo klub, Hendrik Kritzinger met sy Ford klub en die Natal Veteraan Trekker and Masjien klub.

Van die ander aktiwiteite was daar van ystersmee demonstrasies, 'n 1953 Farmall trekker wat 'n mieliedorsmasjien met 'n belt aandryf, en nog 'n Farmall trekker wat 'n mielie-meul aandryf tot ploegdemonstrasies met nog 'n 1953 Farmall trekker.

Die manne kon lafenis gaan soek by die biertuin en lekker gesellig verkeer. Hierdie jaar was die VVCC se 17de suksesvolle skou. Die feit dat dit hierdie jaar op die plaas Eensgevonden van Harvie van Heerden gehou is, maak dit ons klub baie opgewonde oor die toekoms.

**Groete**

**Cassie Lourens**

## Hay and Heydays at Vryheid

### Vintage Car Club

### Oppi Plaas Car Show – 6 May 2023

A revival of the heydays at the The Oppi Plaas Carshow this past weekend. The car show, organized by the Vryheid Vintage Car Club, on 6 May 2023, showcased more than a hundred cars. The VVCC's annual car show was held on Eensgevonden Farm just outside Vryheid, belonging to one of it's members, Harvie van Heerden.

The oldest car at the show was a 1904 Cadillac (owned by Ty Terblanche) while the newest was a 2010 Chrysler C300 (Owned by Johan Scheepers). Some of the rare classic cars that could be seen this weekend was a 1916 Buick (owned by Arthur Duvenage), a 1919 Essex (owned by Paul Mutton), and a 1930 Durant (owned by Kobus Botha). The show also featured three Model T Fords, seven Model A Fords, eight Chevrolets, a Studebaker, Chryslers, De Soto's and Plymouths pre 1940. In addition to the VVCC member's cars, the Alfa Club, Volvo Club, Villiers club, Hendrik Kritzinger's Ford Club and the Natal Vintage Tractor and Machinery Club as well as individual members of other clubs, travelled to Vryheid to include their cars in the showcase.

The Oppi Plaas Carshow included an exhibition of a tractor ploughing, corn being removed from the cob and ground with veteran equipment as well as a blacksmith demonstration.

The event not only provided enjoyment for car enthusiasts, but entertainment for the entire family with, live music by Chris Badenhorst, train rides for the kids and a variety of food vendors and stalls. Food and drink could be enjoyed while sitting on hay bales under the trees, in true farm fashion.

**Marike Kilian**



# Pretoria Old Motor Club's annual Cars and Bikes

## Loftus Park

Sunday 21 May 2023



One of the oldest cars on display was Sakkie van der Wat's 1931 Ford Model A.

1930 Chevrolet truck, manufactured in South Africa. The grille is from a 1934. Powered by a 4,1 litre 6 cylinder engine and 3 speed box.



The Citroën Traction Avant introduced in 1934, remained in production for 21 years. Replaced by the DS in 1955.

The Ford Capri was a popular car in the early 1970's and is still in original condition, is Raymond Vonk's 1971 model 1600 GT.





# The Pretoria Old Motor Club's annual Cars and Bikes

## Continued



1968 Fiat 124 Spider is a rare sight in South Africa. Dieter Vosloo's is powered by the twin overhead camshaft engine .



1992 Opel Calibra 200i, bought new by Sampie Orton and has done more than 300 000 km.



A P6 is a rare sight at a classic car event in South Africa. Hennie du Preez's 1971 V8 Sport, was one of the first facelift models and was sold by the contemporary Leykor dealership Kingsley and Marais in Pretoria.



The diminutive Daihatsu Copen is a less obvious classic, seldom seen on South African roads. Frans Verster owns this 2009 model.



At the other end of the scale is this 1968 Buick Riviera GS, powered by a seven-litre V8 engine. This was one of approximately 5 000 built and it is probably the only one in South Africa





PRETORIA OUMOTORKLUB

# CARS *in the* PARK



6 August 2023

LAZARUS



we  
buy  
cars



AUTO  
GLYM



INFO

[www.pomccitp.co.za](http://www.pomccitp.co.za)

082 444 2954







**BEST  
OF BRITISH**



**CELEBRATING 100 YEARS  
MG & TRIUMPH  
20 AUGUST 2023 @ VCC**





# BEST OF BRITISH

## ENTRY FORM

The Veteran Car Club will be Celebrating British Vehicles incorporating  
100 Years of MG, Triumph, 75 Years of Morris Minor.

Name: \_\_\_\_\_

Cell: \_\_\_\_\_ E-mail: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_

Year: \_\_\_\_\_

Please indicate how many would like to order Fish & Chips   
Cost to be advised.

Or Braai facilities will be available for you to use - Pub will be open.  
Please complete the entry form for catering.

**Date:** 20 August 2023                      **Venue:** 21a Village Road, Kloof.

Please indicate which club you will be entering under:

Veteran Car Club of SA       MG Car Club Natal

Other Clubs

**Entry Fee per vehicle is R50.00 per vehicle.**

**Bank detail: FNB – VCC**

**Account No:** 63022567846

**Branch Code:** 250-655 (Kloof)

**Reference:** Surname & BOB

Please send entries to: [info@vccsa.co.za](mailto:info@vccsa.co.za)



Thank you for your support of the Magnum Rally in the past. The event is only possible with your support!

Although good roads are becoming a challenge – we have once again managed to find interesting routes for the Magnum.

The dates for the Magnum are as follows:



**2023  
MAGNUM**  
Vintage and Classic  
Motorcycle and Motorcar  
Rally & Tour

Mpumalanga  
Distance : 750 km  
Regularity rally  
&  
Tour  
Registration : 9 August  
Rally: 10 to 12 August  
Prize giving dinner:  
12 August  
Return home: 13 August  
after breakfast  
Regs on [www.pomc.co.za](http://www.pomc.co.za)  
Info:  
rallymagnum@gmail.com  
083 677 2334 Leo  
083 391 6226 Tom

Accommodation provided by:  
Hotel Mumbi & Garden Suites

Wednesday 9 August 2023 (Public Holiday): Arrival at Hotel at Hotel Numbi and Garden Suites – Documentation and Scrutiny from 14:00

Thursday 10 August 2023: 07:00 Documentation and Scrutiny for late arrivals, 09:00 Start of Regularity Rally **Day 1**.

Friday 11 August 2023: **Day 2** Regularity run and Optional visit to the Kruger National Park.

Saturday 12 August 2023: **Day 3** Regularity run – Prize giving Dinner

Sunday 13 August 2023: Return home after Breakfast.

For those that would like to arrive on Tuesday and only Leave on Monday – there is a special arrangement and rate – please indicate this on the forms Supplementary Regulations (SRs) are on the POMC web page.

We look forward to receiving your entry as soon as possible.



Please Note that those who wish to enter this Event are to contact the Organisers direct for the necessary Entry Forms.

E-mail: [rallymagnum@gmail.com](mailto:rallymagnum@gmail.com)

**Closing Date 07 July 2023**



## Amazing “LONGEST RIDE” at this Year’s DJ RALLY

BY ROGER HOUTON



**1936 250cc Velocette MOV**

The annual staging of the Durban-Johannesburg (DJ) Rally for pre-1937 motorcycles always encourages riders to

This year’s event, held in early March, was no exception and the hero this time around was Gary Edwards who rode his trusty 1936 250cc Velocette MOV from his home in White River to the start in Durban and then back home from the finish in Johannesburg – a round trip of 1 850 km! He finished a creditable 49th out of the 57 finishers and was third out of the seven 250cc motorcycles that completed this year’s event.

Unfortunately, there was no award in 2023 for Gary’s demanding ride on an 87-year-old motorcycle as the organisers had decided to cull the “Longest Ride” award from this year’s prize list. Previously this award was presented to the rider who rode the furthest on his DJ motorcycle to get to the start of this famous regularity trial which has been staged 51 times to commemorate the original road race between the two cities which was staged from 1913 – 1936.

The “Most Sporting” and “Hard Luck” awards were also missing from the DJ Rally trophy list this year.

However, Gary’s amazing and mostly trouble-free ride is only a part of the story, most of which revolves around the motorcycle itself. Firstly, the Velo has been in the Edwards family for 61 years. His late father, Clive Edwards rode it in the second DJ regularity rally in 1971, and won the 250cc class.

Then Gary’s late brother, Alan, rode it in the 1975 rally, pushing it a considerable distance to the finish line after it dropped a valve, but the good news was that Alan still qualified as a finisher. He also received the Ian Brodie Trophy for being the youngest rider to finish the event .

Five years later, in 1980, Gary, who was then 18 and living in Springs, rode the bike on the DJ and was a finisher. His father passed away later that year and the Velocette stood until 2009 when Gary decided to get the bike running again. All that was required was a change of oil and fresh petrol and it started! Gary started the 2009 DJ but was forced to retire soon after the start when the magneto lost its spark.

However, 2010 was a better year, with Gary finishing 68th out of 124 finishers.

Gary’s other brother, Braham, rode the Velocette on the 2011 DJ, qualifying as a finisher. Gary has rebuilt the engine twice. Once was enforced because, while riding to the start of the 2012 DJ in Durban, the crankshaft broke near Greylingstad where he loaded in onto a bakkie. He then drove to White River, rebuilt the engine, and drove back to Durban on Thursday night where arrangements had been made to scrutineer the bike early on Friday morning. Despite Wednesday being the last night he had slept, Gary completed the event, finishing 64th out of 88 finishers.

The next year, 2013, the centenary of the first DJ race in 1913, he rode again finishing 90th out of 181 finishers. He was even more successful in 2014, taking 12th place out of 66 finishers and winning the 250cc class. The next year Gary finished 24th out of 69 finishers and in 2016 he took 37th place among 62 finishers.

It was then time for a third generation rider in the form of Gary’s son, Tyrone, who had just turned 18 so was able to ride and finish the 2017 DJ. Tyrone not only won the 250cc class, but also collected the Ian Brodie Trophy as the youngest finisher.

## Amazing “LONGEST RIDE” at this Year’s DJ RALLY continued



*Gary and his impeccable workshop*

Gary was back on the Velocette for the 2018 DJ Rally where he finished 59th out of 72 finishers. The next year, 2019, Gary had an excellent 16th out of 84 finishers and won the 250cc class for a second time and 15 scored a fourth class win for the Velocette, which was a non-starter for the 2020 DJ Rally which went from Heidelberg to Durban. The DJ did not take place in 2021 due to Covid.

Tyrone started the 2022 DJ but was forced to retire with a leaking fuel tank, so Gary has decided Tyrone will get another opportunity to try and win the 250cc class again in 2024.

Gary's ride this year was epic as it was the first time he had attempted to ride to the start, complete the DJ route and then ride home to White River, a total distance of 1 850 km and all unsupported by another vehicle. He had ridden to the start and competed in the event several times previously.

Gary says this year he had to contend with varying weather conditions from rain to steaming hot as well as heavy traffic on some of the roads.

He had a heart-stopping moment when nearing Eshowe and riding behind a heavily laden sugarcane truck. The truck limited the wind flow over the cooling fins and the engine was just starting to lock up when Gary pulled in the clutch .

He allowed the engine to cool, made the fuel mixture richer by adjusting the carburettor, removed the spark plug, poured in some engine oil and the piston eased up so he could continue on his ride to Springs, which was then uneventful.

Gary has been a motorcycle enthusiast his whole life, having completed his apprenticeship as a mechanic at the Suzuki Springs dealership. He subsequently competed in drag, short course and flat track racing as well as setting up his own business, Viper Tune-Up Centre, in Springs. He moved the business to Nelspruit in 2004 and continues to tune and repair motorcycles, now working at home.

Now that he has promised to let Tyrone ride the 250 Velocette in the 2024 DJ he says he will have to find another pre-1937 motorcycle so they can ride the event together. The trusty Velocette has now taken part in 14 DJ Rallies and only failed to finish twice

# *Teaching your Wife How it Works*

## *In Day's gone By*

"Betty let's stop here a moment and look at this show chassis. You have always wanted to know how an automobile works, ever since I taught you how to drive, so here's your chance. Therefore, let's forget about all the beautiful bodies on exhibition here for a little while and concentrate on the chassis. You will be surprised. In half an hour you will be quite an expert."

"Come around, dear, to the front. That's it. That thing bobbing up and down is the piston and its sliding in the cylinder. You will see that the piston is pivoted to a thing called a connecting rod and that in turn is connected to the crankshaft. No, you can't see the crankshaft on this engine, but we will come to that in a few moments. There are plenty of engines here that are cut-away so that the crankshaft can be seen clearly."

"Betty these are what is referred to as 'Four Stroke Engines'. Each of these four strokes has a special function. The first stroke, down, is the 'explosion' or power stroke. That is easy to appreciate because the flash of light helps the imagination. The second stroke, up, is the exhaust stroke, the piston pushing the burned gases out through the exhaust valve into the exhaust pipe. The third stroke, down, is the suction stroke in which a fresh charge is sucked into the cylinder from the carburettor by the downward motion of the piston. The fourth stroke, up, is the compression stroke in which the charge just drawn is compressed. Then when the piston gets to the top of this stroke the spark occurs, the explosion takes place, and the same series of events is repeated once more."

"But where are the valves, Bob? Are they open all the time?"

"There are the valves at the side of the piston, one valve for the intake and one valve for the exhaust. This is known as an 'L-head' engine because the valves are both on one side. This front valve is the exhaust and the one next to it is the intake. When the valve is up it is open and down when closed. When the intake valve rises the piston sucks gas up through the hole thus uncovered, and when the exhaust valve opens the piston pushes the exhaust down through the hole under the raised exhaust valve. It is difficult to trace the path of the mixture from the carburettor to the valve but take my word for it the path is nothing more than a pipe holds true for the exhaust as well."

"If you will, watch the valves with reference to the piston you will see that the intake valve opens about the

instant that the piston starts down on the suction stroke and closes a trifle after the piston reaches the bottom of its stroke. Likewise, the exhaust valve opens a little before the piston starts up on its exhaust stroke and it closes about the time that the intake valve opens."

"Betty, dear, let's go over to another engine, so I can show you what a camshaft looks like and how it works. See that rotating shaft in one corner of the crankcase? The one with all the funny nibs on it? That's the camshaft and these little nibs are the cams. There is a cam for each valve. Watch, now! See how the cams swing up and hits that plunger, and the plunger in turn pushes against the end of the valve stem? Now the valve is starting to open. That spring on the valve stem closes the valve as fast as the cam, swinging past and out of the way, will permit closing."

"If you will look down here at the front, you will see that the camshaft is driven by a large gear that is meshed with a smaller gear on the crankshaft."

"You can study the individual parts in this engine a lot better by stepping over to the board here. Practically all the important engine parts are mounted on it. There's the piston, connecting rod, crankshaft, piston rings, camshaft, valve tappet or push rod, valve, valve spring, and so on."

"This is a four-cylinder crankshaft, and it has three main bearings, that is, there are three bearings in which it rotates in the crankcase. See one, two three. Then there are four crankpins to which the connecting rods are attached. Each connecting rod is bolted around one of these pins. No, they don't look a bit like pins at all, but that's what they are called."

"The you will see that the piston and connecting rod are pivoted together by a cylindrical piece called a wrist pin: in fact, the piston may be compared to the hand and the connecting rod to the forearm, and then the pivot point is the wrist. Piston rings are placed in these grooves in the piston."

"Let's look at this motor with overhead valves. You will see, Betty, that the only difference between it and the 'L-head' motors that we have just been looking at, is found in the valve mechanism. The valves are placed in the cylinder head directly over the cylinder, while the valve gear is slightly different to compensate for this change."

"I won't attempt, Betty dear, to explain all the fine points, but just let us glance a moment at the electrical equipment, carburettor and a few other things. You see, the engine obtains its ignition current from the storage battery through this little wire which runs up to the switch on the instrument board, then



# *Teaching your Wife How it Works*

## *continued*

through this coil to the breaker. The coil raises the low-tension current to a current of very high pressure, the change occurring when those little breaker points are separated by the cam. Then high-tension current flows through this wire on the side of the coil to the centre of the distributor and from thence it is switched to the proper spark plugs by the rotation of the distributor brush."

"Fuel flows to the carburettor from this little tank on the dash. This tank is called a vacuum tank and its function is to draw fuel from the big tank at the rear and deliver it to the carburettor, using the engine suction for the purpose."

"Fuel flows into the float chamber of the carburettor. The function of the float is to maintain a constant level of fuel within the chamber. When the float rises it shuts off the flow of fuel into the carburettor and as fuel is used and more is needed the float drops and lets more fuel in."

"The function of the carburettor is to correctly proportion the fuel and air, at all speeds, and then to mix them as thoroughly as possible. Fuel flows into the mixing chamber from the float chamber and air enters through this opening. The mixing chamber is merely a tube in which there is a fine nozzle from which fuel is sucked as the air rushes by. This action mixes the fuel."

"Betty you will see that the cylinders and cylinder head are provided with a double wall and water is allowed to circulate between these two walls. Sometimes a pump is used to assist in circulating the water and then again, the natural or thermos-syphon system as it is called may be used. The latter depends on the principle that hot water rises and cold water descends, the hot water rising from the cylinder jackets to the top of the radiator and cool water ascending from the bottom of the radiator to the water jackets to take its place."

"The radiator is a device for quickly cooling the water, speedy cooling being obtained by making the surface of the radiator extremely large as compared to the volume of water passing through it. The fan also helps, in as much as it draws more air through the radiator than would otherwise pass through."

"Betty dear you will find quite a lot of variation in oiling or lubrication systems. Here is a simple one in which scuppers on the ends of the connecting rods

dip into troughs of oil in the crankcase thus splashing the oil violently in all directions, this action creating a dense fog of oil in the engine interior, and this, in addition to direct splashing, takes care of all surfaces including pistons, wrist pins, cams, camshaft bearings and so on. The troughs are kept full by an oil pump which draws oil from the reservoir below. This pump supplies more than enough oil to keep the troughs full, and the excess spills out of the troughs back into the oil reservoir below."

"Over here is an engine with a more finished type of oiling system in which splash lubrication is entirely done away with, all parts being lubricated by pressure. The method is ingenious. Oil is pumped under high pressure to all parts. The pipe leading from the pump branches, one part going to the main crankshaft bearings and the other to the camshaft bearings. The crankshaft is drilled with oil leads which run from the main bearing journals to the crank pins, from thence oil makes its way up to the wrist pins through small pipes attached to the connecting rods, and, then the oil flows along the inside of the piston pin to the cylinder walls, lubricating pistons and cylinders. The leakage of oil out if the various bearings drains back into the oil reservoir from whence it is recirculated by the pump."

"The fundamentals of the starting and lighting systems are easy to understand Betty. When the starting switch is closed current flows through that large cable from the battery to the motor; the other side of the motor and battery being grounded. Closing the circuit automatically meshes the starting motor pinion with the teeth on the flywheel."

"It is not so easy to explain the action of the clutch because the clutch is hidden in the flywheel, but perhaps this clutch and transmission mounted on a table over here will help. This particular clutch consists of a single plate. This plate is connected to the clutch shaft which runs into the front end of the transmission. The function of the clutch is to 'clutch' or grab the crankshaft or flywheel and thus transmit the engine power to the rear wheels. Therefore, this plate is normally clamped solid between two rings in the flywheel which are pressed together with enormous force by a heavy clutch spring. Pushing out the clutch pedal removes the pressure of this spring so that the rings no longer lock the disc, and it may rotate free. Sometimes, instead of a single disc and two rings many rings and discs may be used to increase the wearing surface and decrease the unit pressure. But the principle is the same. In a cone clutch the situation is somewhat different. Clutching action is obtained by pressing the cone into a cone hole in the flywheel. It is like wedging a cork into a bottle, the bottle rotating with the flywheel and the cork being connected to the transmission. When the cork is not in the bottle the engine rotates freely, but as soon as the cork is jammed into the

# *Teaching your Wife How it Works*

## *continued*

bottle the whole car must go with the engine.”

“Betty we are now come to the transmission or gear-box. The transmission may be a mechanism of mystery when you try to explain it with a pencil and paper, but it is certainly simple enough when the transmission is cut away and the gears are exposed to see. See here, Betty! It is now in neutral. You will see that if I turn the clutch shaft by hand, all the gears in the transmission do not rotate, but rather only the front gear which is attached to the clutch shaft and countershaft, too, rotates because its front gear meshes with the gear on the clutch shaft. High gear is obtained by making the main shaft to rotate as a solid shaft, and that in turn is accomplished by meshing an internal gear on the main shaft with an external gear on the end of the clutch shaft.”

“The arrangement of gears for second, low and reverse is clearly seen by moving the lever to these positions.”

“Well, my Dear, time is growing short, and we shall be late for dinner if we don't hurry, but before leaving this subject let's just take a minute to look at the rear axle and steering gear. That's a bevel gear back there and that's a bevel pinion. The latter is connected to the transmission via the propellor shaft, and it

rotates the big bevel gear and, thus, turns the rear wheels. The differential is located inside the bevel gear, but it is difficult to see and hard to explain under the circumstances.”

“Note how the brakes work. When you press on the brake pedal it contracts a band acting on a drum on each rear wheel. The emergency brake acts in a similar way except that it expands shoes on the inside of the same drums. Both bands and shoes are faced with brake lining to make them grip hard and wear long. Brake lining is closely woven asbestos which is impregnated with special compounds to make it durable.”

“The steering gear linkage is easy to understand once you stop to look at it. Watch while I turn the wheel. You will see a worm-like mechanism in the housing at the base of the steering column. That mechanism not only translate the rotary motion of the steering column into a back-and-forth motion at the wheels, but it supplies the necessary degree of irreversibility.”

“Well Betty, my dear, that's enough of the basic engineering for one day. Let's head home for that scrumptious dinner you have prepared “

---

### **A brief History of the first Ford Car to arrive in SA**

The first Ford to arrive in South Africa was a 1903 Ford Model A, which was imported by Mr. Arthur Youldon of Johannesburg.

The Ford Motor Company was founded on 16 June, 1903 and it was in September 1903 that Mr. Youldon, an importer, was in New York where he saw Henry Ford demonstrate this new car. He immediately placed an order with Henry Ford, who informed Mr. Youldon that it would be the first Ford to be sold outside of North America.

The car arrived sometime during February 1904 in Port Elizabeth from where it was transported by train to Johannesburg. This particular car survives to this day and can be viewed at the Franschhoek Motor Museum.

The first two Ford agents in South Africa are believed to be Arkell & Douglas of Port Elizabeth and Georges

Chapard of Durban. Mr. Chapard, a Frenchman, travelled throughout Natal and later also the Orange Free State, selling the popular Ford Model N, the predecessor to the Model T.



## *Food for Thought*

### To restore or not to restore? That is the question - Restoration vs Preservation

This is a rather perplexing question that I am sure each of us who has bought or acquired an old, sound, complete and original vehicle but in a 'tatty' state has had to ask oneself at some stage shortly after obtaining it - which route do I follow? Is it to be a 'restoration' or 'preservation' project?

The definition of the two words that the Collins Dictionary gives is:

**Restoration:** 1. the act of restoring to a former condition;  
2. to reconstruct.

**Preservation:** 1. to protect from decay; to preserve old buildings etc.;  
2. to maintain; to keep up;  
3. to treat in order to prevent from decomposition or chemical change.

Let's consider the restoration of a motor vehicle. How do we approach this activity? Do we proceed to restore it back to its authentic state i.e. the way and manner in which it left the factory when first produced? Do we attempt to right the wrongs of its manufacturer? Do we incorporate modern conveniences to ensure that we have a more reliable and enjoyable motor vehicle to use? Do we pursue the 'better than new' approach where everything we address is as perfect as it can be made or done and, in so doing, eliminate the characteristics of 'hand built' components and bodywork? And, finally, once complete do we use the motor vehicle as originally intended when first produced or is it 'molly coddled' in order to safe guard its final finish and value?



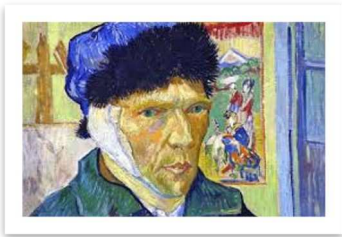
Alfa Romeo 8C 2900B Corto Touring Spider



Lancia Astura



## *Food for Thought continued*



Now, if we were to disregard motor vehicles for the moment and instead consider the fine arts, classic antique furniture or even antique chinaware for examples would it be prudent to attempt a restoration of any of these items? Would it not be considered foolhardy to attempt such an activity which would possibly end up being frowned upon by the experts, valuers and dealers as this activity of restoring would surely detract from its appeal and true value? As far as I am aware these items are normally preserved in one way or another and the fraying of fabric edges, dulling of colour, cracking of glazing, chipping of framework will all be considered part and parcel of the natural aging process adding to its charm as well as lending a sought-after patina to the aged item which ultimately adds to its intrinsic value and appeal. (I am no expert but I'm sure someone within SAV-VA will advise accordingly. Ed.)

So then: Why do we believe it is necessary to restore motor vehicles given the above thoughts regarding preservation? There are the purists in and amongst the old car fraternity who believe that a motor vehicle is 'original' only once and any attempt to improve upon it is a travesty. Furthermore, I note that there now exists 'preservation societies' both in the USA and UK with a growing following in the Cape who are promoting motor vehicle owners to pursue this path instead.

Now which of the two would you consider apt given the above situation and circumstance?

I look forward to receiving your thoughts and comments on this subject.

*Chris*

## The 2023 Proauto Rubber SAVVA Tour

Our club has the honour of organising the 2023 **Proauto Rubber** SAVVA Tour on behalf of SAVVA. The tour takes place from 8 to 12 November in the Paarl area and is open to vehicles manufactured before 31 December 1930 as well as for motorcycles manufactured before 31 December 1936.

We are proud that **Proauto Rubber** has come on board as the main sponsor for the tour. **Proauto Rubber** will have representatives accompanying us on the tour. A big thank you goes to **Proauto Rubber**. We trust that our members will support them in return.

Space is limited and entries are streaming in. Please contact Philip Kuschke by email at: [Philip.kuschke@gmail.com](mailto:Philip.kuschke@gmail.com) if you wish to enter or require more information.



### Secondary sponsors of the tour





## Our Holiday down to the Garden Route

by Keith Schroder

Sharon and I recently decided to take a 3 week break down to the Garden Route. Our plan was to take a leisurely drive and to break the journey by overnighting at a comfortable guest farm, where we had previously stayed, between Middelberg and Graff Reiniet – no need to rush things!

The following morning we decided to stop in Graff Reiniet for breakfast and at the same time to 'just take a look' at a few old cars. A number of the cars had 'For Sale' stickers on them, included in these were some that were more than just 'very interesting'. Like a 1933 A7 Box Saloon – much like my own Matchbox at home. And, hey, there's a very neat little maroon A7 Opal – also for sale. Wow. And some stunning Morris Minors including a 1934 drop-top two seat Tourer.



Included in those for sale was an immaculate 1970 Alfa 1750 GTV.

I dared not tell Stewart about it for fear of causing a civil revolt in his home! But here's where things got a bit hairy because buying cars has always been the absolute sole responsibility of the 'man in the house'. In fact, I have never been to buy a car (or for that matter to even buy spare parts for cars) with the Minister of Home Affairs (aka The Honourable Sharon) in tow.

Anyway, long story short, the said Minister offered no real resistance when I said that I really liked the Opal. She simply replied (in rather typical girlie style) that it was "actually quite cute". OK, simple, that was my buying signal, so I decided to go ahead and actually buy the car - we then went for breakfast!

I phoned Peter, a good friend of mine and a fellow A7F. Now Peter has a particular weakness for not just A7's, but also for Morris cars. I described the '34 Morris Tourer to him and he simply said – "just buy it for me".



*1934 drop-top two seat Morris Tourer.*

The cars that were for sale formed part of the Recollection Rides Museum collection. The museum is closing and the owner has offered most of them for sale. I wished my pockets were a bit deeper as there was an absolutely stunning original, licenced and registered, 1922 Wolseley E3 Ten 2 seat 'Doctors car' on offer that I would have given anything for!!! Oh, a real beaut of a car.

But to get back to the '36 Opal – an unusual feature of this car is the bench seat. Is it original or not? Well for starters it's been re-upholstered, but what of the seat frame? There are no signs at all of any welding or brackets on the floor-pan where individual bucket type seats would have been hinged and/or fitted. A7F doyen, John Barty has also confirmed that a few were in fact made with a bench seat so I can only assume that this is one of them. I also believe that Stan's Opal has a bench seat.

The car, which appears to be in very good overall condition, has been standing in the museum for quite some time. As such I'm in no real hurry to get the motor started – so it will be a full cleanout of the fuel lines, tank, carb etc. Also get the sump off, clean gauze and oil, then new water manifolds and a good radiator flush etc. etc. I have no doubt that the Editor will ask that I do a follow-up report on the progress being made – so I'll let you all know.

But for now it's time to get the Opal back on the road – after all its spend enough time lazing around and showing itself off, with some of those other exotic beauties, in the Museum.



## My 1959 Plymouth Belvedere

By Hans Matter

I bought this car in 1963. It was an amazing car in excellent condition. At that time, I regularly travelled with some friends in different directions exploring the backroads in the Cape Province. I loved this car, as it was built to handle gravel roads and the V8 engine handled any mountain or situation without problems. The Plymouth also had lots of space and on some occasions, I slept very comfortably on the very wide back seat. I used to fill the tank with R5.00 - as petrol was cheap back then. I kept the car for quite a few years and had it serviced regularly at a large garage in Kloof Street.



**Swartberg Pass with friends in 1963**

Every time I brought the car in for a service, the workshop manager came up to me for a chat. Every time he asked me how the car was going and what the mileage was? I told him that the car was going great to which he replied: You obviously don't know that these engines blow up around 50'000km. I was shocked to hear that from an "Expert".

The exact same story happened with every service. After long deliberations and hearing the same story, quite a number of times I reluctantly decided to part with the car, as I did not want to be stuck on a back road in the middle of the Karoo with a blown engine.

It was an amazing car and as soon as it was gone, I regretted selling it and I wanted to buy another one, but it had to be the very same model. There were not many identical cars around and I could not find one. From time to time, I tried to replace it but no luck. Eventually I managed to trace one in Port Elizabeth, but by the time I located the owner, the car was sold.

Eventually, I made another effort to find a 1959 Plymouth Belvedere. But was ready to give up when I spotted an advertisement for a 1959 Plymouth Belvedere for sale in Johannesburg. I called immediately but the car was sold. I begged the seller for the

buyer's details in case he ever wanted to sell.

The buyer informed me that he had no intention to sell the car but he took my details and if he should change his mind, he would let me know. I called him every few months to check if he was ready to sell. When I called him again about two years later, he informed me that he had just sold the car.

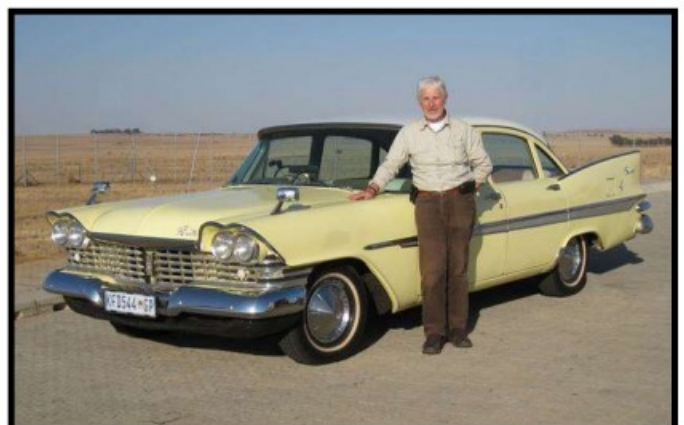
I called the new owner and asked him to let me know if ever he wanted to sell the car. Again, I kept regularly in touch with the new owner. One time when I spoke to him, he told me that he had

I was very frustrated now but kept in touch with the new owner, a farmer who had a very large collection of mostly Chevrolet Cars. Eventually he agreed to sell me the Plymouth as the government was busy expropriating his farm and although he was busy, building a very large store south of Johannesburg not all of his cars would fit in and as he was actually a Chevrolet man, he would now sell me the Plymouth.

We arranged to meet at the Johannesburg Airport in the parking area, as I was reluctant to drive almost 200km to his farm. At the airport, he showed me the plans for his new car storage, the size of a large warehouse, which would take about 100 of his cars if I remember correctly. In one corner, he was building a little flat where he was planning to live with his wife and his cars. While chatting to him I noticed his wife fiddling in the engine compartment. "Ahh" he said, "she is just making a small adjustment as she is a better mechanic than me".

I was over the moon to at last have my Plymouth again. The car was in good condition and had apparently been in storage in a Karoo Barn for about 30 years. Soon we were on our way to Cape Town and the car never missed a beat. We had hardly left the Airport when a car waved us down with wild hand signals. When I stopped, the chap informed us that he desperately needed our car, as it was exactly what he needed for a movie he was shooting. Sadly, we could not help him and were on the road again.

Since then the car has participated in many car tours and has never actually let me down, contrary to what the workshop manager predicted.





# Veteran, Vintage and Classic Collector's Insurance Scheme

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

## CLASSIC INSURANCE WITH UNIQUE FEATURES

- Cover available for veteran, vintage, classic cars and motorcycles
- Variable competitive tariff for all members
- All Classic Car Club activities
- Efficient service and claims turnaround
- Agreed values on total loss
- Territorial Limits - RSA and neighbouring territories
- Repatriation back to RSA following accident or mechanical/electrical breakdown
- Emergency repairs in and outside RSA
- Emergency assistance benefits including medical evacuation
- 24 Hour roadside assistance

\* Terms and Conditions Apply

## Puma Insurance Brokers Solutions for Specialist Motor Insurance

Contact: Chris Van Der Merwe  
Tel: 021 286 4388  
Mobile: 083 401 2813  
Email: [puma@pumainsure.co.za](mailto:puma@pumainsure.co.za)  
F.S.P. 44063  
More info: [www.cdic.co.za](http://www.cdic.co.za)

**Puma Insurance Brokers**



**SAVVA**  
SOUTHERN AFRICAN  
VETERAN & VINTAGE  
ASSOCIATION



**Cross Country**  
INSURANCE CONSULTANTS

Cross Country Insurance Consultants (Pty) Ltd  
Underwritten by Puma Insurance Company Limited  
Cross Country is an Authorised Financial Services Provider 3034  
Registration Number: 2006/0384037 / VAT Number: 405002200  
Tel No: 011 231 8800 | Fax No: 011 476 8000 | Website: [www.cdic.co.za](http://www.cdic.co.za)