



Automobilist

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AUTUMN

Southern African Veteran and Vintage Association

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Automobilist

Southern National Council Members African Veteran and Vintage Association

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Automobilist

Southern National Council Members African Veteran and Vintage Association

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Forthcoming Events around the Country - 2023

Date	Event	SAVVA Club
01 May	C & F Cars in the Park Welkom	OFS Veteran Car Club
19 - 20 May	36 th Fragham Natal Classic, Drakensberg Resort	Classic Motorcycle Club of Natal (Derek Pirie 082 673 1335)
21 May	Tyre Life Cars in the Park, PMB	VSCC, Pietermaritzburg



Acting Chairman's Chatter

Well here we are – almost a quarter of the way through the 2023 Year – with Easter just around the corner.

Arrangements for the 2023 Fragram Natal Classic to be held on 19 May 2023 are well under way – with Derek Pirie and his team of Organizer's working feverishly to ensure that all the preparations for and during the Event run smoothly. Our best wishes to Derek and the CMCN for another successful event.

The DJ Commemorative Rally – now in it's 53rd year – has come and gone, with lots of eager chatter amongst the various Competitor's about participating in next year's event. The Winners spoils this year went to Mike Ward – riding a Velocette, closely followed by Martin Kaiser in 2nd Position - on a Sunbeam, Gavin Walton in 3rd on his trusty AJS, with brother Kevin Walton in 4th on his BSA Sloper. Neville Smith was the oldest rider to participate in the DJ at 88 years old, riding a Rudge. Well done guy's – and to all the Finisher's – a fantastic achievement and a wonderful way to “ Commemorate “ those daring and brave men of yesteryear.

Planning has already commenced for the 36th Fairest Cape Tour – to be held at Goudini Spa near Worcester/Rawsonville in November. This will be preceded by the Crankhandle Club's Houw Hoek Run, followed almost immediately by the Veteran and Vintage Tour being hosted by the Model T ford Club of SA – based at the Middelplass Guest Farm in Paarl.

Yet another vibrant and active year ahead is forecast for all the Clubs – with Pietermaritzburg's Vintage Sports Car 'Club Cars in the Park' being planned, together with the massive Cars in the Park hosted by the POMC at Zwartkops, plus the Magnum Rally – etc. keeping the two and four wheels moving.

Best wishes to all for Easter. If driving, or riding, be vigilant, take care, and stay safe.

Gavin Allison - **Acting Chairman**

From The Front Desk

I have just recently returned from another sojourn to the Cape in one of my classic cars which I once again thoroughly enjoyed. Travelling in a relatively old car appeals to me because it forces me to slow down, enjoy the journey and above all to appreciate the pleasures that my old cars dish out.

Before departing from home I always partially plan my trips in that I will try and take in parts of the country that are less frequented by the hordes as well as staying off the 'blue' routes. I never have a destination for the day preferring to let the day's activities and events dictate my movements. Invariably, it is not the roads nor the speed at which I travel that tends to hinder my progress but it's the pleasure of meeting strangers along the way, be it at filling stations, scenic spots or stopping to browse around the village that I happen to be in at that time. The car tends to act like a honey pot is to bees in meeting folk or, if you like, it is the passport that you are travelling with that brings you into contact with like-minded people who you would otherwise probably never meet in your lifetime.

It is these encounters that I find are the most appealing and rewarding as through snippets of conversation certain unknown gems within the area are imparted and in that way your travel experience is enriched.

For example, last year while travelling through the eastern Cape I planned on stopping over in Bathurst for one night and then moving on the following day. A chance encounter and a friendly chat with a local the following morning, whilst I was packing up my campsite, lead me to stay on for another day as he told me about a small private museum on the outskirts of Port Alfred, the Albany Motor Museum which was tucked away in a small industrial estate.

I duly contacted the museum's curator who was only too willing to open up once I told him I was touring in a 1971 Alfa Romeo 1750GTV. During the visit other local motoring enthusiasts pitched up and to cut a long story short it was six days later that I forcibly removed myself from Bathurst / Port Alfred and at no stage was I ever bored with nothing to see or do!

And so it went on with similar experiences in other centres I passed through. In Sedgefield, Wilderness, Barrydale and Robertson I had the privilege of being invited to see private and expansive car collections, an extensive model car collection, private motorcycle collection and so on. These type of encounters are always heart-warming because, through a common interest, people open up and extend the warmest of hospitality to a total stranger and, for me, it's a very humbling experience to know that there are such good folk around. It is up to us to make ourselves available and to enjoy the moment when this occurs. And so it was on this my most recent trip as well.

To my fellow enthusiasts I encourage you to venture out in your old cars or bikes and go forth to experience these sort of magical moments and events for yourself as well. You will not be disappointed.

Yours in motoring

Chris



**1971 Alfa Romeo 1750GTV
on the road to somewhere.....**

The Front Cover Photograph

A little about "Little"



The '**Little Motor Car Company**' was a motor vehicle manufacturer founded primarily by Messrs William H. Little and William C. Durant that functioned between 1911 to 1913.

The 'Company' was incorporated on 19 October, 1911, by Messrs Charles Begole, William Ballenger, William H. Little and William C. Durant with Mr. A.B.C. Hardy appointed as manager of the production plant. The Company's objective was to build a small car as a replacement for the recently discontinued Buick 10, that would compete against the Ford Motor Company for market share.

The first 'Little' motor car was a four-cylinder released in 1911 and was considered a superior motor car than that of Chevrolet. It was available as a two-seater with a four cylinder, 20-hp engine and had a wheelbase of 7 ft 7 in (2,310 mm).

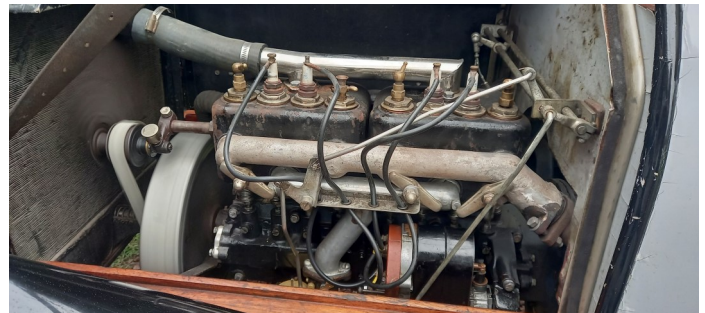
In 1912, Durant set up Republic Motors to distribute and market both Little and Chevrolet motor cars. To assist Republic Motors, Durant had Little's re-badged as Chevrolets, which helped to increase the sales of the car. In July 1912, Republic Motors was incorporated and became the holding corporation for Little, Chevrolet and Mason companies.

William H. Little also worked at Chevrolet and it was he who recommended that Chevrolet assembly be moved to Flint, Michigan, USA.

This was done to solve pricing issues with the first Chevrolet and to maintain a high level of quality. The Little plant thus started to build Chevrolets in 1913. However, this made the 'Little' somewhat of a 'duplicate' Chevrolet but with a the less-marketable name. Chevrolet bought the Little Company at the end of 1913.

In 1914 Durant ordered another model, the 'Little Six', to be produced. It had a 3.6 litre six-cylinder L-shaped head engine which was available in a later, larger chassis model. However, this was phased out in 1915 as it was deemed too close in size and price to the Chevrolet Six of the time.

Engines for the two automobiles were built by Sterling Motor Company, another of the Durant owned companies.



1912 Four Cylinder, 20-hp Engine

William H. Little

William H. "Big Bill" Little was an early automotive manager and namesake of the company and motor vehicles. He was born in 1876 in Westboro, Massachusetts. Prior to 1906, he was a manager at Locomobile Company of America in Bridgeport, Connecticut. Little moved to Flint, Michigan in 1906 to become general manager and plant supervisor for Buick Motor Company under David Dunbar Buick.

With Durant's ousting in 1911, Little joined Durant in his new motor businesses, Chevrolet Motor Company and Little Motor Car Company. Little was an incorporator of both companies and was appointed president of Chevrolet. Later, Little managed Sterling Motor Company, another of the Durant-owned companies, and Scripps-Booth, a major Sterling customer.

By 1920, Little's health was failing and he died at the age of 46 in 1922.

1912 Little Car - a South African Survivor



The Little ,as she is today, thanks to Ed White's endeavours

Unfortunately, the history of this particular Little is unknown prior to the 1960's and going forward it too is also rather sketchy. What is known is that it was part of the Starkey Family Trust - Mr. Roland Starkey from the early 60's who entrusted Mr Ken Tilley as the custodian of the car for numerous years.

It is believed that it was later sold on to a Mr. Ken Durand where it spent many years, sadly, parked up as it proved unreliable when out on the road, a problem that has plagued the little car for a long time, going back as far as when owned by the Starkey family.

The current owner, Mr. Edwin White purchased the car from Mr. Ken Durand during 2022. He has since spent a great deal of time and effort in getting her to run and run reliably at that. An immense accomplishment.

The Song of the Motor Cycle Race

Sung by A. V. Baker, to the tune of "Rising Down from Bangor," at the concert at the presentation of the Schlesinger Vase, following the victory of Percy Flook in the seventh motor cycle race, from Durban to Johannesburg: May 30 - 31, 1923.

(Editor's Note: To think that It is almost 100 years ago that this event took place and our 53rd Commemorative D – J event has just been completed illustrates the ongoing popularity of motor cycling in South Africa)

*Riding up from Durban
On a motor bike
I wonder do you all know
What the feeling's like.
Racing up to Jo'burg
You look an awful fright,
The journey takes ten hours,
I'd sooner take a week.*

*Up to early breakfast:
I wonder what they eat.
Possibly an egg flip,
Or else a brandy neat.
Have they got the wind-up?
Looking fit and fine,
Fifty gallant sportsmen
Face the starting line.*

*Look, here comes the two-stroke
The first to get away.
Five hours is his handicap.
Scratch man says— "Let's pray,
He will be in Ladysmith
Before my engine's warm
Please God, send me sunshine
While he rides through the storm,"*

*The grousing now is over,
The last man's had his cue,
Of fifty real sportsmen,
Which dream will come true.
Someone hit a boulder,
Someone had a spill,
So the news is carried
From every little hill.*

*Someone lost his tool-bag
And lost his temper, too:
Someone broke his handlebar,
And now he's in a stew.
One ran short of petrol,
One man hit a cow,
One man ran short of lots of things,
His language won't allow.*

*Now we get to Newcastle,
Halfway house - hurrah!
First make for the bathroom,
Then make for the bar.
Hear everybody's troubles,
Their "ifs" and "might have been":
If my aunt had wings, you see,
She'd be a Fairy Queen.*

*To-day has seen the finish,
And Hofman's face all smiles,
Much better than the bruises
Of all the bumpy miles.
And now we know the winner,
A Pretoria boy, it's true:
So here's to our friend Percy,
And all the losers, too.*

*I've just been talking to the boys
Of what they will ride next year.
Bikes made of aluminium.
Tanks all filled with beer,
Engines from an aeroplane,
New gadgets all galore,
It's going to be some race, they say,
In 1924.*

2023 D-1

Commemorative Rally

We were barely over the 2022 year end rush, and the DJ popped up! All the preparation that goes in to doing a DJ got underway, in order to ensure my Tinker Belle (1935 Triumph 2/1) was serviced and ready to run – thank you Andrew Miles for doing a fantastic job!!

And the day dawned – it's a very long haul from Cape Town to Hillcrest (only Gary Edwards beat us in accolades on that one!). Overnight at Colesburg (for the roast leg of Karoo lamb) and on to our beautiful B&B in Hillcrest, with no major issues. The Cape Town contingent (14 of us) pulled in and immediately the 'gees' was evident, with some first time riders and others with a few more DJs under their belt.

The Cocktail Party, and then Documentation and Scrutineering day are amongst my favourite events of the year – catching up with buddies from over 30 years of riding this event, hearing the news, farewelling the dearly departed in spirit and getting in to the 'gees' of the DJ are so special.

The Competitors meeting went well with some interesting ideas and much discussion regarding rules, regs and 'how things work' on the DJ. One more sleep and we were OFF! I battled up Botha's Hill and into the Valley of 1000 Hills and realised my back brake was locking. Unfortunately, at the start of my first regularity, I paid the price over three marshal points, as I stopped to free the brake, and in the mist and damp conditions, just could not make up the time. (Just imagine how much better I would have scored had I not had this.....- but its all part of the fun and the challenge ☐)

Day 1 was a beautiful route, as always, with a fair and interesting passage via Pietermaritzburg, Howick, Balgowan, Nottingham Road, Mooi River and on to the fabulous cold meat and salad lunch at Estcourt.



Bev Jacobs alongside her 1935 Triumph

On my arrival at the church in Estcourt, I was wandering up the stairs and a lady rushed out of the kitchen, wanting to know if I was one of the lady riders. I confirmed that, in fact, I was the ONLY lady rider, whereupon she jumped up and down with glee, pushed me to her chosen spot under a tree and made me pose in what seemed like 100 positions for her to take photos. Then she moved hastily on to find the oldest and youngest riders..... And most urgently..... the famous MR BINDER!!

Onward past Frere, Colenso, Glencoe and Dannhauser to the night stop at Newcastle, where the Cape Town contingent did a great job of celebrating their half way achievements (or not.....). Early to bed to be ready for the next full day of riding.

Day 2 saw us cruising through Volksrust, to Standerton, for boerie rolls. We passed Greylingstad and on to Balfour where my dear Cape Town lady friends had collected some beautiful cosmos from a kind farmer, and we covered Tinker Belle in pink and white cosmos – like a bride heading for the aisle toward the (finishing) altar! Onwards past Nigel and Springs to Benoni to the fabulous finish venue at Benoni Northerns Sports Club



2023 D-1

Commemorative Rally cont'd

So good to see so many enthusiastic supporters and so much excitement for the arrival and finish of these old bikes (and their respective ageless riders!).

Mention must be made of the two riders who experienced bad falls and injuries as the result of potholes!! And there were many bikes damaged by potholes too. It seems that each year there are stretches where the road has been improved, and there are others where it has deteriorated beyond belief, with potholes sometimes up to a foot deep and some even stretching across the full half of 'our side' of the road! Unbelievable!

Well done to the winners: Mike Ward, Martin Kaiser and Gavin Walton and to all the other worthy award and trophy recipients! I was fortunate to get the Charles Preddy Award for best performance by a lady rider..... not because my rallying skills are so good..... but because there was no other lady to give it to!! I was also lucky enough to win the Tony Woodley Memorial Trophy for the best performance by a Triumph motorcycle (yay Tinker Belle!!)



Bev Jacobs, on her Triumph at the finish at Benoni Northern Sports Club

Congratulations to the 'gees volle' Cape Town contingent with only two non finishers out of the 12 that started and both our two first time riders (Bruce Stewart and Vivian Rocher) finished successfully!!

The prizegiving breakfast at the Country Club was one of the best venues and well run events we've had with speedy but appropriate formality. The end of another amazing DJ.... And looking forward to the next one..... bring on DJ 2024!

Article by Bev Jacobs



Neville Smith, the oldest rider on the 'DJ' riding his 1935 Rudge 250cc



The oldest motorbike on the 'DJ', 1910 Durkopp of Yuvi Justi





The SHOW IS ON! The TyreLife Solutions Cars in the Park is the highlight event on the Vintage Sports Car Club calendar. Held annually, this year's event will be held on Sunday 21st May 2023 at the Gold Circle Training Centre, Pope Ellis Drive, Ashburton, KZN.

Cars in the Park promises to be a great day for all car enthusiasts and their families. Visitors can look forward to a variety of activities on the day - food stalls, a flea market, the ever-popular beer tent which will be in close proximity to the "Sunset Pub and Grill" restaurant, live music performances, kid's entertainment and more.

A reminder that spectators can now book their tickets online through Webtickets which will give you quick trouble-free access via a dedicated lane.

For those who would like to pay at the gate, please note entry fees and payment options are as follows:

Paying by Card/Zapper or Webtickets: Adults | R 80.00 & Pensioners | R 60.00

Paying Cash: Adults | R 90.00 & Pensioners | R 70.00

Children (under 12): R20.00 & Kids (under 5): Free

Spectator Gates will open at 7.00am and the show closes at 4.00pm. We look forward to seeing you on Sunday, 21st May 2023 at the Gold Circle Training Centre Ashburton.

Follow us on Facebook and Instagram (carsintheparkpmb) or visit our website www.carsinthepark.net to register your vehicle for this year's Cars in the Park.

<https://www.facebook.com/carsintheparkpmb>

<https://www.instagram.com/carsintheparkpmb/>



1922 Peugeot Quadrilette - a brief S.A. history

1922 PEUGEOT QUADRILETTE

On a trip to Holland during 1963, I found two Quadrillettes, in a private collection, one restored, the other still to be done. The owner was willing to part with one, which I duly purchased and had it shipped to Durban.

Through the very valuable and friendly assistance of Jeff Watson, the even had a puncture repaired in Durban; it arrived safely at Hoxburg station, from where it was towed home.

The work of rebuilding was taken in hand and was found to be far more involved, as most of the good parts had been used to rebuild the other Quadrilette. Body and engine were duly removed from the chassis. Interestingly the gearbox and differential are of unit construction, and only required cleaning. As the chassis is very substantial it required little attention, apart from kingpins, new front wheel bearings and small items. The beaded edge rims were completely corroded and as no replacement rims (8x3) could be found in 1984, modern 29 ins. substitutes were used. By using 3/4 ins. tyres the overall gearing was not really changed. The spokes being cut and new threads rolled to suit. The rolling chassis now being complete, the motor was duly stripped.

This was easy as most of the nuts and bolts were loose, due to the cannibalisation as mentioned before. No 2 main bearing journal was very badly damaged, roughly half the standard size. The corresponding cam lobes were also very bad, one cam lobe being totally rounded. The other journals were better, and both crankshaft and camshaft with all the bearings were rebuilt. New spacers were fabricated on the conrod bearing caps.

The radiator was re-cored, as it was completely corroded. The only two items still in good condition were the generator and the magneto. The car has electric lights but no self-starter. As the body was in an extremely poor condition most of the panels could only be used as patterns. The same applied to the wooden body frame, upholstery, dash board and the hoops for the hood. Upholstery and the floor came next, after which it again started to look like a motor car, and the enthusiasm to complete the restoration also returned.

Towards the end of the restoration period, 1979, I visited a Mr. Barker, the technical advisor of the S.A.S., living in Gloucester, England. Whilst walking through his grounds, I stumbled over a Quadrilette engine block lying under a tree, but did not take too much notice. Little did I realise its significance.

About six months after my return from the U.A. the little car was ready to run. She started easily and ran very well for a few minutes. Thereafter, water poured from the carburettor. This mixture of water and petrol not being to the engine's liking, it stopped. This in itself was very disappointing but having got this far, I just had to establish how this little engine manufactured water.

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After the engine was dismantled, it was found that the casting plugs for the valve guides had moved during manufacture and by sliding to the valve guides (the valves having guides cast into the block), water was opened into the water jacket, hence the water. In passing the situation would require a major reconstruction job. The alternative being a replacement block, but since I had stumbled over the Quadrilette block under a tree in England:

A letter to Mr. Barker was sent to let him say, incidentally, the engine was still there and the deal offered. It was a good chance for another trip to Britain. Mr. Barker had mentioned that as he had no use for the engine, it had been left lying outside, a period of about 10 years. It looked fairly good, though one or two small items and the weather did to it, apart from neutralising the casting stresses. The block was sent to the S.A.S. workshop, machined and installed. Mr. Barker also gave me a complete factory production list of the Quadrillettes produced. From this it was established that the production commenced in 1922 for the type 170. It indicated that this engine was manufactured about April, 1922. The front chassis of this car have only 4 studs, which means, it was manufactured during 1922. Due to the cover engine, the Quadrilette was registered as a 1922 model.

Not always having the limitation of the time to be of it every day, the refurbisher took longer than anticipated. In fact after some 14 years of a 'love / hate relationship', she was ready to take to the road again.

The Quadrilette's first outing was one of the Historic Transport Association Rally's, where she was christened "Bessy's Car". Incidentally, a bearing rattle developed during the Rally, which search checked engine strip down, luckily the 'bearing rattle' turned out to be the axle, to be a damaged sprocket and chain. Once repaired, "Bessy's Car" should give many joyously and happy miles of open air touring.

C. SLEATHMAN

1922 Peugeot Quadrilette - the S.A. History reproduced

1922 Peugeot Quadrilette

By C. Fletterman

On a trip to Holland during 1963, I found two Quadrillettes, in a private collection, one restored, the other still to be done. The owner was willing to part with one, which I duly purchased and had it shipped to Durban.

Through the very valuable and friendly assistance of Jeff Watson, (he even had a puncture repaired in Durban) it arrived safely at Boksburg station, from where it was towed home.

The work of rebuilding was taken in hand and was found to be far more involved, as most of the good parts had been used to rebuild the the other Quadrilette. Body and engine were duly removed from the chassis. Interestingly the gearbox and differential are of unit construction, and only required cleaning. As the chassis is very substantial it required little attention, apart from kingpins, new front wheel bearings and small items. The beaded edge rims were completely corroded and as no replacement rims (26x3) could be found in 1964, modern 29 ins. Substitutes were used. By using 3½ ins. tyres the overall gearing was not really changed. The spokes being cut and new threads rolled to suit. The rolling chassis now being complete, the motor was duly stripped.

This was easy as most of the nuts and bolts were loose, due to the cannibalization as mentioned before. No 2 main bearing journal was very badly damaged, roughly half the size. The corresponding cam lobes were also very bad, one cam lobe being totally rounded. The other journals were better, and crankshaft and camshaft with all the bearings were rebuilt. New spoons were fabricated and the conrod bearing caps.

The radiator was re-cored, as it was completely corroded. The only two items in good condition were the generator and magneto. The car has electric lights but no selfstarter. As the body was in an extremely poor condition most of the panels could only be used as patterns. The same applied to the wooden body frame, upholstery, dash board and the hoops for the hood. Upholstery and the floor came next, after which it again started to look like a motor car, and the enthusiasm to complete the restoration also returned.

Towards the end of the restoration period, 1979, I visited a Mr. Barker, the technical advisor of the R.A.C. living in

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1922 Peugeot Quadrilette continued

Gloucester, England. Whilst walking through his grounds, I stumbled over a Quadrilette engine block lying under a tree, but did not take too much notice. Little did I realize its significance.

About six months after my return from the U.K. the little car was ready to run. She started easily and ran very well for a few minutes. Thereafter, water poured from the carburettor.

This mixture of water and petrol not being to the engine's liking, it stopped. This in itself was very disappointing but having got this far, I just had to establish how this little engine manufactured water.

After the engine was dismantled, it was found that the casting plugs for the valve guides (the valves having guides cast into the block), these were opened into the water jacket. Hence, the water. To rectify the situation would require a major reconstruction job, the alternative being a replacement block. But where? "One stubbed foot, one Quadrilette block under a tree in England"!

A letter to Mr. Barker was soon on its way. Fortunately, the engine was still there and the deal clinched. (This was a good excuse for another trip to Britain). Mr. Barker had mentioned that he had no use for the engine, it had been left lying outside, a period of about 10 years. It looked fairly good, though one can well imagine what the weather did to it, apart from neutralizing the casting stresses. The block was soon in the R.S.A., cleaned, machined and installed. Ron Barker also gave me a complete factory production list of the Quadrilettes produced. From this it was established that the production number was 4001-12705 for the type 172, indicated that this engine was manufactured about April, 1922. The front wheels of this car have only 4 suds, which means, it was manufactured during 1920. Due to the newer engine, Quadrilette was registered as a 1922 model.

Not always having the inclination or the time to be at it every day, the restoration took longer than anticipated. In fact, after some 14 years of 'love / hate relationship', she was ready to take to the road again.

The Quadrilette's first outing was one of the Historic Transport Association Rally's. where she was christened "Noddy's Car". Unfortunately, a bearing rumble developed during the Rally, which meant another engine strip down. Luckily the 'bearing rumble' turned out, in the main, to be a damaged sprocket and chain. Once repaired, "Noddy's Car" should give many leisurely and happy miles of open air motoring.

1922 Peugeot Quadrilette

Paul Koski, the current owner, picks up the story.

I acquired the car from John Fletterman about 15 years ago. I had it running for a few years and then had to redo the engine as there was no compression at all. It will soon be back on the road again.

Here is a bit of the car's history - the car is a derivative of the Peugeot *Bebe* that was designed by Ettore Bugatti. The design was sold to Peugeot.



Paul and his 1922 Peugeot Quadrilette

Peugeot created the Type 161 to reverse its financial woes following the Great War. It was cheap, practical, very small economy car and was nicknamed the 'Quadrilette' when shown at the 1920 Brussels Motor Show. It was available for sale in 1921. In order to put it into the minimal tax bracket - that of cyclecars, for which the annual tax was 100 francs p.a. - the 4 stroke, 4 cylinder water cooled engine displaced a mere 667 cc and produce 3d 7.1kW. Taking advantage of this low power output was a very light body, under 350 kg. The vehicles' width was so narrow that the two seats were placed in tandem, not side by side. Later, in 1921, the Type 161E was introduced with side-by-side seats, the passenger seat slightly set back to allow the driver more room to access the foot pedals. The car retailed for 9 900 francs with hood, acetylene lights and spare tyre. Top speed was 60 kmh.

Modifications to the Quadrilette in 1923 resulted in the Type 172. The track was widened so that two seats could be placed abreast, improving comfort and space. Though the wheelbase was shortened, luggage room was increased as there were no longer two rows of seats. The engine remained unchanged and overall weight was kept low as well.

Production figures, for all Types of Quadriettes, amounted to 12 305 units over a three year period. This translated to 31% of the total Peugeot vehicle production for that period. Production ceased in 1924.

Veterans bring early motoring to life

By: Graeme Hurst



Photos by Viv James, Gordon Chunnnett, Charel Olivier and Peter

With a 27-strong entry list boasting three first-timers and several up-country entrants - not to mention limited mechanical breakdowns and the bonus of fine weather - this year's Kalk Bay Veteran Run on the first Sunday of February was one of the best in the retrospective run's 13-year history.

Limited strictly to pre-1919 'veteran' motor cars, the drive is a standout on the Club's event calendar and commemorates the inaugural run on 1901 by the Automobile Club of South Africa, which followed a route from Greenmarket Square to Kalk Bay. For practical reasons, the run now starts at the clubhouse in Wynberg, with the main 56km route aimed at the younger cars and a flatter, 25km route available for the older cars, including the club's 1901 Benz Ideal and 1902 Wolseley, which were piloted by Johann Rust and John Brewster respectively.

Another British marque taking part was the 1913 Singer entered by Dave Alexander and Di Dugmore. Although both involved with the run for many years, this was their first time in a veteran car of their own, with the Singer previously under the custodianship of the late Mike Stewart. 'It had a catastrophic gearbox failure and I assisted Mike with its repair which necessitated repairing the casing and cutting new gears,' explains Dave who went on to purchase the car. The run was the car's first outing since the mechanical work: 'We had intended to trailer it to the start but the car was too small for one trailer and too big for another, so we drove it over from Hout Bay.' The pair delighted club spectators when they stopped at Dixie's restaurant, the breakfast stop for club members not on the event.

Also driving to the event was another first-timer, Leonard Schneider who is well known in club circles for his 1926 Hupmobile. He entered another, recently acquired Hupmobile: a 1913 Model 32 Roadster which he co-owns with Stefan Klein. The Model 32 was formerly in the care of the late Ignis

Leonard for many years: 'I first saw the car on the 2009 Vreetsaam Tour when I was in my 1926 Roadster and I pulled up next to Ignis at a stop in Witsand, and remarked: "One day, one of us is going to own two Hupmobiles!"' Bought in September last year from Ignis' estate, the car needed substantial recommissioning before the run, which it tackled with ease: 'it tootled along without any problems and we even braved Red Hill which it did all the way in second gear!' Other notable (particularly when it came to size) entries included John Ryall's 1911 Sunbeam 12-16 and Nick Middelmann's 1907 Nordenfelt 30/35 the only remaining example in the world. Sadly, another much-anticipated car with the same claim to fame, Ryan Walker's 1912 Rover Colonial, didn't make the start owing to driver illness. Of course, the event isn't limited to four-wheel cars: some seven entrants were riding motorcycles, including Yuvi Jasti on his 1904 Durkopp (the oldest and rarest two-wheel entry) and Hans Coertse on his 1913 Matchless Model 7B which he brought down from Pietermaritzburg.



Hans Coertse on his 1913 Matchless complete with Cannonball Run entry placard



'It's a 1000cc JAP V-twin which Brian Wallace 'allowed' me to buy from him,' explains Hans wryly, with the rarity of these bikes and need for them to be in the right hands clearly the driver behind that! And Pietermaritzburg-based Hans is clearly the right owner: following a full rebuild, he shipped the motorcycle over to the USA to compete in the 2016 Cannonball Run of Vintage Bikes, which saw Hans (the winner of the 2014 Cannonball Run) and his Matchless cover 3300 miles from the east to west coast over 16 days!



Dave Alexander and Di Dugmore in their 1913 Singer

Also coming from afar was a trio of early Ford Model Ts belonging to Philip Kuschke, Ockert van der Berg and Kevin Casey respectively, with the group driving the cars on a 1600km roundtrip from George and back although most of the run was on back country roads to avoid taxing the cars and so they, 'could take in the odd gin tasting and so on,' explains Philip who was delighted at the camaraderie the event generates each year and the superb organisation: 'On behalf of the Southern Cape Old Car Club and the Ford Model T Club it is a privilege to be associated with the Kalk Bay Run and the people who organise it.'

A welcome part of that organisation was the briefing event the night before, where entrants were given a

to endure thanks to a slide presentation by club historian Derek Stuart-Findlay on a drive made by Martin Smuts in a Panhard.... back in 1906!

The club would like to thank Crossley & Webb (www.crossleywebb.com) for contributing towards the cost of the 2023 Kalk Bay Run.

2023 Kalk Bay Veteran Run Entry List *(more or less!)*

Year	Vehicle	Entrant
1	1901 Benz	Harvey Metcalf
2	1902 Wolseley 5hp	John Brewster
3	1904 Durkopp m/cycle	Yuvi Jasti
4	1907 Ford Model S	Alli van Jaarsveld
5	1907 Nordenfelt 30/35	Nick Middelman
6	1908 Light Motors Fairy m/cycle	Barry South
7	1911 Ford T	Leon Oelofse
8	1911 Ford T	Kevin Casey
9	1911 Ford T	Eric Edwards
10	1911 Precision 600cc m/cycle	Steven Helm
11	1911 Sunbeam 12-16	John Ryall
12	1912 BAT m/cycle	Adrian Denness
13	1912 EMF 30	Rob Middelman
14	1912 Ford T	Hilton Franz
15	1912 Rover Colonial	Ryan Walker
16	1913 Hupmobile	Leonard Schneider
17	1913 Matchless Model 7B m/cycle	Hans Coertse
18	1913 Singer	Dave Alexander
19	1914 Douglas 2¼ m/cycle	Brian Wallace
20	1914 New Hudson m/cycle	Brandon Jarvis
21	1914 New Hudson m/cycle	Mark Shaw
22	1915 Ford T	Philip Kuschke
23	1915 Ford T	Ockert van der Berg
24	1915 Ford T	Andre Wessels
25	1915 Rolls Royce Silver Ghost	Mike Watson
26	1916 Dodge Brothers	Brian James
27	1916 Ford T	Greg Bjorkman
28	1917 Dodge Brothers	Colin Greyvenstejn

Veterans bring early motoring to life



Veterans bring early motoring to life



Top Left - 1901 Benz Ideal with Harvey Metcalf and Johann Rust on board

Top - 1904 Durkopp ridden by Brandon Jarvis

Centre - 1907 Ford Model S driven by Ali van Jaarsveld with Derek Stuart-Findlay

Btm Left - 1907 Nordenfeldt of Nick and Maryke Middelmann

Btm Right - 1915 Ford Model T of Ockert van den Berg



Veterans bring early motoring to life



Top Left—Ford Model T of Eric Edwards

Top Right - 1915 Rolls Royce Silver Ghost of Mike Watson

Centre Left - 1917 Didge Brothers of Colin and Megan Greyvensteyn

Centre Right - 1913 Hupmobile of Leonard Schneider and Stefan Klein

Btm Left - 1911 Sunbeam of John Ryall

George-to-Cape Town-and-Back- Round-Trip

By Phillip Rosser

I have been attending the Kalk Bay Run for the last few years, either as a passenger or driving a loaned veteran car, as my 1926 Model T Ford fits into the vintage category. In 2020 Peter Truter organised an informal trip for the Crankhandle members driving their old cars from Cape Town to the George Old Car Show. I decided to join Philip Kuschke and we both towed our cars to Cape Town to do the Kalk Bay run in his 1915 T and then drive back to George with the Cape Town group to first participate in the annual VetTour and then the George Old Car Show. We each had to take a passenger with to drive our tow rigs back the following day, which meant additional accommodation and fuel costs.

In 2021 Covid-19 put a stop to all activities and so there was no Kalk Bay run or George Old Car Show. In 2022, however, things started to return to normal and when the Kalk Bay Run came up I indicated to Philip Kuschke that in order to avoid the logistical issue of getting my tow rig back to George, Amanda and I decided to drive down to Cape Town with our Model T Ford, join the guys on the Kalk Bay Run and then drive back to George for the show with participating Crankhandle members. Philip decided that it makes sense and so eventually we drove to Cape Town in four Model T Fords.

This year we decided to do the same and drive to Cape Town and back again. The group consisted of myself and Amanda in our 1926 Model T Runabout; Philip and Rosita Kuschke in their 1915 Model T Runabout; Ockert and Dienkie van der Berg in their 1915 Model T Pick up; Kevin Casey with Kerneels van der Berg as navigator in his 1911 Model T Runabout; newbie Bill and Juliana Lance in their newly acquired 1926 Model T Sedan; Henrie and Corné Marx in their newly acquired 1930 Model A Roadster and Ali van Jaarsveld towing her 1907 Model S to Cape Town and then driving from there.

The route took us from George to Bredasdorp for our first overnight stop 320 km away. Wherever

possible we tried to stay off the busy N2 and travelled the back roads due to our low cruising speed of around 50 km/h. We travelled on the R102 and then, unfortunately, had to get onto the N2 at Mossel Bay until we turned off the N2 again just outside Swellendam to Bredasdorp.



Breakfast stop at Baardskeerdersbos

On the second day we left Bredasdorp to have breakfast at Baardskeerdersbos and then continued to the Crankhandle Club's clubhouse in Cape Town. We travelled a distance of 265 km along the coastal route via Gansbaai, Hermanus, Kleinmond and Gordon's Bay and then had to do a section on the N2 again and the R300 before reaching our destination .



On the coastal road just before Gordon's Bay

On the Sunday the veteran cars participated in the Kalk Bay Veteran Run and the vintage cars in a breakfast run to Dixies Restaurant in Glencairn, trips of about a 100km trip. After the Kalk Bay Run we drove to the Slanghoek Mountain Resort for a two-night stay. To avoid heavy traffic on the M5 our convoy of six cars left after breakfast on this 140 km trip and drove on a busy M5 to Montagu Gardens where Eric Edwards from Canada joined us in his 1911 Model T. We then continued via Durbanville and Wellington over the Bainskloof Pass to the Slanghoek Mountain Resort near Rawsonville. Here several more

George-to-Cape Town-and-Back- Round-Trip cont'd

Cranhandle Club members joined us to explore the area on the Tuesday.



Taking a breather at a viewpoint at the top of Bainskloof Pass

On the Tuesday we split into two groups. The George group travelled over the Du Toitskloof Pass to the Painted Wolf Winery near Paarl for lunch while the rest explored the beautiful Slanghoek valley. After lunch we returned to Slanghoek crossing the Du Toitskloof Pass again to complete a 130 km return trip.



At the top of the Du Toitskloof Pass we enjoyed the view over the Paarl Valley

On Wednesday, the sixth day, we left the Slanghoek Mountain Resort and travelled along the R62 to the next overnight stop in Barrydale about 165 km away. By now the group of cars was growing as several of the Crankhandle Club members started to join the group driving to George. The, by now quite large group of vehicles parked in front of the Karoo Art Hotel for a photo shoot. Almost the entire town arrived to view the cars and chat with the owners.

On the Thursday we travelled another 235 km from Barrydale on the R62 to Klaarstroom for our

last overnight stop and the official start of the Vet Tour. On this leg we had to traverse the very steep and long Huisrivier Pass.



All the cars in front of the Karoo Art Hotel for a photo shoot

We had a great evening with all the Vet Tour participants enjoying a braai hosted by Sharon and Jeremy Witts-Hewinson of the Klaarstroom Guesthouse. On the eighth and last day the Vet Tour took us on a detour via the Potjiesberg Pass and Uniondale, over the Outeniqua Pass to the George Old Car Show covering a distance of 220 km. The complete **George-to-Cape Town-and-back-round-trip** covered a distance of about 1600 km while crossing 6 mountain passes over an eight-day period ending at the George Old Car Show.



Our cars proudly displayed in the front row with the veteran and vintage cars at the George Old Car Show

A Change of Pace - The First International Motor Race at the Cape

By Peter Ross

Just after two o'clock on Saturday 16 January 1937 a vociferous noise emanated from the Auto-Union pits - it sounded like an angry roar from some caged beast. The crowd of 25,000 spectators at the Pollsmoor track stirred with excited anticipation.

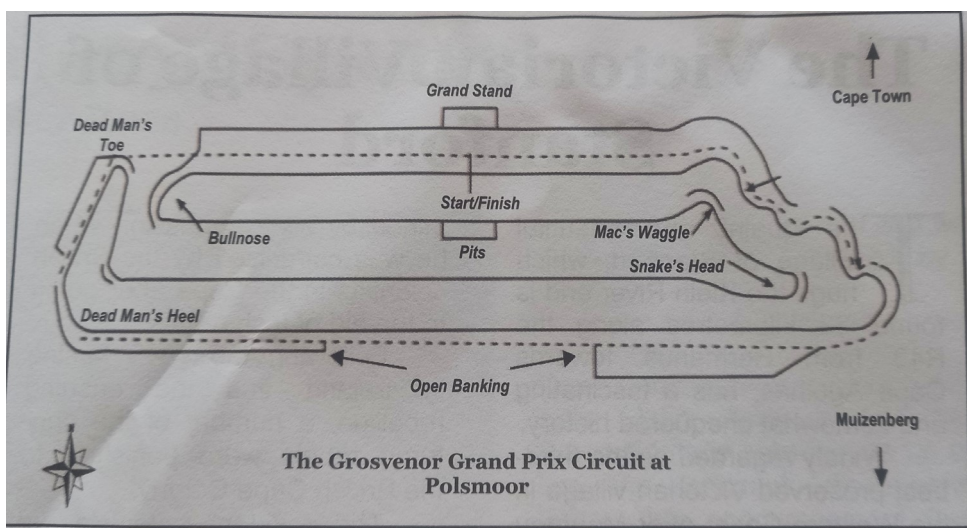
the Continent.

The fifteen strong field held some exciting racing prospects. Spectators were to witness thrilling duels between Auto-Unions, Riley, ERA, Alfa Romeo, Austin, MG, Maserati and Bugatti drivers.

The cars were wheeled out from the sheds and promptly at

straight, his exhaust barking menacingly back at them. The other cars followed at intervals of a few minutes. The air was soon filled with the pungent smell of burnt oil, the roar of the larger engines and the whine of the smaller cars. The main object of interest was racing driver Mrs. Kay Petre. She was a small and attractive, dressed in eggshell blue overalls and obviously had the favour of the crowd, As cool as a cucumber she strolled to the starting post. She took off in great style in her Riley to the cheering of the spectators. They were on their feet again when she overtook Bothner in his Bugatti. Steve Chiappini and Doug van Riet started off together. Doug was able to get the better at the start and soon his tail was level with Chiappini's grille. They went through Mac's Wiggle with an ever widening gap and before completion of the first lap van Riet was well clear of his rival.

Berndt Rosemeyer, the scratch



The dream of Mr. A. O. Edwards, managing director of Grosvenor Industries, had come to fruition. Here, at Pollsmoor, was one of the finest racetracks of its day. Built at a cost of £70,000, the 45/8 mile track had four straights. The back and main straight measured 11/8 mile. The two-tiered grandstand and surrounding ramparts could accommodate 120 000 spectators.

At six o'clock on the morning of the 16th the most enthusiastic of the spectators started to arrive. After all it was going to be a spectacular day. There was the speculation of a titanic struggle between some of the fastest racing cars from Great Britain and

2:30pm the starter's flag fell to send Neville Clayton, the limit man, and his 746cc super-charged MG on his way. The crowd rose to their feet to observe him speeding down the



Promptly at 2:30pm the starter's flag fell to send Neville Clayton on his way

The First International Motor Race at the Cape

continued

By Peter Ross

man, strolled from the pits, with his arm around Elly Beinhorn. They kissed several times before he stepped into his 6500cc Auto-Union car and the crowd cheered again.

His mechanics waved hi in for a change but lap after lap he ignored invitation. Eventually after 18 laps he succumbed and pulled into his pits for a tyre change. He had taken a grave risk but had

After 33 laps the order was as follows; Howe, van Riet, von Delius, Chiappini, Fairfield, Mrs. Petre, Ruesch, Rosemeyer and Roderick. The race up to this stage had been accident free. Then on the 39th lap Fairfield jumped the track at the top of the hairpin. He was driving on the outside and swung in to pas Chiappini on the corner. His car came to a screaming halt sending up clouds of dust and narrowly missing photographers and flagmen. With his car facing in the wrong direction Fairfield jumped out and cranked furiously, then drove over the sandbags and back onto the track.

Hans Ruesch on his 39th lap found himself in trouble. A flake of tyre , some 18" in length, flew into the air. For a moment it seemed as though he would crash. Spectators and officials stampeded for relative safety. He made the pits on the rim. The rear tyres on the Alfa Romeo were cut to shreds. This wheel change would prove to be costly as he eventually passed the finishing post in 5th position.

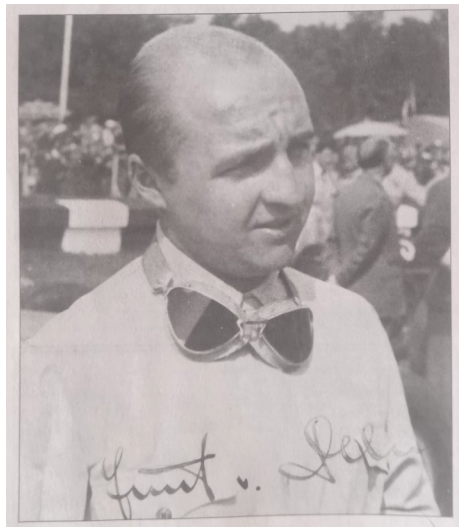
The race had now reached an



Kay Petre, in her eggshell blue overalls, was clearly the crowd favourite

At this stage there were twelve cars on the track. The big Auto-Unions caused most of the thrills and excitement as they careered down the straight at 150 mph passing everyone else in a blur of speed. The biggest problem facing the drivers was the changing of tyres. Von Delius came into the pits every seven laps. His mechanics sprang into action, wheels were changed and 35 gallons of fuel were taken on board in 41 seconds.

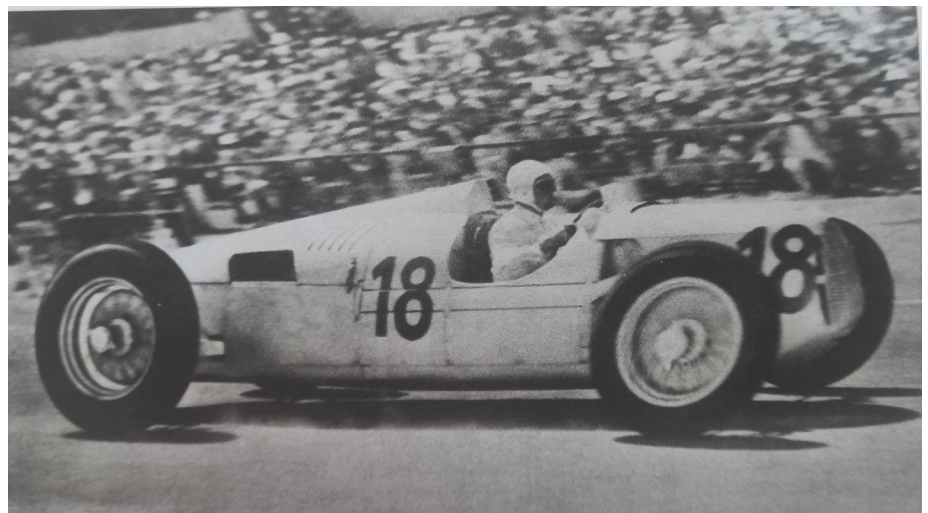
Rosemeyer, in the meantime, was lapping at an average speed of 80.59 mph and was determined to make his tyres last as long as possible.



Ernst von Delius

won valuable minutes.

Von Delius was creeping up through the field and managed to pass Hans Ruesch who had been refusing to give up the lead until the 29th lap.



Ernst von Delius in his supercharged Auto-Union Type C

The First International Motor Race at the Cape

continued

By Peter Ross



Hans Ruesch's blowout at 100 mph provided one of the biggest thrills of the afternoon. The 3800 cc Alfa Romeo made the pits on its rim.

exciting climax. With the race drawing to a close Howe was still a lap ahead of von Delius and this would be a dual till the end - the German cars and Howe in the E.R.A. Slowly but surely von Delius caught up and on the 40th lap he was only 25 seconds behind. The crowd groaned with dismay as they saw their favourite. Lord Howe, pull into the pits with engine trouble, wasting valuable seconds. Then Ernst von Delius pulled into the pits for 25 second tyre change.



The Auto - Union of von Delius in the pits for a tyre change

Howe came down the main straight with von Delius on his tail. They snaked the Mac's Waggle together but once on the back straight the German flew past and into the lead. Rosemeyer, the scratch Auto-Union driver, was flying reaching speeds of nearly 190 mph, the highest speed of the afternoon. He swept through the dust storms, in a dramatic finish, a few seconds ahead of Howe.

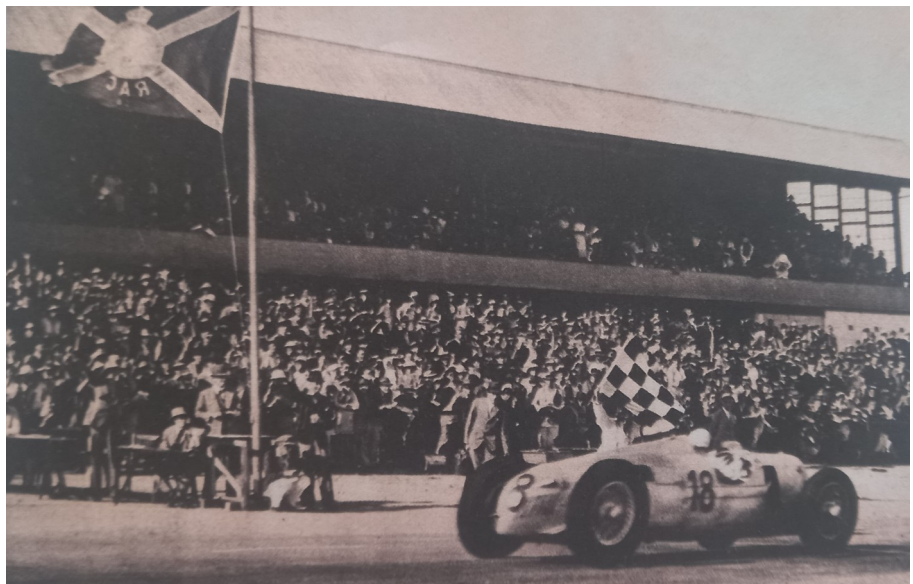
Roderick, who was lying eighth place, still had four laps to go when Doug van Riet crossed the finishing line. The crowd flocked across the course and the officials flagged Roderick away after his 41st lap.

The First International Motor Race at the Cape ended as follows:

1. von Delius, Auto - Union, 80.37 mph;
2. Rosemeyer, Auto - Union, 80.05 mph;
3. Earl Howe, E.R.A., 73.82 mph;
4. Fairfield, E.R.A., 73.55 mph;
5. Roesch, Alfa Romeo, 72.78 mph.

So Mr. Edwards dream was realised . It was reported that after the race he said: *"I am going to make this the best race track in the World."*

Alas, this was not to be as, at the outbreak of WW II, the military moved into Polsmoor. Today very little of the race track can be seen and the roar of engines, smell of oil and the cheering from the grandstands is but a memory.



Ernst von Delius takes the chequered flag

The First International Motor Race at the Cape continued

By Peter Ross



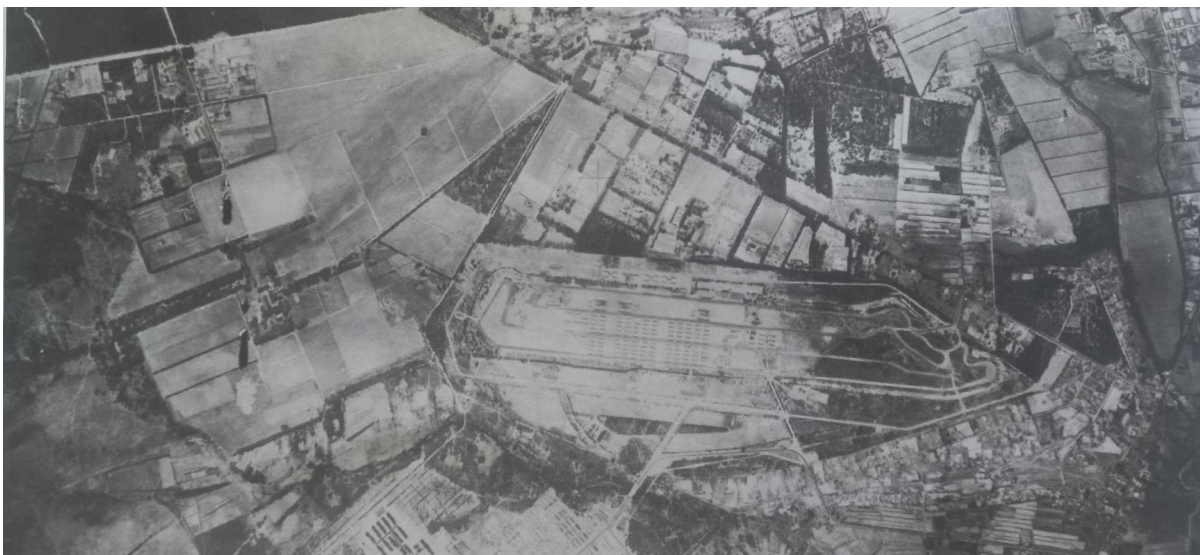
Hans Ruesch



Bernd Rosemeyer, Kay Petre, Lord Howe and Ernst von Delius



Bernd Rosemeyer about to pass Lord Howe with Kay Petre following (No. 8)



A 1947 aerial photograph of Tokai showing remains of the Pollsmoor circuit and military camp



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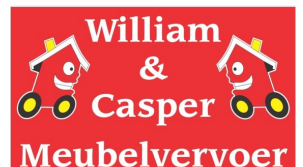
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