

# The Automobilist

Official quarterly newsletter of the Southern African Veteran and Vintage Association



<https://savva.co.za/>



[SAVVA Facebook page](#)

3<sup>rd</sup> Quarter 2024

# Chairman's Chatter

Gavin Youngman

This is my first Chairman's Chatter - so let me kick off by saying thank you to all the clubs for the support and trust shown by electing me as the Chairman of SAVVA at the AGM in September. It is an honour and privilege to be elected as Chairman. I look forward to working with the new SAVVA council, portfolio holders and club members tackling the challenges and opportunities we may face.

Council members got together for a full day workshop session on the 2<sup>nd</sup> November which proved to be a productive gathering. One of the outcomes included the establishment of clearer communication channels. We have created the SAVVA Club Delegates' WhatsApp Group as an additional communication channel and updated our membership database. It is very important that all clubs ensure that the SAVVA secretary has the correct information for your club delegates – both e-mail address and cell phone numbers. Another of our objectives is to intensify our visibility efforts, particularly through social media and event / club visits. We also intend holding another social media training session for clubs and we hope that the clubs that missed out last time will participate this time.

On the 21<sup>st</sup> November Council Members and FIVA Portfolio Holder had a meet and greet zoom meeting with FIVA President – Tiddo Bresters, FIVA Vice President, FIVA Membership – Gabriela Magureanu and FIVA General Secretary – Gian Mario Mollar. We will communicate with FIVA on an ongoing basis and send international news and updates to the clubs. Another objective is to host an international event with FIVA in the future.

The Special General Meeting (via Zoom) on Saturday 7<sup>th</sup> December has also taken place. Currently the constitution states that in order to compete in any competition event organized by SAVVA or any of its member clubs, the vehicle or motorcycle shall be manufactured before the 31<sup>st</sup> December 1997. Delegates were required to vote to keep this date or change the constitution to accept the proposal of a 25-year rolling cut-off date. The voting results were 24 votes (49%) for the proposal of a 25-year rolling cut-off date, and 25 votes (51%) for keeping the current cut-off date of 31<sup>st</sup> December 1997. As a two thirds majority was not obtained for the 25-year rolling cut-off date proposal, the constitution remains as it is.

Time flies as we approach the end of another year, I want to reflect on our vibrant community within SAVVA affiliated clubs. The year has been filled with exciting and successful events for our club members to connect and celebrate our shared passion for historic vehicles. Looking ahead, let's continue to support one another, ensuring that our clubs thrive and preserve the rich history of our automotive heritage. There are some exciting upcoming events to participate in and enjoy.

The annual Classic Car and Bike Show at Timour Hall Villa, Plumstead in Cape Town. This is a two-day event with modern classics on Saturday 18<sup>th</sup> and vintage classics on 19<sup>th</sup> January 2025.

Kalk Bay Run for veteran cars and bikes organized by the Crankhandle Club on Sunday 2<sup>nd</sup> February 2025. Starting in Wynberg, vehicles limited to earlier than 1919, drive through Kalk Bay and finish in Simon's Town.

Following the Kalk Bay Veteran Run is the 9<sup>th</sup> VETTOUR, hosted by the Southern Cape Old Car Club. Cars and bikes make their way from Gouritzmond to George on Friday 7<sup>th</sup> February 2025.

The “not to be missed” George Old Car Show is on Saturday 8th February 2025. Followed by the GOCS eSCape Tour & Rally on 9 – 12<sup>th</sup> February 2025. Organised by the Southern Cape Old Car Club.

The VVC is once again hosting the iTOO DJ Commemorative Motorcycle Rally from Hillcrest to Benoni on the 14<sup>th</sup> and 15<sup>th</sup> March 2025. We wish all the competitors a safe and trouble-free event.

Lastly, I hope you all enjoy a wonderful festive season filled with joy and relaxation.

*Gavin Youngman*

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**Cover photo:** Some of the beautiful veteran and vintage cars at a tea stop at Eight Bells in the Robinson Pass during the 2024 VetTour from Calitzdorp to the George Old Car Show.

**Notice:** The opinions expressed in the newsletter do not necessarily reflect the views of the editor, SAVVA club members and officers or advertisers in this newsletter

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## From the Editor

Phillip Rosser

Chris Cardwell has stepped down as editor of the Automobilst and I was approached and asked if I was willing to take over the task. I accepted the task, or maybe it's more of a challenge than a task!

The SAVVA newsletter has come a long way over the years. Having to fill the shoes of previous editors such as Chris Cardwell, Fred Racher and Alex Duffy, Coen Deetlefs and others, is going to take some doing.

That being said, nobody can produce a newsletter without assistance of the readers. The Automobilst is not my newsletter, it is yours, you, the club members. Important to note, is that SAVVA too is not “**THEM**”. SAVVA is “**US**”. Yes, that's you and I, the members. Every affiliated club is part of SAVVA. The national Council is only the glue to hold things together and make it work. There are currently 53 clubs affiliated to SAVVA with the Riley Club of Southern Africa and Limpopo Classic Car Club being the latest additions. See articles below on these two clubs . This number also includes clubs outside the Republic of SA affiliated to SAVVA.

With this in mind, I am asking for your support to compile the newsletters. Please send me articles of your club events, especially national events and shows. If you would like to expose your club to other clubs and invite them to participate in your events, then this is the platform to use. I can't promise that everything that is submitted will necessarily be

published, but at least I will have information and material relevant to all clubs to use. So please start sending!! My e-mail address is: [editor@savva.co.za](mailto:editor@savva.co.za) Please submit all articles in MS-Word format to make the layout of the newsletter easier.

In this edition we will start with a focus is on women in the old car movement. Several clubs now have ladies leading the clubs. Get to know the first one in this edition!

I wish all a blessed Christmas and a new year filled with great opportunities (especially of the old car type!)

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## New Affiliated Clubs

We welcome the Riley Club to the SAVVA family.



## THE RILEY CLUB OF SOUTHERN AFRICA

The Riley marque has been around since the motoring industry started which gave rise to the motto "As Old as the Industry, as Modern as the Hour". The earliest Riley's were derived from the family business in the textile weaving industry and then in bicycle manufacture. The four brothers assumed responsibility for various aspects of the business, which was really a family business all the way until just before the Second World War started. At that time Lord Nuffield (William Morris) took the reins with the post war versions being "Nuffield Riley's" all the way until the cessation of manufacture in 1968.

The introduction of Rileys to the colonies and in particular Southern Africa was a sales strategy that allowed these cars to get established. Of note were various record breaking runs between towns in the late twenties and early thirties using the 9 HP engine designed by Percy Riley, which also led to various successes in the competition areas. The inter town record set in Australia between Freemantle and Sydney by Peter Anthil in 1929 stood until well after WW2. The record breaking run in a Riley 9 driven by Gordon Collins between Cape Town and Johannesburg as well as between Durban and Johannesburg were excellent opportunities for publicising the marque.





In the early 2000s a group of local Riley enthusiasts started talking about getting together for an event. In 2004 the first Riley Rendezvous took place in and around the Southern Cape. A special visitor for the event was Victor Riley, grandson of the founder of the marque. Since then we have had the following gatherings:

2007 Riley Rendezvous II – Battlefields of Kwa-Zulu Natal

2011 Riley Rendezvous III – Eastern Cape



**Above:** Eastern Cape Rendezvous

2014 Riley Rendezvous IV – Lowveld and Kruger Park

2017 Riley Rendezvous V – Western Cape



**Above:** Western Cape Rendezvous

2022 Riley Rendezvous VII – Southern Cape

We now look forward to the next event in September 2025 and the running of the Riley Rendezvous VII to be held in the Northern Cape.

These events up until now have been organised by the convenors isolated from any overall structure. At the RRV6 it was proposed that a method be devised to ensure continuity between events. A proposed committee was duly volunteered and the process of setting up a constitution, bank accounts and membership of our umbrella body was started. We are happy to say that at the SAVVA AGM held in 2024, the Riley Club of Southern African was inducted as a member. Any Riley owners or enthusiasts are welcome to join and participate in our events, drop us a line at [admin@rileyza.co.za](mailto:admin@rileyza.co.za)

Ralph Thomas

Chairman: Riley Club of Southern Africa

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We also extend a hearty welcome to the Limpopo Classic Car Club to the SAVVA family.

## **Limpopo Classic Car Club**

The Limpopo Classic Car Club (LCCC) was chartered on the 3rd of March 2010. This developed after many requests from classic car lovers to start an active club in our area.

The club committee for 2024 was:

Pieter Vermeulen – Chairman

Yolanda Tiersma – Secretary

Maretha Olivier – Treasurer

Dries de Lange

Dirk de Klerk

Andy Goetsch

Gustaf Tiersma

A new committee is elected each year at the club's AGM in January.

We have monthly committee meetings. Some members are from Polokwane and others from Mokopane. For this reason, we split our meetings between the two towns. Mokopane is the most popular because *they provide the best snacks!*

The year's activities are always planned at the beginning of the year and the dates of the programme is supplied early. That gives members the chance to diarize the important dates for the year. The general idea is to have one activity per month, alternating an easy function (example: "bring and braai") or visiting a member's collection, with a major outing. We have been to the George Old Car Show a few times. That usually involves a 7-day journey. Sleeping over on the way there and back and arranging visits to interesting cars on the way.

In 2024 we started participating in the Gentleman's Drive. This was very popular and will definitely be a yearly item on our agenda. We also have a yearly car show called The Wheels Expo. The club tries to arrange a function away from Polokwane on a regular basis. That makes it easier for car enthusiasts further away to feel part of the family.

In 2024 our trip was to the Lalapanzi Hotel with breakfast and a historical excursion. Charles Leach pointed out all the places that were involved in the Breaker Morant story.

The visit to Zwartkops Car show also happens yearly. A fixed event is a "Breakfast Run" every 1<sup>st</sup> Saturday or Sunday of the month. We use a venue between Polokwane and Mokopane. This is very popular.

I am sure that most clubs are very frustrated with applications for cars for the "Matric Farewell". We try to be very accommodating, especially for needy causes.

After the inactivity from Covid, Limpopo Classic Car Club started with new vigour. Our membership increased by 23 members in the last 3 years. We now stand at 66 active members.

Limpopo Classic Car Club publishes a newsletter called "The Petrol Head". It appeared twice in 2024. The November copy will be forwarded. It gives an insight to our club activities.

Thank you for the opportunity to be part of SAVVA as the newest member. We hope to meet your expectations. From all at Limpopo Classic Car Club we wish all the members of SAVVA a joyous and peaceful festive season.

Pieter Vermeulen  
Limpopo Classic Car Club

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# International Events

## London to Brighton Veteran car Run Organised by the Royal Automobile Club

The popular annual London to Brighton Veteran Car Run took place on Sunday 3 November 2024 and celebrated the 128<sup>th</sup> run. The Run also celebrated 120 years of the Ladies Automobile club. In addition, the Run also celebrated the 125<sup>th</sup> anniversary of Fiat and Renault.

The annual event today attracts over 400 automobiles with an eligibility criteria that requires the cars to be of three or four wheel design and certified that their build took place prior to the 1 January 1905.

The London to Brighton Veteran Car Run distance is 97 km (60 miles) starting in Hyde Park and ending in Brighton. The first cars usually arrive after about 4 hours

It is amazing to see so many ladies of the Ladies Automobile Club participating on the run. Many of them have a long history of the ladies in the family participating yearly, over several generations. The Tunncliffe family have been participating since 1964 covering four generations. Some of their lady drivers have for many years been driving a 1892 Panhard et Levassor. They also use a 1902 Panhard and a 1902 Darracq. All three cars participated in this year's run. The 1892 Panhard can only cruise at 8MPH (about 13 km/h) and requires pushing the car on uphills. This car has always been entered as "an all-women car". These ladies are by no means intimidated by the road conditions!



**Above:** the start of the 2024 London to Brighton Veteran Car Run showcasing veteran cycles and motor cycles.



**Above:** the start of the 2024 London to Brighton Veteran Car Run

## History of the Run

1896

The Red Flag Act of 1865 required a person waving a red flag to walk 60 yards ahead of an oncoming mechanically propelled vehicle, warning of its approach. A new Act of Parliament in 1878 removed the requirement for a red flag to be carried, and reduced the distance ahead of the vehicle that the person needed to walk from 60 yards to 20 yards. On 14 November 1896, the Light Locomotives on the Highway Act completely removed the need for a person to walk ahead of a vehicle and raised the speed limit for 'light locomotives' not exceeding 2 tons from 4 mph to 14 mph. It was the removal of these draconian restrictions which the first motoring club in the UK, The Motor Car Club, founded by Harry Lawson, celebrated by holding The Emancipation Run. In the first legal run for motors in Great Britain, pioneering motorists drove these primitive vehicles 60 miles from London to Brighton - thus demonstrating the practical use of the new Motor Car. The Act created a firm base from which a British motor manufacturing industry could at last be established after lagging the continent where no such restrictions had existed

For the first annual Commemoration Run in 1897 the Motor Car Club drove from Whitehall Place to the Sheen House Club adjacent to Richmond Park, south west of London, a distance of about eight miles

For the second annual Commemoration Run in 1898 the Motor Car Club again drove to Sheen House. This was a much larger and better organised affair than in 1897.

In 1899 the Motor Car Clubs held the third Commemoration Run, but their first to Brighton. The newer Automobile Club (now the Royal Automobile Club) drove to Sheen House the day after.

For the fifth Commemoration Run in 1900 the Motor Car Club and Auto Club joined together and drove to Southsea.

In 1901 a rerun was made with 174 cars that started in Whitehall Place, London. "Non-Stop Certificates" were awarded and the Run was advertised to take place irrespective of weather.

1902 saw a Run to Oxford with 193 cars. In 1903 the speed limit was raised to 20 mph and with no further need to celebrate a 14 mph limit the Run stopped.

For 24 years there was no Run, but in 1927 the DAILY SKETCH and the SUNDAY GRAPHIC reintroduced the Run, keeping as close to the original 1896 day as possible.

From 1930 to the present day, the Run has been owned and professionally organised by the Royal Automobile Club.

In 1936 the Royal Automobile Club moved the start of the Run to Hyde Park which has hosted the ceremonial early November Sunday morning assembly ever since.

From 1939 to 1945 the Run has been run annually with the exception of the war years and petrol rationing in 1947 but has since taken place every November thereafter. It has been reported that one car did the Run in 1947 using his own precious petrol ration.

In 1953 the film Genevieve premiered. The film featured car named Genevieve, a 1904 Darracq, which still takes part in the Run each year. The film also featured a 1905 Spyker 12-16 Double Phaeton. Both these original cars still participate and are owned and kept by the Louwman Museum in the Netherlands. This year also possibly marked the start of the fixed date of the first Sunday in November.



**Above:** The 1904 Darracq owned by the Louwman Museum in the Netherlands is a regular participant. This car named Genevieve featured in the film with the same name in 1953 together with the 1905 Spyker, below.



**Above:** The 1905 Spyker 12-16 which also featured in the film *Genevieve* together with the 1904 Darracq above. The car is also owned by the Louwman Museum in the Netherlands and is a regular participant.

In 1965 the route was changed on the advice of the Police to go through Croydon.

In 1971 more interest than usual was aroused, when Her Majesty the Queen entered (but did not drive) a 70-year-old Daimler originally owned by her great grandfather King Edward VII and once driven by her father, King George VI. The car has been on many Runs since and completed the 60 miles driven by HRH Prince Michael of Kent and staff from the Royal household.

In 1976 the Route was again changed in London, missing out Buckingham Palace and The Mall.

1994 was the first year (at least in the modern era) that the cars officially stopped at the George Hotel in Crawley. The original initiative came from Crawley Borough Council, and the Mayor of Crawley has attended every Run since.

The Largest number of cars entered the Run was in 1996, the centenary year. There were 680 cars in total.

The first veteran car concours took place in 1995 on Regent Street in association with the Veteran Car Run.

In December 2010 the Royal Automobile Club won a prestigious Federation Internationale de L'Automobile (FIA) Award for its dedicated promotion of the annual Veteran Car Run and its related protection of early motoring vehicles.

For the very first time, in 2013 the Run was headed by a trio of legendary racing Napiers. Although examples of these early competition cars have participated in the past, never before have three lined up together, thus recreating the pioneering British team that contested the famous Gordon Bennett Cup races held at the start of the last century.



**Above:** The three Racing Napiers at the start of the 2013 London to Brighton Veteran Run. A 1902 6.5 litre 40bhp, a 1903 7,7 litre 50bhp and a 1903 11.1 litre 110bhp beasts

In 2017 another first in the history of the Run was when veteran cycles were invited to join the Run, in a test of endurance to the finish line in Brighton

In 2018 veteran motorcycles were invited to participate in the Run, leaving Hyde Park just before the veteran cars.

Also in 2018, the start of the Run was split in a bid to ease congestion for veteran cars heading out of London. Half the participants followed the original route on the A23 via Brixton and Streatham, whilst the other half followed a parallel route via Clapham and Tooting.

At the turn of a new decade in 2020 RM Sotheby's was welcomed as the new title partner of the London to Brighton Veteran Car Run.

The global covid-19 pandemic in 2020 impacted on us all, and it was not possible to hold the Run in its traditional form. However, veteran car enthusiasts around the world embraced the opportunity to take part in the first-ever RM Sotheby's Virtual Veteran Car Run, sharing images and videos of their adventures in their own home countries on 1 November.

In 2021 veteran car enthusiasts were delighted to return to Hyde Park once more, as the 125th anniversary of the Emancipation Run was celebrated with the running of the RM Sotheby's London to Brighton Veteran Car Run.

2023 saw Genevieve and her famous rival the Spyker reunited on the famous route from London to Brighton once again, with the Spyker now returned to her yellow livery, as worn in the 1953 movie.



**Above:** George Beale in his 1904 Peugeot – participant no. 246 photographed in London finished the run



**Above:** Dee Searle driving a 1903 Renault with husband Les. Finished the Run.



**Above:** Sarah Tunncliffe in the 1902 Daracq, one of a large family of lady drivers finished the Run.



**Above:** Another of the Tunncliffe lady drivers in a 1902 Big Panhard finished the Run.



**Above:** The Tunnicliffe's 1892 Small Panhard

 Sotheby's  
**LONDON TO BRIGHTON**  
 VETERAN CAR RUN 2024

Entered	405
Withdrawn	11
Non Starter	22
Retired	48
Finished	324

**The 2024 Sotheby's London to Brighton results**

Reference: The Royal Automobile Club

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## Forthcoming Events

Please advise the editor of future club events that you would like to bring to the attention of other clubs, especially events such as car shows etc.

- **2 February 2025 – Kalk Bay Veteran Run.** This popular event is organised by the Crankhandle Club in Cape Town. Contact Colin Greyvensteyn at [events@crankhandleclub.co.za](mailto:events@crankhandleclub.co.za) for more information.
- **6 to 7 February 2025 – VetTour.** This tour of about 170 km is open to veteran and vintage cars and motorcycles and is organised by the Southern Cape Old Car Club in the Garden Route area. Contact Philip Kuschke on 082 856 5152 by e-mail at: [philipe.kuschke@gmail.com](mailto:philipe.kuschke@gmail.com)
- **8 February 2025 – George Old Car Show.** The show is hosted by the Southern Cape Old Car Show and will now only take place on the Saturday. Visit the club's website at [www.scooc.co.za](http://www.scooc.co.za) to register or e-mail: [info@scooc.co.za](mailto:info@scooc.co.za) for more information.
- **9 to 12 February 2025 - eSCape Tour & Rally.** This tour includes a reliability and regularity trial, covering a total distance of approximately 500 kilometres and is open to all exhibitors who have registered a vehicle for the 2025 George Old Car Show. Motor cars and motorcycles manufactured before 31 December 1975 are eligible to take part. For more information contact Waldo Scribante on 082 802 3280 or by e-mail at: [chairman@scooc.co.za](mailto:chairman@scooc.co.za)
- **14 to 16 March 2025 – DJ Rally.** The event is a Reliability and Regularity Trial over a distance of about 700 km, organised by the Vintage and Veteran Club. The rally starts in Hillcrest and ends in Benoni. For more information contact Gwyneth Cronje on 072 419 3950 or by e-mail at: [coc@djrally.co.za](mailto:coc@djrally.co.za)
- **16 March 2024 – Swop Meeting.** Organised by the Piston Ring Club at Modderfontein. Contact Jocelyn Norton on 073 354-7581 or by e-mail at: [jocelyn@pistonring.co.za](mailto:jocelyn@pistonring.co.za)
- **1 May 2025 – OFS Cars in the Park.** Contact Rene Greenland at: [greenland@telkomsa.net](mailto:greenland@telkomsa.net)
- **9 to 10 May 2025 – Wings and Wheels Show.** The show is organised by the Queenstown Automobile Club. For more information contact Giel Bester on 082 555 4418 or at: [giel@bmcinc.co.za](mailto:giel@bmcinc.co.za)
- **26 May 2025 – Cars at Loftus Park Centre.** The show is organised by the Pretoria Old Motor Club. For more information contact Frik Kraamwinkel on 082 444 2954 or by e-mail at: [frikkr@gmail.com](mailto:frikkr@gmail.com)

# Women in the Old Car Movement

## Focus on Megan Greyvensteyn

This is the first of several profiles of women in the old car movement. This profile is on Megan Greyvenstein, chairman of the Crankhandle Club in Cape Town

For as long as I can remember, I've been surrounded by old cars. Before I could walk, my carrycot was squeezed into the footwell of a 1957 Triumph TR3A on Crankhandle Club events and regularity rallies. I then progressed to the back seat of a 1947 Citroën Light 15 and a 1939 Packard Club Coupe. My parents, who had relocated to Cape Town just before I was born, found a home at the Club and made amazing new friends.

It was likely thanks to these friendships that we as a family have become almost part of the furniture in the Crankhandle Club.

After being a back seat driver for 13 years, a family friend, John Ryall, invited me to navigate for him on a Houw Hoek Rally. I already knew how it all worked thanks to sitting and listening to my folks for years. After a crash course from my mom in how to use rally tables, off I went. And would you believe it, but we won the rally! Must have been beginner's luck. I rallied with John for the next 10 plus years, taking part in Club rallies, National Post 45s, Fairest Cape and a Milligan Rally.



In 2009, my matric year, after getting my driver's licence, it was time to buy my first car. I had been pestering my dad about an MGB GT, not thinking it would actually become a reality. But out of the blue he said he'd found one in Worcester. So off we went to see it. That was the first time I drove an MGB and I was hooked. The MG was purchased and it became my everyday car for the next 5 years. I still own it today and can't imagine ever parting ways.

After completing engineering at UCT, I attempted to get a young drivers' group together. We had a few breakfast and lunch runs, most of us in MGs. In 2016, Dickon Daggitt and I organised the first Newbies Car-nival, an initiative to introduce young people to driving old cars in a controlled environment. It was a great success and we had nearly 40 people attend, with 20 or so Club members and their cars. We held the event a further two times at Killarney Raceway which provided the perfect location away from any traffic etc.

It was during this time that I started driving on rallies instead of just navigating, and I also met my future husband, Colin (at the club nogal!). After rallying together, we decided to organise the Swartland Rally which was a lot of fun and also hard work! As they say, the rest is history and we've now been married for 2 years. Thanks to Colin, and his love for prewar and veteran cars, my car interests also expanded. In 2019 we bought a 1930 Ford Model A

Roadster Deluxe, known as Bumblebee, which is also known as the Grandcar to my folks. And in the last 2 years, Johann Marais' 1917 American LaFrance and a Jag Mk2 have joined the Greyvensteyn stables.

In August 2022, after a few years on the committee, I became the Chairman of the Crankhandle Club. Being the first female Chair was never the goal, but I guess it is an achievement and a sign of how things have changed in the world. Working as a civil engineer, I'm very used to being in a man's world! It has been a fantastic 2 years at the helm so far and the Club continues to go from strength to strength. We've seen significant growth in membership, with it being likely we'll hit the 500 mark this coming year. We are incredibly active, with over 100 events of all kinds per annum. We are also seeing more and more younger members involved with the oldest cars, a great sign for the future! The key, I believe, is to be dynamic and fresh while staying true to our core purpose which is to preserve, maintain, encourage the interest in and ownership of old cars. For those of you not based in Cape Town, you're always welcome to pop in and visit us if you're in town, we'd love to meet you!

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## **The Future of the Old Car Movement**

The following article by Alewijn Dippenaar, chairman of the George Old Car Show wrote this interesting article on how different age groups see the past and future of the different categories of old cars.

### **The George Old Car Show**

When looking back on the 2024 George Old Car Show one tends to wonder about the importance of the Show within the context of the automotive industry. I came to the conclusion that cars can be classified into three categories namely (1) Before my time, (2) In my time and (3) Living the now.

The "In my time" refers to people who can recall that the car was part of the era they lived in, maybe even owning a specific car that they can recall with nostalgia. The reality is that in 27 years from now, the "In my time" relationship will disappear. Only a few people will remain in the world that can still claim after 2050 that a specific car was part of the era they lived in.

But that brings the question why this will be the case? To better understand the reality of above, it is important to understand the classification of cars in the automotive industry prior to 1970. The timeframes within the classifications never change. Classification of cars starts with category A and end with Category G. Category A, Ancestors, cars built prior to 31 December 1904. If 80 years of age is used as a basis, it means that by 1984, the era of "in my time" came to an end. Category B, the Veterans, built from 1 January 1905 until 31 December 1918 era of "in my time" came to an end in 1998. Category C, the Vintage, built between January 1919 and 31 December 1930. This era of "in my time" came to an end in 2010. Category D, the Post Vintage cars, built between January 1931 and 31 December 1945 era of "in my time" will come to end and by 2025. Category E, the Post War era, with cars built between January 1946 and 31 December 1960 will reach the end of the "in my time" era by 2040. Category F, the Post 60 era, with cars built between January 1961 and 31 December 1970 still have a window open until 2050 when the "in my time" era will also come

to an end. The last category is G, the Post 70 era, with cars built from January 1971 onwards.

For the purpose of this article, category G will be ignored. The fact is that by 2050, in less than 27 years only a few people (older than 80 years) will still be able to say “in my time” and then only for category E, the Post War era and Category F, the Post 60 era. In order to qualify for category D, the Post Vintage era, you will have to be at least 105 years old, or older.

By 2050 with the exception of a few people, when people visit the George Old Car Show, you will only hear one sentence, “before my time”. At the 2024 George Old Car Show a large number of visitors could still claim “in my time” and then share their stories. Visitors 53 years and older could still recall the Post 60 era and the those over 64 years could recall the Post War era. Visitors older than 79 remember the Post Vintage era with a few visitors older than 94 years who could relive the Vintage era.

Visitors to the Show younger than 53 years of age has all reached the “Living the now” or “Before my time” era, for vehicles built before December 1970. It is extremely important for the “living the now” generation to understand the importance of collecting, restoring and exhibiting vehicles built before December 1970. With innovation and creativity, the “Living the now generation” must engage in the preservation of a “Era in Time”, before the world ends up with only one sentence when they visit the George Old Car Show, “Before my Time”. Let us use the Japanese values of SHOWA, harmony and respect for each other and collaborate to ensure that the automotive era up to 31 December 1970 is kept alive for many generations to enjoy and appreciate.

Alewijn Dippenaar (February 2024)



If your son asks to borrow your cordless drill, give him this and tell him he can use Grandpa's one

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# SAVVA and Social Media

The power of social media can never be underestimated. It is often difficult for the older generation to get to grips with it, but it really opens up a new world of communication. Visit the SAVVA website and Facebook pages for up-to-date information.

The official website of SAVVA can be found at: <https://savva.co.za/>

Here you can download documents such as applications for clearance certificates, organising permits and indemnity forms etc. Motorcycle and vehicle dating forms are also available for download as are many other forms.



Screenshot of the website home page

The SAVVA Facebook page: [SAVVA Southern African Vintage and Veteran Association](https://www.facebook.com/savva)

The Facebook page is an interactive page where events and information of many SAVVA affiliated clubs is posted.



Screenshot of the SAVVA Facebook page

## SAVVA NATIONAL COUNCIL MEMBERS & PORTFOLIOHOLDERS 2025

Congratulations to the newly elected members.

### NATIONAL COUNCIL MEMBERS

<b>Name:</b>	<b>Incumbent:</b>	<b>Tel:</b>	<b>E-mail:</b>
President	Gavin Allison	082 335 4005	president@savva.co.za
Chairman	Gavin Youngman	071 242 5266	chairman@savva.co.za
Vice Chairman	Marchane Erasmus	082 297 7006	vicechairman@savva.co.za
Treasurer	Paul Koski	082 789 6555	treasurer@savva.co.za
Secretary	Philip Kuschke	082 856 5152	secretary@savva.co.za
Motorsport	Peter Bolze	082 648 6972	motorsport@savva.co.za

### PORTFOLIO HOLDERS

<b>Portfolio:</b>	<b>Incumbent:</b>	<b>Tel:</b>	<b>E-mail:</b>
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