

# The Automobilist

Official quarterly newsletter of the Southern African Veteran and Vintage Association



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



[SAVVA Facebook page](#)

1st Quarter 2025

# Chairman's Chatter

Gavin Youngman

The end of the first quarter of 2025 is upon us, with Easter just around the corner!

The Classic Car & Bike Show at Timour Hall, Kalk Bay Run, VetTour, George Old Car Show, GOCS eSCape Tour, and the DJ Rally have all been successful events over the last three months. Well done to the Clubs and their teams for organising these events and their ongoing commitment to preserving and promoting historic vehicles. Look out for articles on some of these events in this edition.

There is an exciting line up of events coming up in the next three months. The 1000 Bike Show – Johannesburg, OFS Cars in the Park - Bloemfontein, Queenstown Wheels and More Festival, Cars in the Park – Pietermaritzburg, and the 39<sup>th</sup> Fragram Natal Classic Motorcycle Rally in the Drakensburg. I am sure the Clubs and their organising teams have been working hard to ensure that all preparations for and during the events run smoothly. These events are not only a showcase for our beloved vehicles but also an opportunity to connect with fellow enthusiasts and the wider communities.

We value your Club contributions and event information on social media. Please continue to share your stories, photos and experiences with us. Your input is invaluable in making our community stronger and more vibrant. Social media is your window to reaching out and connecting with the youth as well. On that note – our youth development program remains a priority. SAVVA has made application to FIVA for our Youth Awareness portfolio holder Riaan Hanekom, to serve on the FIVA international youth working group. It is important to inspire the next generation of historic car and bike enthusiasts and providing them with the skills and knowledge needed to preserve our historic vehicles.

Did you know that SAVVA has been affiliated to Motorsport South Africa (MSA) for 51 years? SAVVA President - Gavin Allison, SAVVA MSA Portfolio Holder – John Reidy and I met with MSA recently to cement our affiliation with MSA and to ensure that we have their support and special dispensation given to us in order to run our club events. MSA are keen to find out more about our club events and are also willing to promote our events on their social media sites.

Read on for full details of the events mentioned above and other future events for the exciting year ahead.

Thank you all for your continued support and enthusiasm. Together we can keep historic motoring alive in Southern Africa.

Lastly, best wishes to all for Easter. Enjoy the time with your families and stay safe if you are travelling.

*Gavin Youngman*

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**Cover photo:** The oldest motorcycle to complete the 2025 DJ Rally was this 1921 Harley Davidson ridden by Hans Coertse with his daughter Camilla Hyson in the sidecar. They finished in 14<sup>th</sup> position overall.

**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

## From the Editor

Phillip Rosser

It is certainly encouraging to see how many clubs are actively organising shows or outings. The only way to keep your old car or motorcycle in good condition is to keep using it regularly. It makes no sense to take it out of storage once a year, battle for a week to get the gremlins sorted to visit a show or drive on an event and then place it back in storage until next year. I have personally found that by using my Model T Ford at least once a week, it has virtually never failed to start first time.

As Gavin has mentioned in his Chairman's Chatter, there are some exciting events coming up. We are trying our best to keep this information updated on SAVVA's social media platforms. You can visit the website & Facebook by clicking on the links on the front page of this newsletter. An important event to remember is the SAVVA National coming up in August which is the 2025 ProAuto Rubber Tour. The tour takes place in the Hazyview area and is open to veteran and vintage vehicles manufactured up to 31 December 1930 and also to motorcycles manufactured up to December 1936. Entry forms have been sent out already. Contact Philip Kuschke on 082 856 5152 for more information.

We are saddened by the passing of Hans Zwets, a true gentleman and icon in the old car movement. Condolences to Ann and family.

Thanks to those that have submitted contributions for the Automobilist. Please remember to send me articles of your club events, especially national events and shows. 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 continue with the focus on women in the old car movement. In this edition we get to know Pam Hall, chairperson of the Veteran Car Club of South Africa, based in KwaZulu-Natal.

*Phillip Rosser*

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## Event Feedback

### 2025 VetTour

Hi All

Just a few words on the Vet Tour, many thanks to Philip Kuschke for a really well planned and organised event. On Thursday 6 February we all met at the Engen Garage, my wife Sharon and I took part in our 1930 Rolls Royce Phantom I, Open Tourer. Our Rolls was restored by the Thompson Family of Pietermaritzburg in 1967, We have owned this car for

15 years and in all this time have only done general maintenance, so hats off to the Thompson Family for doing such an outstanding job on this Old Lady. We left the Engen Garage and took a lovely scenic route through Klein Brak River and Groot Brak River and headed to our lunch stop at Jakkalsvlei Winery, where we were treated to a delicious lunch. After lunch we drove to Gourikwa Coastal Nature Reserve, where we all received our keys to our overnight stay. The accommodation was 1<sup>st</sup> class, with a great sea view. Thursday evening, we all had dinner together at the Nature reserve restaurant, which was well prepared. Everybody sat around chatting and discussing our favourite topics, where to find cars and parts, and sharing many stories.



**Above:** Some of the cars ready to depart from the Engen Garage in George

Friday morning, we all met for breakfast in the restaurant. After breakfast we stood around chatting and admiring all the cars, there was a big variety of Model T Fords, a very special Rover, Hupmobile, Lancia, several Model A Fords, a Morris Cowley and some magnificent Bentleys.



**Above:** Some of the cars at Gourikwa Coastal Nature Reserve

We made our way back to George where we all went to our parking spots at the George Show, ready to display our cars for the Saturday Show.

The final event of the Vet Tour was a Spit Braai at The BENZ club house where many stories were exchanged. A great time was had by all, and we are already looking forward to taking part in next year's event.

Regards to all

Trevor Binder

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## 2025 DJ Rally



The DJ Rally for motorcycles commemorates the road race held between Durban and Johannesburg from 1913 to 1936. The event began in 1970 and has been held annually every year except for 1974 (fuel restrictions) and 2021 (Covid pandemic). This year's event held on the 14<sup>th</sup> and 15<sup>th</sup> March was the 53<sup>rd</sup> of these regularity rallies and all competing motorcycles must have been made before 1937. The participants took part on a wide variety of motorcycle makes including AJS, Ariel, Sunbeam, BSA, ABC Gnome Rhone, Royal Enfield, Douglas, Harley Davidson, Indian, Norton, DKW, BMW, Triumph, Francis Barnett, Rudge, Velocette, OK Supreme, Zundapp, and New Imperial.



**Above:** Some of the motorcycles ready for the start at 6:01am the next morning.

The two-day event started in Hillcrest outside Durban on the first day at 6:01am, competitors starting at one minute intervals thereafter. The route took the riders through Pietermaritzburg, Mooi River, Escort, Ladysmith and finishing at the Newcastle overnight stop. Day two started in Newcastle at 7:01am and at one minute intervals again thereafter. The route via Volksrust, Standerton, Balfour and finishing in Benoni. Riders enjoyed the route on both days despite encountering mist and light rain on both days. There were 76 entries and 53 finishers this year.

Gavin Walton won for the seventh time recording a score of only 289 for the two days riding his 1936 AJS 500cc. Second place went to Adrian Hollis on his 1935 Sunbeam Lion 500cc with a score of 328. In third place was Martin Kaiser on a 1934 Sunbeam 500cc with a score of 411. The scores are made up of the seconds early or late at the various control points on each of the two days.



**Above left to right:** Adrian Hollis, Gavin Walton, and Martin Kaiser at the prize giving on Sunday morning.



**Above:** Brian Noik VVC Chairman welcomes overall winner Gavin Walton at the finish in Benoni.



**Above:** Benita Palmer, on a 1935 Rudge 250cc, was the highest placed of the five lady entrants, finishing 27<sup>th</sup> overall.



**Above:** The oldest rider to complete the rally was 87 year old Clifford le Roux who rode a 1936 AJS and finished 49<sup>th</sup> overall.



**Above:** The oldest motorcycle to complete the course was a 1921 Harley Davidson ridden by Hans Coertse with his daughter Camilla Hyson in the sidecar. They finished in 14<sup>th</sup> position overall.

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## The Classic Car and Bike Show – Timour Hall

The second day of this popular show once again attracted a large variety of veteran, vintage and classic cars and motorcycles. Many of the usual exhibits were there such as the 1901 Benz Ideal and 1902 Wolseley. The show takes place on the second last weekend in January each year.





## 2025 Kalk Bay Veteran Run

### 15<sup>th</sup> Kalk Bay Run Welcomes New Entrants

Words: Graeme Hurst Photos: Viv James

The club's annual Kalk Bay Run for pre-1919 'veteran' cars took place on February 2<sup>nd</sup> with an 18-strong entry list for what was the 15<sup>th</sup> run since the retrospective event – which

commemorates the inaugural drive from Greenmarket Square to Kalk Bay in 1901 by the Automobile Club of South Africa – first started.

Although the usual 'George contingent' of veterans weren't able to participate, owing to illness and overseas travel, organisers Harvey Metcalf and Hilton Franz were pleased to be able to include three 'newbies': a 1910 Buick Model 10 belonging to Les Boshoff and two Ford Model Ts: Viv James' 1917 Roadster and Paul Koski's 1918 Centre Door.

Although Les' Buick – one of several examples of the marque he owns – has been in his care for 10 years it was fresh out of refurbishment the night before: 'We rebuilt the car in three weeks. It was stripped right down, engine, gearbox and axles, leather clutch – everything got some attention,' explained Les who was delighted when veteran car stalwart Eric Edwards presented him with an original technical brochure for his car.

The 4-cylinder, 18Hp car proved to be quite a handful on some of the corners on the longer 56km route for the 'newer' cars: 'I took some extra manpower along so we didn't land up with lame arms but its aspects like that they really make the run – you appreciate what motoring was like back in those days,' added Les.

Less rare when new – but certainly rare today – was Paul's Model T with its unusual 'centre door' body. 'Ford made a lot of them but they were the first to go to the scrapheap as nobody trusted the glass and there were a lot of injuries when it broke,' explained Paul, who bought the T at auction just six months ago. 'It was on display at Gold Reef City for 30 years before that.'

Also new – if only to owner Colin Greyvensteyn – was the mighty 1917 La France that previously took part at the hands of the late Johann Marais. The 14 & 1/2 litre La France, was also the subject of some mechanical refurbishment until the night before which seemed to improve its appetite for unleaded: 'The manufacturer claimed a fuel consumption that equated to 67 litres per 100km but we managed to get that down to around 40 litres on the run,' remarked Colin who put the La France through its paces on the way home: 'we got up to 105km/h on the M3 but that was as brave as I was prepared to be!'

Event regular John Ryall also burnt the midnight oil to get his 1911 Sunbeam 12-16 ready: "While on the Edwardian run our magneto packed up and we only got it back from the UK on the Wednesday before the run. My friend Patrick Durnford had removed the Australian advance / retard modification and converted it back to fixed timing but it meant removing quite a few other Australian modifications to make it fit". The work meant John and co-driver missed attending the Saturday night braai which featured a talk on the London to Brighton Run by Dave Alexander.

Other regulars on the event included Ali van Jaarsveld in her 1912 Buick 28 and the Middelman family: Nick in his 1907 Nordenfelt 30/35 and Rob in the 1912 EMF 30, which he used to demonstrate the car's period acetylene lighting system the night before at the clubhouse.

Also on hand was Brian James in his Ford Model T Depot Hack for the second consecutive year although the car retired with a steering issue. Also retiring – for the first time ever on the run – was the club's 1901 Benz which suffered a failure of its water pump drive.

Sadly the two-wheeled contingent was only represented by Adrian Denness on his 1912 BAT motorcycle after event regular Brian Wallace injured himself unloading his 1914 Douglas.

The run terminated with a lunch at the Seven Seas Club, followed by an interesting tour of Daphne Class submarine Assegai which was kindly sponsored by Staak Risk Insurance and Greyvie's Garage.



**Above:** The start of the Kalk Bay Run



**Above:** The start of the Kalk Bay Run



**Above:** Tea stop at the Kalk Bay harbour on the Veteran Run

# George Old Car Show

## My Perspective: The 2025 George Old Car Show Shines Bright!

By Waldo Scribante: Chairman of the hosting club

As Chairman of the Southern Cape Old Car Club (SCOCC) and Co-Organiser of the 2025 George Old Car Show, I had the privilege of witnessing the 28<sup>th</sup> edition of this iconic event on February 8, 2025. Hosted at the Eden Technical High School grounds, the show once again proved why it remains the premier classic motoring event in the Southern Hemisphere. With over 1,200 veteran, vintage, and classic cars, motorcycles, tractors, and engines on display, the sheer scale and enthusiasm of the crowd underscored its continued success.



Having only missed the very first George Old Car Show back in 1997, I often wish I could jump into a time machine and relive that historic moment on Paul Fick's farm "Blackwood" near Victoria Bay. That inaugural event showcased just 80 cars, with food stalls run by the Lions Club. My first show was the second edition in 1998 at the George Riding Club, where 250 cars and tractors lined up—a far cry from the grand spectacle we have today!

In the early years, my focus was on curating the Mercedes-Benz stand, and I want to extend my gratitude to the past organisers and SCOCC volunteers who built this show into what it is today. Their dedication has made the George Old Car Show the benchmark for classic motoring events.

Since 2020, we've been fortunate to have dedicated sponsors, but this year, we welcomed three major sponsors—MUA, Standard Bank, and George Municipality—whose support elevated the show to new heights. MUA, in collaboration with the George Old Car Show, introduced an exciting feature: "The Story," which highlighted the history and passion behind each exhibitor's classic vehicle.

Standard Bank, with its commitment to driving positive social and economic impact, extended its support to classic motoring, reinforcing its role in preserving heritage while

fostering community engagement. I am extremely delighted to have had the sponsorship from George Municipality, while being the host City, it underwrites the economic value the Show attracts to the greater community of George and in general promotes tourism in the region. JP Spares not only came on board as a show sponsor but also backed the annual VETTOER veteran tour on the Friday before the show. Our media partners, Algoa FM and The George Herald, played a crucial role in amplifying the event's reach, while beverage partners SAB Breweries and Coca-Cola Beverages ensured everyone stayed refreshed throughout the weekend.

This year's British motoring theme was a true spectacle, drawing an extraordinary lineup of iconic marques such as Rolls-Royce, Bentley, Jaguar, MG, Triumph, and Morris to name a few. The D-Field was a sea of British elegance, with more than 20 stately Rolls-Royces and Bentleys forming a regal procession. Across the main A-Field, various Classic Car Clubs proudly showcased their prized classics, making it a paradise for any Anglophile petrolhead.



Another standout attraction was the impressive collection of over 100 veteran and classic motorcycles on the B-Field. From 1930s masterpieces to 1970s café racers, every era of motorcycling was well represented. The Eden Vespa Club added a lively touch with their colourful scooters and vibrant camaraderie.





The show's signature drive-by runs once again thrilled spectators, with the grand finale—a British car parade at 5 PM—closing the event in style. Seeing Morris Minors, MGs, Triumphs, Jaguars, Rolls-Royces, and Bentleys rolling past the arena was a fitting tribute to Britain's motoring heritage.

Beyond the gleaming chrome and polished bodywork, the show offered something for everyone. A pristine Aston Martin DB2/4 Mk III and a rare Iso Rivolta were among the showstoppers.

A vast selection of food stalls catered to every taste, while the Coke vans and SAB beer tents provided a welcome respite from the summer sun. The swap meet and motoring-related market stalls buzzed with activity, offering a treasure trove of parts, memorabilia, and automobilia. Local car dealerships also added a modern touch, displaying their latest models alongside the timeless classics.

The Trader's Auctioneers auction was another major draw, with a packed audience keen to get their hands on rare automotive gems.

Of course, none of this would have been possible without an incredible team of volunteers. My heartfelt thanks go out to the George Old Car Show and SCOCC committees for their dedication and hard work. To all the members who gave their time to make the event run smoothly—thank you! Your efforts made a real difference.

A special mention must go to my fellow Co-Organiser, Alewijn Dippenaar, and the indefatigable Mimi Finestone. Their passion, work ethic, and unwavering support were instrumental in making this year's show such a phenomenal success.

The event also benefited from the outstanding contributions of various community groups. The Rotary Club ran the beer tents, the Round Table expertly managed exhibitor entries and the Vryburgers directed traffic and ensured seamless visitors parking. Glenwood School's students and teachers handled ticket sales, the SPCA managed Coke sales with the help of "Gogga" and Wild Fire Support provided crucial logistical assistance in the lead-up to and during the event.

Thanks to the show's overwhelming success, we were able to make significant financial contributions to these volunteering organizations. Additionally, funds raised from parking fees supported Carpe Diem School, and not only compensating Eden THS for the use of their facilities and sport fields, we were able to invest in infrastructure improvements at Eden Technical High School as a token of our appreciation for hosting the event.

For me, the George Old Car Show is about more than just cars—it's about the motoring camaraderie, the joy of reconnecting with old friends and making new ones. There's nothing quite like a visitor approaching you to share a story about how their father once owned a car just like yours. I was even gifted several rare automobilia pieces from fellow enthusiasts—proof that this show is as much about shared passion as it is about the vehicles themselves.

As the sun set on the 2025 George Old Car Show, one thing was certain: the spirit of classic motoring is alive and well. With its perfect blend of nostalgia, community, and automotive excellence, this event has rightfully earned its place as one of South Africa's premier classic car shows. Here's to an even bigger and better 2026!

Waldo Scribante

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## **GOCS eSCape Tour & Rally 9-12 February 2025**

**By: Chris Kühn**

The decision by the committee of the Southern Cape Old Car Club to host the George Old Car show for one day only, brought the idea to life to have a tour after the show. Phillip Kuschke and myself had been campaigning to revive the rally part of our hobby in the club. With this in mind the inaugural George Old car Show eSCape Tour & Rally was born.

With Phillip organising the rally part my wife, Rensche Kühn, and I with the help of our chairman Waldo Scribante set about laying out a route. The idea was to not rally for the whole day so that the participants could still have time to explore and enjoy the areas we visited, thus incorporating the touring part into our rally schedule. Organising an event in the Eden district is really a pleasure, as no matter in which direction you drive, you are surrounded and surprized by our country's beauty.

After a bumper show on Saturday, we had an early start on Sunday at the clubhouse of the SCOCC for scrutineering and orientation of the 13 cars entered. We were very excited to have quite a few first-time rally entrants on the list. The cars set off from 9:00 on a regularity section all the way to our lunch stop at Jakkalsvlei Winery close to Herbertsdale. After lunch looking out over the vineyards, it was a short drive to our overnight stop at the picturesque Gourikwa Nature Reserve close to Gouritzmond. Dinner was served in the lapa with the waves crashing just a few meters away! Phillip presented the results of the day's rally.

On Monday the route took us through Albertinia and Riversdale, over Garcia's Pass to our lunch stop at the Karoo Art Hotel in Barrydale. The cars lined up in front of the historic building for a memorable photo! After lunch and with the regularity section completed, the participants enjoyed some leisure time in Barrydale before continuing on the R62 to Montagu, to check into our accommodation for the next two days at Avalon Springs Resort. The resort is nestled in the mountains on the outskirts of the town. Being February, the

natural hot water in the pools was still too hot to swim in during the day! Results were presented while dinner was enjoyed by all.



**Above:** Lunch stop at the Karoo Art Hotel in Barrydale

We had a short regularity section on Tuesday through Ashton and Robertson, ending at Viljoensdrif Winery on the Breede River where some local classic car enthusiasts joined us for lunch. Before lunch however, we took a cruise on the Breede River, taking in the beautiful scenery from a different perspective.

Our tour and rally culminated with a delicious dinner and prize giving function.



**Above:** The cars lined up at the Jakkalsvlei lunch stop

At the end of a most enjoyable Rally the prizes were awarded as follows:



**Above:** 1<sup>st</sup> place rally – Philip & Shirley Roux – 1970 MG B Roadster with 210 points.



**Above:** 2<sup>nd</sup> place rally – André & Elmarie Brink – 1961 Jaguar E-type with 266 points.



**Above:** 3rd place rally – Martin & Michelle Ferreira – 1965 Mercedes-Benz W108 Special with 371 points



**Above:** Oldest car – Trevor & Sharon Binder- 1930 Rolls-Royce 20/25 Phantom Open Tourer



**Above:** Organisers choice – André & Elmarie Brink – 1961 Jaguar E-type



**Above:** Furthest travelled – Ron & Pam Gush – 1934 Austin Ten

Thank you to Phillip Kuschke, Gavin Alison, Waldo Scribante and Rensche Kühn for helping to make this event the great success that it was. I was very thankful that I did not have too much work as the back-up vehicle driver! We hope to grow and continue to improve the event with more entries in future!



**Above:** Gavin Allison hard at work calculating the rally results.



**Above:** The organising team - Rensche Kühn; Philip Kuschke; Chris Kühn; Waldo Scribante and Gavin Allison.

# Austin Healey Club of SA

## Visit to Stationary engine collection in Bedfordview

I was looking forward to Saturday and browsing around the engine collection that John Reidy had organised and recommended as worth seeing. Most stuff John recommends is indeed worth seeing as regards mechanical stuff. We are birds of a feather regarding this stuff.

It was a marvellous day as is normal for the Highveld. These days there are many things that Gauteng struggles with but the weather is not one of them. Anybody who has spent time here can attest to that.

At mid-day Andries and I drove just down the road to Gert Smith's house in Bedfordview in his Frogeye Sprite. My expectations were "average". I was looking forward to seeing the Healey guys and chatting and I thought it's going to be nice to look at this collection, but I've seen many static displays before. We parked outside and went in through the gates. As soon as we entered, we saw dozens of machines all immaculately prepared and mounted on bespoke trollies all scattered about the garden and in purpose built very impressive display rooms. Wow this is very special!

The first engine, a 4-stroke single cylinder stationary engine running (about 1904 vintage) we saw was plodding away at about 200rpm driving a very heavy fly wheel. What was fascinating to me was that it had an external cooling system where the cooling water runs over an external trickle grid and into a collection tank below. All very well if you have constant water makeup.

Then came the mounted vintage aero engines. As you can see from the pics they are all immaculate. Very nice to see. Then came the goose bump bit. Gert started them one by one. Wow what a thrill. He must have very understanding neighbours as the exhaust note of each of them is deafening. Seeing all the moving parts working in such perfect order is riveting. One could just imagine how a pilot back in the day would have felt sitting a few feet behind one of these beasts at full chat on the apron of a runway.



The stationary engines are housed in the very neat and clean "engine house". All of them are complete and running. Several of the major exhibits are piped up with exhausts to atmosphere. Gert again started them.



There was also a mounted and running Mazda rotary motor, the roar of which is incredible. All fascinating!

Then there's the entertainment area with wall mounted Lotus Cortina and many other delightful items of memorabilia. Truly engrossing.

Thanks John and Gert. Looking forward to the next visit where Gert tells me he'll have a DC 3 14 cylinder Pratt & Whitney motor running. Don't tell the neighbours.

Peter Magner

Austin Healey Club

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## International News

### The Midget is a No-Go as A Pub Name in the Uk

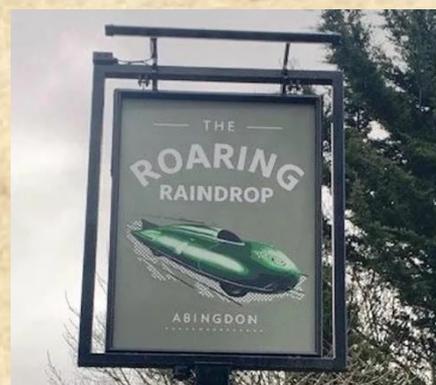
A popular pub, situated near the old MG factory in Abington, UK, has had to change its name following a complaint from a UK community group which took exception to the use of "The Midget" for the pub, as it is nowadays considered offensive and demeaning for people short in stature.

The pub, originally named "The Magic Midget," was opened in 1974 as a tribute to a series of former MG 750 cc class land speed recordholders from the 1930s. The word "Magic" was dropped in 2002 to reflect a wider range of MG models being built in Abington, even though production of the MG Midget sports car had ceased as far back as 1979.

Then, last year an activist group led by Dr Pritchard, a disabled lecturer at Liverpool Hope University, collected 1300 signatures to protest the name "The Midget." A counter petition signed by 3000 people to keep the name was overruled.

The pub was subsequently given a major makeover, and a new name sought that would still link it to Abington's MG heritage. The owner accepted the name, "The Roaring Raindrop," suggested by David Knowles, an MG enthusiast and journalist who writes for an MG magazine. The latest name pays tribute to MG EX181 in which Stirling Moss set a class land speed record back in 1957. Two years later Phil Hill, an American Grand Prix champion, took an uprated version of the car, which was fitted with a supercharged twin cam 1.5-litre engine, to almost 255 mph, making it the fastest MG in history.

The name change will probably have financial benefits for the pub owner as it will no doubt become a "must visit" destination for MG enthusiasts, just as the Ace Café in London is a for many motorcycle enthusiasts.



# 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.

- **1 May 2025 – OFS Cars in the Park.** Contact Rene Greenland at: [greenland@telkomsa.net](mailto:greenland@telkomsa.net)

**THE OFS VETERAN CAR CLUB PRESENTS**

**STOP C & F STOP**  
**MOTOR SPARES**  
 EST 1995 – 30 YEARS OLD

**CARS IN THE PARK**  
**BLOEMFONTEIN**

**MARTIE DU PLESSIS SCHOOL**  
 VARIETY OF CARS ON SHOW | FOOD STALLS  
 ARTS AND CRAFTS | KIDDIES ENTERTAINMENT

**1 May 2025** | **Scholars** | **TOY FAIR** | **Adults**  
**09:00 – 14:30** | **R20** | **MODEL MOTORS** | **R50**

TICKETS AVAILABLE AT ALL C&F MOTOR SPARES OUTLETS

STAND A CHANCE TO WIN LOTS OF PRIZES.  
 SEE THE C&F FACEBOOK AND WEBSITE FOR DETAILS

- **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: [gjel@bmcinc.co.za](mailto:gjel@bmcinc.co.za)

**QUEENSTOWN**  
**WAM**  
**WHEELS AND MORE FESTIVAL**

QUEENSTOWN AUTOMOBILE CLUB  
 WEES STERK

① **FUN FAIR**  
 ① **JUMPING CASTLE**  
 ① **FOOD STALLS**  
 ① **CRAFT MARKET**

**16-18**  
**MAY**

**TICKETS:**  
 FRIDAY / SATURDAY      SUNDAY

**R70** Adult      **R30** Child      **R30** Adult      **R10** Child

**LOCATION:**  
**HANGKLIP HIGH SPORT FIELDS**

<p><b>GATE TIMES</b>  <b>FRIDAY 16 MAY</b>          12:00 - 20:00  <b>SATURDAY 17 MAY</b>          9:00 - 19:00  <b>SUNDAY 18 MAY</b>          9:00 - 12:00</p>	<p><b>CONTACT</b>  <b>Vintage Cars</b>          Giel : 082 555 4418  <b>Craft Market Stalls</b>          Joanne : 072 435 1971  <b>Bikers</b>          Gerrie : 083 654 4656          Anton : 084 750 3366</p>	<p><b>Twizza</b>        </p>
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**25 May 2025 – Pietermaritzburg Cars in the Park.** Presented by Vintage Sports Car Club in Pietermaritzburg. Chief organizer: Garrett Muller e-mail: [garrett.muller@kzndard.gov.za](mailto:garrett.muller@kzndard.gov.za) Cell number 083 661 2655

- **26 May 2025 – Cars at Loftus Park Centre.** The show is organised by the POMC. For information contact Frik Kraamwinkel on 082 444 2954 or by e-mail at: [frikkr@gmail.com](mailto:frikkr@gmail.com)
- **5 to 7 June 2025 – Framgram Natal Classic Motorcycle Rally.** Organised by CMC Natal in the Drakensberg.

- **3 August 2025 – Cars in the Park.** Organised by the POMC at Zwartkops Raceway. contact Frik Kraamwinkel on 082 444 2954 or by e-mail at: [frikkr@gmail.com](mailto:frikkr@gmail.com)
- **13 to 17 August 2025 – Magnum Rally Post 45.** Organised by the POMC in Hazyview.
- **20 to 24 August 2025 – ProAuto Rubber Tour.** The SAVVA National veteran and Vintage Tour organised by the Model T Ford Club of SA. Contact Philip Kuschke for more information at philipe.kuschke@gmail.com

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## Women in the Old Car Movement

### Focus on Pam Hall

#### Chairperson of the Veteran Car Club of South Africa

While starting off my working life as a professional ballet dancer with PACT (Performing Arts Council of the Transvaal) there was little or no interest in vehicles of any kind having grown up with a Dad who only considered that a car was to get you from point A to point B.

The turning point came when I married into one of the most prominent old car families and their love of preservation of everything old. I got married to Peter Hall in 1975.

My first rally was in 1975 – a VVC event to Rustenburg in our vintage Bentley. What an introduction to the world of old cars and rallying. In those years a route schedule was given to you at your start time and definitely did not have any pre calculations. The Larry Reed tables were on my clipboard, a large sheet of paper and the route schedule and I had absolutely no idea of what to do with any of them... I will not go into any details of the trip to Rustenburg however all ended well as here I am 50 years later and fully immersed in the world of old cars and bikes.



Much to my mother's shock I restored and rode my own DJ motorcycle, a 1935 Zundapp, my first being in 1981 then 1982 and in 1983 entered but suffered an accident when a very large truck side swiped when overtaking me on the Ladysmith-Newcastle road. It was considered a sensible idea for me to stop riding although in later years I once again rode, this time on a bigger bike which was a 1933 Moto Guzzi. Following those single rides I also accompanied Peter 3 times in a side car.

Once deciding that motorcycles were no longer for me, I owned a 1910 Renault AX - a beautiful 2 cylinder veteran which I drove in a number of events.

Both our children grew up attending every event with us which fostered their love of anything old which has been passed down to our grandson whose first car was a 1969 Volvo 122

In the years following I have spent every year on various club committees, the first club being the Historic Transport Association, followed by the committee of the Friends of the James Hall Museum of Transport as well as being involved with the organising team of the Hepolite National in 1979, various Nedbank sponsored Nationals including Veteran Runs and assisted Peter in organising the 2014 DJ.

In addition to that I have held the positions of SAVVA secretary as well as SAVVA Motorsport and am currently the Chairperson of the Veteran Car Club of South Africa which I have held for the past 3 years.

I honestly believe that being a member of an old car club brings lifelong friends and the most special part is that you meet people from all walks of life.

I am grateful to my husband of 50 years, Peter who has encouraged and supported me throughout and I am thrilled to have passed on our love of preservation to our children and grandchildren.

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## **Tribute to Hans Zwets**

**1 December 1941 – 13 February 2025**

Born in The Hague in the Netherlands (the 9 millionth citizen) Hans, with his family, came to South Africa in 1948 all of 7 years old. His childhood was spent in Henneman, Vanderbijlpark and Johannesburg. After matriculating he took various design, display and lettering courses and after a couple of years working in the design department of two large retail companies he decided that working for himself was the way to go. He started Z Displays in 1967, and with hard work over the years the company became a group of 13 companies recognised here and internationally. Hans sold the company 26 years ago and moved lock stock and barrel to the Cape in 2001.



In 1971, Hans decided that he really would like an old car to restore – preferably “box shaped with wire spoke wheels”. That desire started the beginning many weekends scouring the country towns around Joburg for the “perfect car”. Luckily his children were quite happy to tag along in those days, and being newlywed Ann was naturally very enthusiastic about anything her man wanted to do.

It took a good eighteen months of hunting but Hans found his ideal car in a yard in Daggafontein - a 1934 Austin Ascot sedan 15.9 hp engine – roof collapsed, no original rear axle, bad condition generally, but very little rust. The seller wanted “3½” which he bargained down to 2¾ thinking that the man was talking about thousands. When he realized he meant hundreds Hans increased his offer to R 300.00!. What a bargain. The car took two years to restore and won the Piston Ring Concourse D’Elegance for closed British cars that year.

Later Hans found a 1929 Model A basket case on a farm near Pongola. He worked sporadically on that one for a while, but in a generous mood swapped it for a full set of Encyclopedias for his daughter and young grandson. When Google took off and so much information was available on a computer the books just collected dust and Hans was rather sorry he never finished the restoration.

As Hans' business grew, he had little time to find and restore another car. He did manage to sail quite a lot in those early days, and served on the committee of the Loch Vaal Aquatic Club for many years as Chairman and later Commodore. He was also at that time founder member of the Exhibition Association of Southern Africa and Chairman for many years, representing the South African exhibition industry many times in the US, Europe and Asia. His last major contract before official retirement was the building of the South African, Malawi, and Swaziland pavilions at the 2000 World Fair in Hanover – a grand finale to an illustrious career and one he was justifiably proud of.

After moving down to Fish Hoek, the search for another oldie began, and Hans (who was not known for his love of computers) became quite adept at searching websites for cars. However, in late 2005 Hans was, completely out of the blue, diagnosed with cancer and went through the ordeal of an operation in January of 2006. Luckily the operation was a success. Ann was so thankful and relieved that Hans was recovering well, that she put in an offer for the Bullnose they had seen advertised a couple of weeks before. Restoring the car took his mind off getting over the operation. The Bullnose was probably Hans' most favourite car.

Hans was a very energetic and enthusiastic man, and it wasn't long before he was again looking for a car to restore. A friend told him about a 1929 Model A Ford that was looking for a new owner and he couldn't resist buying it. After happily restoring the car over a couple of years it was sold. In the following years Hans added a beautiful 1912 Rover Colonial, a '34 Rolls Royce, and a XJ6 Jag to his stable enjoying driving them all. Latterly he built up another Rover from spares with the help of friends and constructed a quite amazing wooden body – all done without the help of a computer. Bending and fitting all the slats used dozens of clamps and many hours of fitting them to Hans' high standards.

Hans' involvement in the Crankhandle Club gave him the happiest years of his life. He enjoyed working on the committee at various levels and took great pride in building a unit at the back of the clubhouse and displaying all the spares that had been hidden away in cupboards. He thoroughly enjoyed all the events, especially the Natters and always maintained that it is the best Club in the country with the happiest, cleverest and nicest people he had ever met.

Sadly, after a third bout of cancer in 2020 followed by a heart operation in 2023, a lengthy stay in hospitals and Stepdown and a Parkinsons diagnosis, Hans' great energy started failing and he was unable to finish the T Ford and, with great sorrow, parted with most of his cars.

Yet another of Hans' hobbies was singing which, until recently, he had done since his childhood. He was an active member of a German and Welsh male voice choir for many years in Joburg. He and a friend started a Peninsula Male Voice Choir which is still very active and that, together with being an active Paul Harris Rotarian lived a very full and happy life.

Hans and Ann travelled the world, making many friends along the way and together they had many happy times in the Kruger Park and other Parks as well, Hans especially becoming quite an authority on the birdlife. He was a dedicated family man and a very proud father and grandfather.

So much more could be written about a man, short in stature, but a giant in so many other ways. His energy, kindness, and enthusiasm for everything he tackled touched so many lives, here and elsewhere in the world. He will be greatly missed by his family and friends alike.

Rest in peace Hans.

## History of Electric Cars!

### History of Electric Cars

Not many people are aware of the fact that Electric cars were around long before any petrol driven internal combustion engine cars.

Several people experimented with electric cars in various countries in the early to mid-1800's. Scotland's Robert Anderson, whose motorized carriage was built sometime between 1832 and 1839 made use of batteries or rather galvanic cells, which were not yet rechargeable and needed replacement when discharged. Robert Davidson of Aberdeen in Scotland, built a prototype electric locomotive in 1837 and a bigger and better version in 1841 which was capable of going 1.5 miles at 4 mph towing six tons. Then it needed new batteries. This was regarded as impressive performance.

Rechargeable batteries came along in 1859, making the electric-car idea more viable.

In 1880 the Scottish immigrant, William Morrison produced the first electric car in the USA which had a top speed of 14 mph. In 1884 Thomas Parker of Wolverhampton developed the first electric car in England.



**Above:** The first electric car in the US, the William Morrison electric car

In 1897 electric taxis were in use in New York. A newspaper report indicated that due to the success of these, a further 100 taxis are on order for New York. By 1890 about 30% of the vehicles in the USA were electric driven, but the majority were steam driven. By 1900 this

percentage increased to 38% electric, 40% steam and only 22% petrol driven internal combustion engines.

The first electric vehicle in Canada was built by the Dixon Carriage Works in 1893. In 1895 Thomas Edison builds his first electric vehicle. This happened while Henry Ford was working for Edison, meaning that he was well aware of the development of the electric vehicle. Edison showed a lot of interest in electric vehicles and conducted research in order to increase battery capacity.

In 1897 Walter Bersey introduced a fleet of 70 electrically powered taxis in London and a year later the first electric vehicle appeared in France in 1898.

By 1899 approximately 90% of taxis in New York were electrically powered. The EVs were manufactured by the Electric Carriage and Wagon Company, in Philadelphia. By the early 1900's there were more than 600 electric taxis and busses operating in New York with smaller fleets in other cities. The efficiency of this fleet was maintained by a dedicated charging station where taxis would drive in, have their batteries replaced by a freshly charged battery resulting in a relatively short turnaround time.



**Above and right:** New York electric taxi and electric bus



LONDON ELECTRICAL CAB COMPANY, LTD.  
From a Photograph taken outside the Company's premises, Juxon Street, Lambeth.

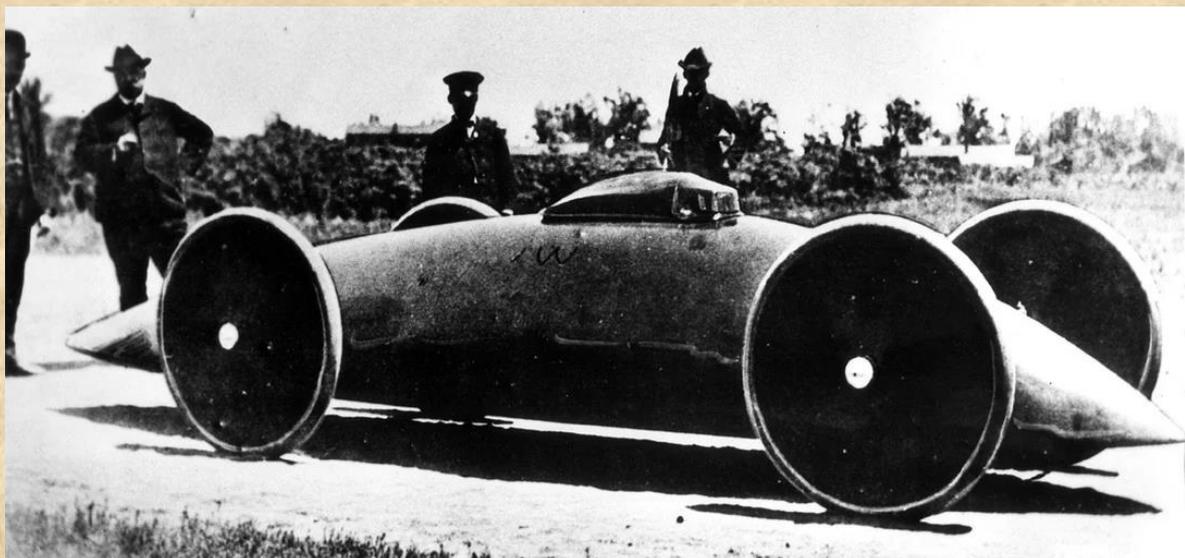
**Above:** A fleet of electric taxis in London in 1897.

On 18 December 1898 the first land speed record of 62.5 kph over one km was established with an electric car named Jeantaud in France. Five months later a Belgium car named "Never Satisfied" achieved a speed of more than 100 kph, which was the first vehicle to reach this speed.



**Above:** The "Never Satisfied"

In 1902 the Baker Electric Vehicles Company achieved a speed of 160 kph, the first car to exceed the 100 mph mark with a Baker Torpedo Electric Car.



**Above:** The Baker Torpedo

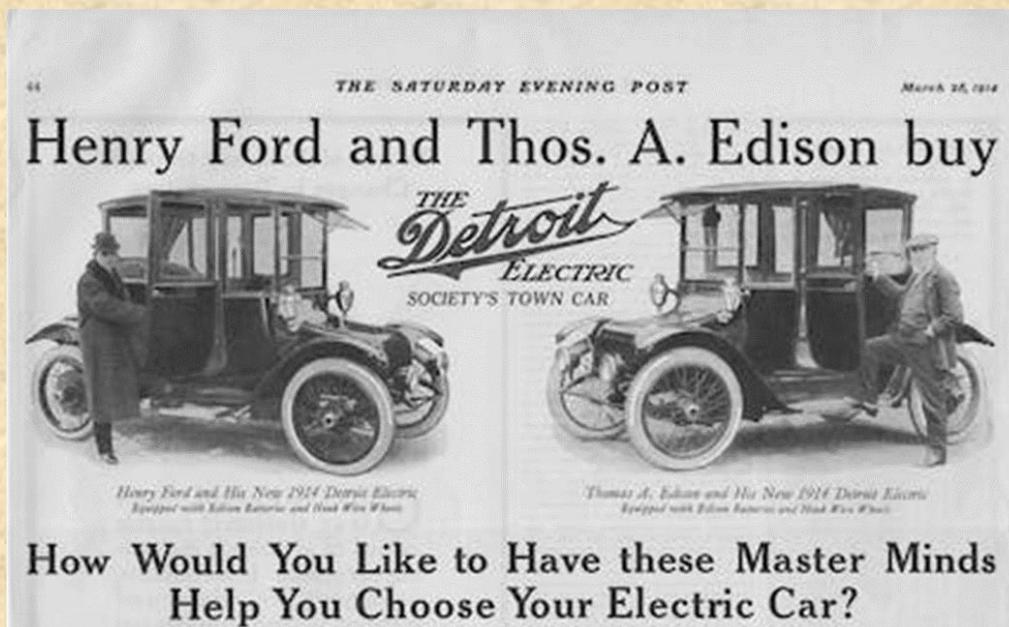
Electric cars found favour among the ladies as it ran quietly and did not emit bellows of smoke.



**Above:** Advertisements often depicted ladies showing it was their preferred mode of transport.

By this time many manufacturers had entered the electric car market, including Studebaker Electric, Detroit Electric, Pope Electric, Waverley Electric, Oldsmobile, Krieger Electric, Columbia, Löhner Works, Standard Electric and many more.

Interestingly, both Henry Ford and Thomas Edison bought 1914 Detroit Electric Cars for their wives after the first Model T Fords appeared.



In 1900 Ferdinand Porsche developed the first hybrid car, Löhner Porsche "Semper Vivus". The Löhner Porsche Mixte was the commercial version but due to the high cost was not successful.

In 1903 Albert Augusta Pope, owner of Columbia Electric Car purchased the Waverley Electric Car and formed the Pope-Waverley. This was regarded as the best electric car at the time and was capable of a range of about 140 km on a single charge.

In 1915 you could buy a Model T Ford for \$440 vs a Waverly Electric Car for \$3500. The Ford had a fuel range of about 320 km vs the 140 km of the Waverley.

Henry Ford and Thomas Edison worked together on the development of an electric car driven by a Lithium-ion battery. These batteries had many negative aspects including a slow release of power and very long recharge times. The designers of the car refused to use these batteries and even used lead acid batteries disguised as Lithium-ion batteries in a demonstration. When Henry Ford became aware of this, he immediately ended the project.

The discovery of oil in Texas at that time was the start of the demise of the electric car companies. By 1935 the electric car business came to a complete end.

What is happening almost 100 years later? The electric car is being revived as a more efficient and environmentally friendly option. But is it really??

In 2020 and 2021, some companies such as Swills company Micro have created a modern electric car with retro charm which resembles a BMW Isetta of the 1950's. French designer Mathieu Lehanneur has transformed the Renault 4L car, an icon of the 1960s into a modern electric concept car based on the same dimensions and body shape as the original Renault 4. The car is named the Suite No.4.



**Above: The retro Renault 4L concept car, the Suite No.4**



**Above: The Swiss manufactured Microlino 2.0**



**Above:** The 2024 Fiat Topolino Electric Car

What we see lately though, is that several vintage cars are being retrofitted with electric motors and Lithium-ion batteries. In South Africa Gerald Burrell has successfully converted a 1933 Rolls Royce to an electric car without any changes to the car itself, meaning that by removing the batteries and electric motor, the car can be reverted back to original.

There are many projects in the USA, one of which is the 1926/7 Model T Ford Pick-Up.



**Above:** The 1926/7 Model T Ford with electric drive train.



**Above:** The rear axle mounted electric motor on the 1926/7 Model T Ford Pick Up

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## **Attention all Hupmobile owners!**

I'm in the process of creating a list of all HUPMOBILE owners in Southern Africa to connect with them in our common interest of the make and share knowledge about this very special brand.

If you can circulate this via your club's newsletters or know of any owners, please ask them to send me their contact details to

LEONARD SCHNEIDER

WhatsApp 0638162332 or via e mail: [leonard@webonlinemail.co.za](mailto:leonard@webonlinemail.co.za)

Your assistance will be much appreciated!!

Thanks

Leonard

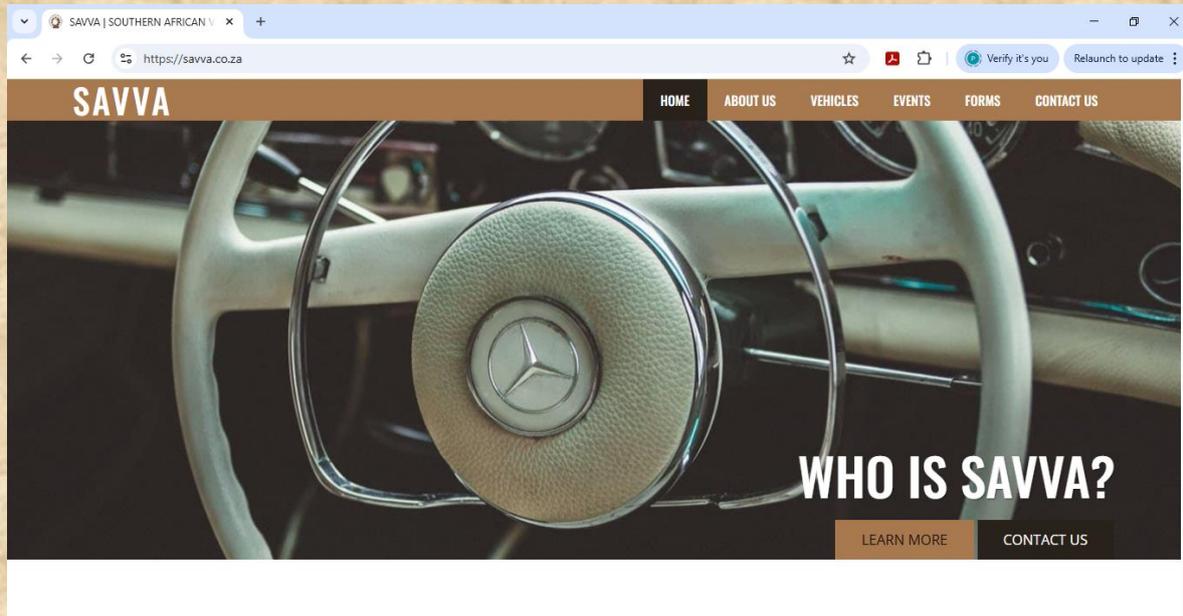
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## **SAVVA and Social Media**

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.co.za)

The Facebook page is an interactive page where events and information is posted and information on vehicle dating could be found.



Screenshot of the SAVVA Facebook page

# SAVVA NATIONAL COUNCIL MEMBERS & PORTFOLIOHOLDERS 2025

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