

The Automobilst

Official quarterly newsletter of the Southern African Veteran and Vintage Association



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[SAVVA Facebook page](#)

2nd Quarter 2025

Chairman's Chatter

Gavin Youngman

Time seems to pass so quickly these days and we find ourselves midway through 2025 already.

I recently returned from a seven-week trip overseas. First to Auckland - New Zealand for five weeks where my eldest daughter's family live, and then we joined my youngest daughter's family for a two-week holiday in Thailand. During my stay in Auckland, I planned to visit a classic car show. I didn't make it to the show as my grandson was playing in an international football competition, and I chose to go and watch him play instead like any good grandfather does. Besides the car show I also planned to sneak away from the family and go to the Auckland Veteran & Vintage Car Club – Motorcycle Section's monthly meeting. Cyclone Tam struck New Zealand's North Island including Auckland leading up to that weekend. It brought heavy rain, strong winds and widespread flooding. It was still raining on the meeting day and it was definitely not a day to be out on a motorcycle! I decided to stay indoors but I understand that the meeting did take place and one brave soul did in fact ride his bike to the clubhouse.

As I write this article, the Western Cape has been hit by heavy rain with many roads closed or affected by ongoing flooding, mudslides, fallen trees and damaged infrastructure. This however is nothing like the devastating floods experienced in the Eastern Cape recently. One thing we can't do is control the weather.

The last three months saw a number of events taking place – OFS Cars in the Park (Bloemfontein), Wheels and More Festival (Komani), Cars in the Park (Pietermaritzburg), and the 39th Fragram Natal Classic Motorcycle Rally (Drakensberg). Reports for some of these events are included in pages to follow. Congratulations to all the organisers and participants.

Look out for details on the exciting events coming up in the next few months – POMC Cars in the Park, POMC Magnum Rally and SAVVA Post 45, SAVVA Vintage and Veteran Tour, SAVVA AGM and the Fairest Cape Tour.

Monthly club meetings and outings have also been buzzing with activity. The spirit of camaraderie, passion for classic motoring and dedication to preserving our automotive heritage continue to shine brightly across all our clubs and events. Together, we keep the engines of history running smoothly (sometimes not so smoothly) and ensure that future generations can experience the joy of veteran, vintage and classic motoring.

Drive safely, cherish your old bangers and I look forward to seeing many of you at upcoming events.

Gavin Youngman

Cover photo: 1915 Saxon. One of the lesser-known cars that was manufactured in Detroit, Michigan, USA for about 10 years from 1914.

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

Many club and national events are coming up through the year. Details are in the newsletter but are also 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. Show your interest in the social media by "liking" and "sharing".

Thanks to those that have submitted contributions for the Autombilist. Please remember to send me articles of your club events, especially national events and shows. My e-mail address is: editor@savva.co.za Please submit all articles in MS-Word format to make the layout of the newsletter easier.

Please remember 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. There are still a few places available. Entry forms have been sent out already. Contact Philip Kuschke on 082 856 5152 for more information.

In this edition we still continue with the focus on women in the old car movement. In this edition we get to know Melinda van Dyk, chairperson of the Welkom Old Auto Club, based in the Free State province.

Phillip Rosser

Women in the Old Car Movement

Focus on Melinda van Dyk Chairperson of the Welkom Old Auto Club

When it comes to classic motoring in the Free State, few names resonate as warmly and authentically as Melinda. As the chairperson of the Welkom Old Auto Club, Melinda is not only a dedicated ambassador for vintage vehicles but also a lifelong enthusiast who has literally grown up with a steering wheel in her hands.

Born and raised in the heart of Welkom, Melinda's connection to old cars runs far deeper than admiration - it's part of her identity. With a father who has long been a passionate collector and restorer of classic cars, her childhood weekends were spent not in malls or movie theatres, but in the family



garage. There, alongside her two sisters, she learned the craft and care that goes into bringing vintage cars back to life.

“We were never just spectators,” Melinda recalls. “As little girls, we stripped paint, cleaned parts, polished chrome - you name it. It wasn’t just our dad’s hobby, it was a family effort.” That tradition continues to this day, with Melinda, her mom and sisters still working together on restorations. Over the years, they’ve expanded their skills to include more intricate work like upholstery - turning their garage into a fully-fledged workshop of passion and precision.

Melinda’s earliest driving memories are equally sentimental. “I remember sitting on my dad’s lap, ‘driving’ his Ford Cortina bakkie,” she says. “I couldn’t reach the pedals, but I felt like the queen of the road.” Her first proper drives were in vehicles that made a lasting impression. She cut her teeth behind the wheel of her first column-shift vehicle, a rugged 1974 Ford F100, where the learning curve was as steep as the gear ratios. But it was in this F100 that she truly understood the joy of driving something with history, soul and a little bit of character. It wasn’t long before she tackled her first left-hand drive car - a Mustang, no less. The sheer thrill of commanding a piece of American muscle made her even more determined to celebrate and preserve classic vehicles. And the oldest car she’s driven? A 1930 Chevrolet - an experience she describes as “like driving a piece of history.”

But of all the vehicles that have graced her family’s collection, there is one that holds a special place in her heart - a blue Ford Fairmont GT. “This car has been in our family since before I was born” she explains. “It was my mother’s daily car when she was a young woman. It’s more than just a car; it’s part of our family story.” To this day, it remains her favourite car to drive, filled with the warmth of childhood memories and the sound of generations past.

While vintage vehicles are her first love, Melinda also appreciates the charm and performance of more modern classics. She enjoys getting behind the wheel of her Mazda RX8 and Chevrolet Lumina - cars that bridge the gap between old-school character and contemporary driving pleasure.

Her love for classic motoring isn’t just about the vehicles themselves - it’s also about the experience of the drive. Melinda is a passionate participant in regulated rallies and finds great joy in the challenge, precision and camaraderie they offer. Beyond taking part, she also enjoys helping to plan these events, lending her enthusiasm and organisational flair to ensure that each rally is a memorable success for all involved.

It’s no surprise that the love of cars has passed down yet another generation. “Both my children are just as enthusiastic about cars - new and old,” she says proudly. Whether they’re in the garage or attending car shows. The family legacy on wheels continues to grow.

Under Melinda’s leadership, the Welkom Old Auto Club has become a vibrant, inclusive space where all car lovers - regardless of age or experience - can connect. Her mission is simple: to keep the stories of these mechanical marvels alive and to ensure that their legacy inspires the next generation of enthusiasts.

“Classic cars are more than just machines,” she says. “They’re storytellers. Every dent, every curve, every rattle has a history. And our job is to make sure those stories don’t fade away.”

With Melinda in the driver’s seat, the future of South Africa’s vintage motoring community looks as strong, passionate and driven as ever.

Event Feedback

C & F Motor Spares Cars in the Park, Bloemfontein

The OFS Veteran Car Club hosted its annual C & F Motor Spares Cars in the Park on 1 May 2025. Heavy rains throughout the evening prior to the event, had us all in a panic as to whether we would be welcoming the Bloemfontein public the next day! Luckily it cleared up by the next morning and the school provided us with an alternative field which had drained sufficiently to accommodate the Cars.

The loyal Petrol Heads arrived en masse and with no time to place vehicles in categories, everyone parked where they found a place. The Bloemfontein public also braved the overcast weather and when the sun finally peeked through the clouds, more seemed to arrive. With the food and craft stalls placed around the field a carnival atmosphere was created and enjoyed by all.



Even though the feet through the gates were considerably less than last year, we were still able to make sizeable donations to our beneficiaries.





Rene Greenland
Convenor Cars in the Park
OFS Veteran Car Club
Bloemfontein

Feedback from the Queenstown Automobile Club on the Wheels and More Show

By Giel Bester

Graag doen ek hiermee verslag van die Queenstown Automobile Club (QAC) se Wheels and More (WAM) skou wat plaasgevind het in Queenstown (QT) op 16 tot 18 Mei 2025.

Die reëlings vir die skou het nie sonder die nodige probleme en uitdagings verloop nie. Na verskeie reëlings tot Februarie 2025 getref is om die skou weer by die Vliegveld in QT te hou, moes die Komitee inderhaas 'n alternatiewe perseel vind om die skou te hou.

Die einde Februarie 2025 het die Hoërskool Hangklip in QT goedgunstiglik ingestem om met die QAC die skou op hul sportvelde te reël. Dit het die reëlings aansienlik verander met die nuwe perseel wat gebruik sou word.

Nadat die reëlings getref is en al die uitnodigings versend was vir die skou om op die Skool Sportvelde plaas te vind, het die opdrag aan die skole gekom dat alle skoolpersele, sportvelde en koshuise alkoholvrye zones verklaar is. Nog 'n geweldige terugslag tesame met die feit dat die skou binne bietjie meer as twee maande op 'n nuwe perseel gereël moes word.

Die Komitee het besluit dat ons nie weer van perseel gaan verander nie en dat ons voortgaan met 'n alkoholvrye skou. 'n Baie brawe besluit aangesien alkohol 'n geweldige groot rol speel by die geselligheidsdeel van die skou.

Desnieteenstaande het alle deelnemers aan die skou dit voluit ondersteun en was daar iets vir almal, klein en groot. Daar was verskeie korporatiewe stalle, vlooiemark stalletjies, ou- en nuwe voertuie, motorfietse, trekkers, enjins, 'n mallemeule (Fun 4 You) en 'n veiling.

SAVVA se President en Sekretaris het die skou bygewoon, en vergun my om my dank aan SAVVA oor te dra dat hulle die skou ondersteun het. Hulle was ook versoek om dan die wenners van die volgende kategorieë aan te wys:

Skou Kar – Kenny Bosch – Cortina Lotus



QUEENSTOWN WAM WHEELS AND MORE FESTIVAL

Congratulations
Showcar of the festival
(chosen by SAVVA officials) is awarded to
Kenny Bosch and his
Cortina, Lotus MK1

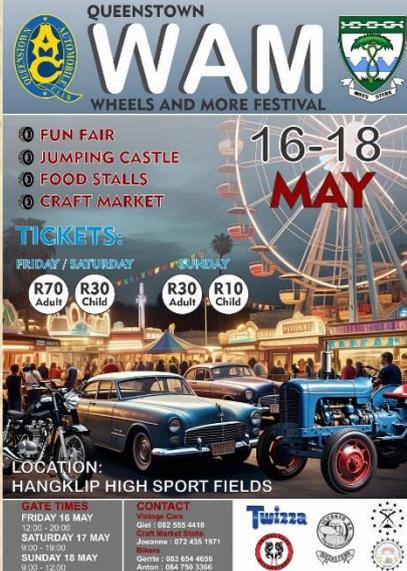



Skou Trekker – Dos Landman – Lance Bull Dog



QUEENSTOWN WAM WHEELS AND MORE FESTIVAL

Show Tractor of the festival
(as chosen by SAVVA officials)
 Is awarded to
Dos Landman and his
Lanz Bulldog 60

QUEENSTOWN WAM WHEELS AND MORE FESTIVAL

16-18 MAY

- FUN FAIR
- JUMPING CASTLE
- FOOD STALLS
- CRAFT MARKET

TICKETS:

FRIDAY / SATURDAY	SUNDAY
R70 Adult	R30 Adult
R30 Child	R10 Child

LOCATION:
 HANGKLIP HIGH SPORT FIELDS

GATE TIMES:
 FRIDAY 16 MAY: 12:00 - 20:00
 SATURDAY 17 MAY: 9:00 - 18:00
 SUNDAY 18 MAY: 9:00 - 12:00

CONTACT:
 Victoria Coetzee: Giel: 082 255 4418
 Giel Bester: Giel: 082 255 4418
 Joanne: 072 435 1971
 Garrie: 083 654 4636
 Anton: 084 759 3366

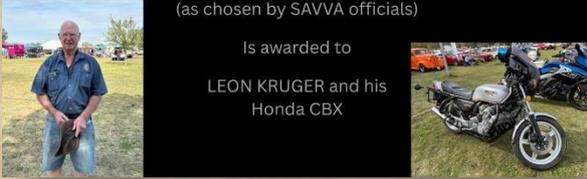
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Skou Motorfiets – Leon Kruger – Honda CBX

QUEENSTOWN
WAM
WHEELS AND MORE FESTIVAL

Show Motorbike of the festival,
(as chosen by SAVVA officials)

Is awarded to
LEON KRUGER and his
Honda CBX



Skou Korporatiewe Stal – BKB

QUEENSTOWN
WAM
WHEELS AND MORE FESTIVAL

Corporate Stall
of the Festival
(as chosen by SAVVA officials)

Is awarded to



Skou Vlooiemarkstal – Home Craft

QUEENSTOWN
WAM
WHEELS AND MORE FESTIVAL

Flea-market Stall
of the Festival
(as chosen by SAVVA officials)

Is awarded to
Homecraft and Frames

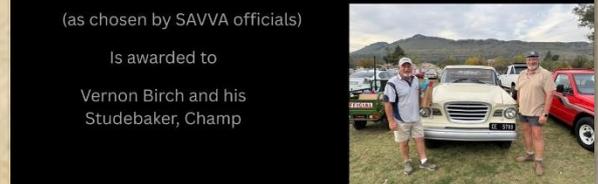


**Skou Bakkie – Vernon Birch –
Studebaker Champ**

QUEENSTOWN
WAM
WHEELS AND MORE FESTIVAL

Show Bakkie of the festival,
(as chosen by SAVVA officials)

Is awarded to
Vernon Birch and his
Studebaker, Champ



Skou Enjin – Mark Dell

QUEENSTOWN
WAM
WHEELS AND MORE FESTIVAL

Show Enjin of the
festival
(as chosen by SAVVA officials)

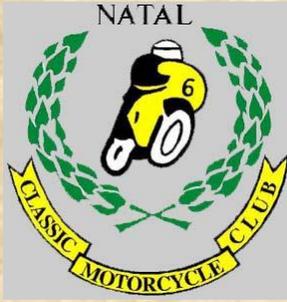
Is awarded to
Marc Dell



Die onafhanklike beoordeling deur SAVVA het groot byval gevind.

Ten spyte van die terugslae was die skou 'n reuse sukses en besoek deur groot getalle van QT en naburige dorpe se inwoners.

Ons glo dat volgende jaar se skou sal groei en meer tyd vir die reëlings beskikbaar sal wees.



2025 Framam Natal Classic Rally

The 2025 Framam Natal Classic Rally hosted by the Classic Motorcycle Club of Natal started and finished at the Drakensville Resort, Northern Berg. This event has been held at this location for a number of years as the location is central for KZN and other parts of the country. The weather is mostly pleasant and this year it did not disappoint with chilly starts but two warm dry days. Added to this is the beautiful surrounding countryside which makes rallying all the more appealing.



This has up to now been a motorcycle rally, but for the first time cars were allowed to participate and there were a few entries: Studebakers, Mercedes Benz SL a MG plus a few others to join in on the mix. Motorcycles were across the age and marques including some DJ bikes. By all account this was a fantastic rally enjoyed by all with some great feedback.



Thursday was for documentation, scrutineering and generally meeting up with old friends.

Day 1 was an early 7am start with cool refreshing weather. The day took the competitors to the Natal midlands, through Bergville, Winterton, Escourt and Mooiriver to Nottingham Road Hotel for lunch and returned with a different route back to Drakensville Resort. The route was a total distance of 300km with almost 30 marshal points to keep everybody on their rallying 'toes'.



Day 2 was over Oliviershoek Pass and the Sterkfontein Dam to the scenic Golden Gate Park for refreshments. There was an open section which allowed the drivers and riders enough time to enjoy the majestic mountain park. Then onto the Kestell Golf Club for lunch where we shared our classic machinery with the local enthusiastically interested fraternity. After lunch it was back in the direction of Harrismith, but via the Oliviershoek Pass to the finish.



With the sponsorship of Framgram Tools every finisher received a tool to proudly take home. Our thanks to both Framgram Tools and the Classic Motorcycle Club of Natal for a fantastic event. We hope to attract more participants next year.

John Booth

Wizards on Wheels Car Show East London

The Wizards on Wheels Car Show took place on Saturday 28 June at the Stirling Primary School in East London.

The show was well organised and attracted a huge crowd which were obviously eager to view the 200-odd cars on display. The exhibits dated from a 1922 Model T Ford through a range of 50's and 60's cars all the way to the latest 2025 all-electric MG Cyberster.

The display of cars was surrounded by a large Flea Market as well as a wide range of Food Stalls while some live music was playing.

The show was well supported by the Border Street Rod Classic and V8 Club, the Border Vintage Car Club, the Concept Crew Club and the Queenstown Automobile Club. Several of the SAVVA National Council members also visited the show

On the Friday evening before the show the Border Vintage Car Club hosted a well organised exhibitor's braai where braai packs were available supplemented by a variety of salads and bread and rounded off with the popular Malva pudding. The members of the SAVVA National Council that also visited the show on the Saturday received a warm welcome from the chairman of the Border Vintage Car Club, Russel Osner.

2025 WIZARD ON WHEELS CAR SHOW

SATURDAY, JUNE 28TH 2025
10:00 – 15:00, STIRLING PRIMARY SCHOOL

CARS & BIKES ♦ FACE PAINTING & JUMPING CASTLES ♦ LIVE ENTERTAINMENT ♦ FOOD STALLS ♦ FLEA MARKETS

WE WANT YOUR CAR AND ANYTHING EXTRAORDINARY ON WHEELS!!!

ENTRY TICKETS:		FOR FURTHER INFORMATION CONTACT:	
PARTICIPANTS	- FREE + 1 PASSANGER	VAUGHN SMITH	- 082 345 8086
ADULTS	- R40 P/P	HEATHER BRIDGER	- 075 144 8376
SCHOLARS	- R20 P/P	EMAIL:	vmontys1957@gmail.com



Above: Philip Kuschke in discussion (centre) with Gavin Allison and Gavin Youngman seated at the table on the left.



Above: A wide selection of cars that drew a large crowd of public visitors to the Wizards on Wheels Show

Member Feedback

Feedback by Adrian Denness on the 2024 Natal Classic Rally including his road trip from Paarl to the starting point at ATKV Drakensville and back. Adrian is well known for driving his Model T Ford solo over long distances to a car show or the start of a tour or rally, irrespective of where it takes place. This time he completed the trip from Paarl to Drakensville in KZN and back on his 1954 BSA B33 motorcycle.

DRAKENSBERG ROAD TRIP AND FRAGRAM NATAL CLASSIC RALLY - 2024

I had been keen to do a Natal Classic for some time, but leave constraints during my working career precluded this. So with the onset of retirement, it became a priority and I approached several club members to make up a party, but none accepted. Hans Coertse had introduced me to Hennie de Jager who was looking for someone to share digs, and it occurred to me that I should ride my 1954 BSA B33 to Natal. The thought persisted: she had always been a reliable machine and, while many said I was crazy, Brian Wallace assured me that I wasn't. That settled it - I planned a five day route each way on quiet roads and booked overnight stops in small towns. I had never carried luggage on her before and after a few experiments I chose a small barrelbag strapped to the pillion and a small rucksack which could rest on the barrelbag for comfort (10 kg each). I gave her a full service and Neil Tweddle repaired the side stand, which had broken a couple of years ago. This turned out to be the best thing we could have done; without it, dismounting with luggage on the pillion would have been a problem.



Saturday 11 May

Day 1

322 km

We left Paarl at 08h50 in a fine, damp mist which I hoped was not an omen of things to come. It wasn't; from the summit of Piekenierskloof Pass it cleared and we had fine weather for the rest of the trip. It was soon clear that I had overfilled the chaincase and I drained it during a roadside lunch stop near Clanwilliam. We turned off the N7 at van Rhynsdorp and soon tackled van Rhyns Pass - I had forgotten how steep it is and the BSA struggled a bit. We arrived in Nieuwoudtville at 15h50 and spent the night at the Swiss Villa, whose owner, Chris, turned out to be a kindred spirit. We found much in common and he very kindly invited me to have supper with them.



Above: van Rhyns Pass with a gradient of 1:9t

Sunday 12 May

Day 2

315 km

We left Nieuwoudtville at 08h10 and stopped for breakfast at the Morris Cafe in Calvinia. It was quite cold and we stopped again for tea in Williston before the long stretch to Carnarvon. With 17 km to go I made a "pit stop" after which I found the BSA had no compression. A covers-off inspection suggested a stuck exhaust valve - not really a job for the roadside. There was no cell-phone signal, but a kindly motorist drove back to town and notified Marie Maritz, the owner of the B & B where I was to stay. She knew someone who owned a trailer and he came out to bring us to the B & B. A stuck valve was soon confirmed and it was really stuck - no amount of knocking would free it. Now I needed a workshop and some help and Marie summoned her son's friend, Michael Jacobs, a keen young motorcycle enthusiast. It was not obvious how the head should come off, but a couple of phone calls to Dave Dolley gave us the answer and we soon had it off and took it to Michael's workbench. There was a build-up of carbon in the guide and with this removed the stem had clearance. Then back to the B & B, reassemble and start up. At 21h30 we were finished - too late for a restaurant, but in my room I found a "bord kos" to microwave! Carnarvon may be a small town but it is big on hospitality and traveller assistance - and all this on a Sunday.



Above: Help from the B&B owner to get the stuck exhaust valve sorted out.

Monday 13 May

Day 3

351 km

We left Carnarvon at 08h50 after breakfast and although the compression was nothing special, she started and ran easily. It soon became apparent that she had a bad oil leak from the top end, probably the OHV pipe unions as we had reused the old washers. She marked her territory wherever we stopped and became the butt of many well-meaning jokes. She used two pints a day (which had to be bought en route at garage prices) and my boots and jeans were soon quite oil stained. The road from Britstown to de Aar was potholed and showed signs of use by overloaded trucks, but the lesser used road to Philipstown was good. We stopped for lunch at Petrusville and continued to the Havenga Bridge, a 320m long single track steel bridge over the Orange River. It was designed and built from 1934 to 1936 by the Public Works Department, unlike many of the time that were contracted to overseas firms and assembled on site. Sadly, the heavy bronze plaques bearing the simple inscription are now missing. We arrived in Luckhoff at 15h40 and spent the night at the Paradise Awaits B & B, which turned out to be a mild misnomer - very sweet staff but an utterly scatter-brained owner / manager.



Above: Havenga bridge

Tuesday 14 May

Day 4

317 km

We left Luckhoff at 08h40 after breakfast and encountered three sections of road works, not Stop / Go's but dirt detours alongside the section being repaired. I considered riding on the pieces under repair but decided against it and found that the BSA handles sand better than my KLR. We crossed the Riet River by a 190m long single track steel bridge at Koffiefontein and the road to Petrusburg had large potholes. Some were hidden in shadows cast by trees and I nearly hit one, but in the main they were easy to spot and avoid and didn't slow us down. We met a chap at the main road who was trying to raise the fare to Kimberley - he offered me a GPS for R30 and couldn't believe that I didn't use one. The BSA backfired and died just before Bloemfontein but cheered up immediately, maybe a half-hearted protest at being taken to such a place! We passed through the city and took the road to Thaba N'chu - she fled across the Free State at 90 km/h, only slowing down for the hill country near Lesotho. We reached Ladybrand at 14h40 and spent the night at the Copper Penny, which

was very nice and comfortable.

Wednesday 15 May Day 5 268 km

We left Ladybrand at 09h10 and made good time to Fouriesburg, where we stopped for breakfast at Jen-Lee's Shop. Apparently this road was in an appalling state two years ago, but is now much improved - things seem to be happening at last. From Clarens we rode through the Golden Gate National Park, which I had never visited - the scenery is quite stunning. We continued past QwaQwa, where a traffic policeman stopped me for not having my headlight switched on. I told him about pre 1960 low output generators and when he realized the BSA's age he was most apologetic and allowed me to proceed. We turned off to Natal at the Sterkfontein Dam, descended Oliviershoek Pass and reached Drakensville at 15h00. It is a lovely resort and after checking in there was plenty of time for rest and recreation - waterslide, warm pool, hot pool, etc.

Thursday 16 May Day 6

I slept in a bit this morning and visited the hot pools again. Then I borrowed some cleaning materials from the kitchen and tackled the BSA - with a mixture of oil leaks and dust from the road detours she was FILTHY! It took about two hours to get her looking presentable and soon afterwards Hennie de Jager arrived with my rally box, which I had sent to Pietermaritzburg by Postnet. We unloaded his Kawasaki and fitted the BSA's rally box; then came scrutineering, preparing route schedules, greeting old friends and meeting new friends. Piet Coertse invited us to a braai at his chalet which was very pleasant.

Friday 17 May Day 7 (Rally Day 1) 315 km

We rose early this morning as the starting time was 07h00. The route took us north into the Free State, through Golden Gate for a coffee stop, to the halfway point at Fouriesburg. Then back to Clarens for lunch, and home via the same route, refuelling at Little Switzerland. The day's scores were pretty low - 405 penalties put me 17th. We de-stressed in the hot pools until we were all wrinkled and had dinner in the Koswerf restaurant.

Saturday 18 May Day 8 (Rally Day 2) 226 km

We were not in such a rush today as the starting time was 08h00. The route took us south to Bergville and a scenic loop to Winterton, where to my consternation I got locked in the garage toilet. The attendant released me just in time for regularity and we continued to the lunch stop at Dragon Peaks, a really beautiful spot. There were no milestones today and the white lines were almost invisible so time keeping was by gut feel, but to our surprise Hennie and I scored better than yesterday, taking 3rd and 4th places. The prize giving dinner was very pleasant and after the trophies were awarded there were prizes for everyone; followed by socialising and swapping of experiences. It was a near perfect rally - our thanks go to Derek Pirie, Cobus Grobbelaar and Rod Thomas for putting on such a great event and to Framgram, the sponsors, for their very generous prizes and goody-bags.

Sunday 19 May Day 9 268 km

There was mist on the mountain so I breakfasted at Drakensville and by the time I left Little Switzerland at 09h30 it was clearing. Today's route was Wednesday's in reverse and I realised that, while I had never visited Golden Gate previously, I had now done so four times in five days. We made good time with only one stop and reached Ladybrand at 14h10, again staying at the Copper Penny. I was quite hungry but the restaurants in these parts

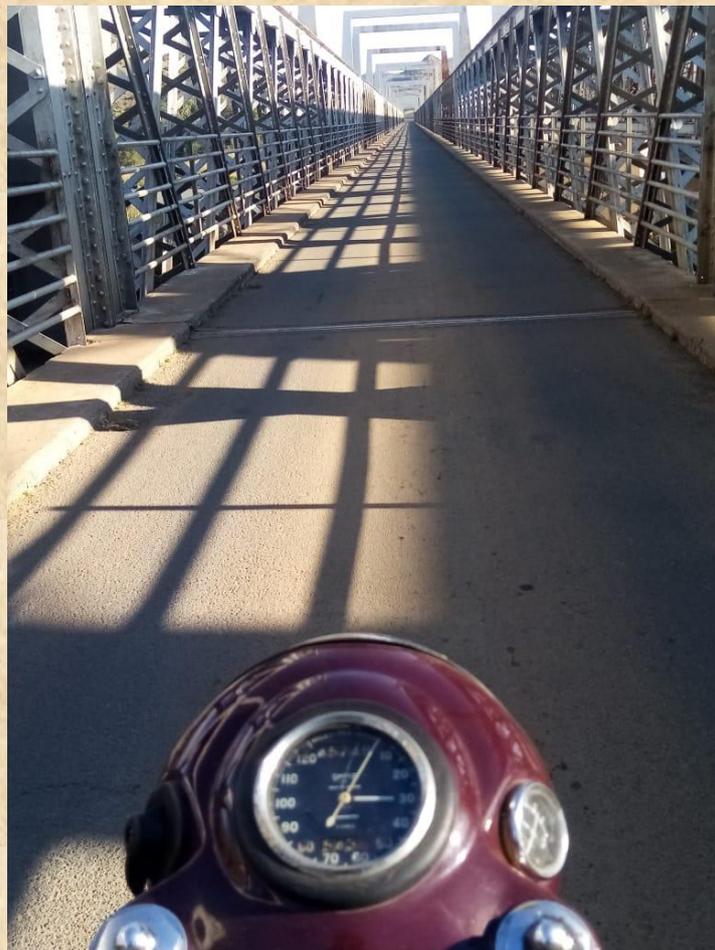
close at 15h00 on Sunday, so I had to make do with a take-away, which was - well, we all know take-aways.

Monday 20 May

Day 10

353 km

We left Ladybrand at 08h00 and refuelled at Hobhouse, which I had long wanted to see. I had, in fact, wanted to spend the night there but could find no information on digs; and now, riding through the town, I could see no sign of any either. This piece of road was terrible, a patchwork of potholes through which I had to weave at 40 km/h - the official who decided on an 80 km/h signboard had obviously never driven it. It improved after Hobhouse and we passed Wepener, van Stadensrust and Zastron without seeing them. This stretch must be bad for cell-phone signal as several messages appeared when we reached Rouxville, one of which required an EFT for the night's lodgings. I wasn't keen to delay on the edge of a location so I carried on to Smithfield and there, under a shady roadside tree and watched by an elderly local couple, I made the payment over the BSA's saddle - a first for me. We turned west to Bethulie, where I had a late lunch and continued on to Norvalspont, where there are two 460m long single track steel bridges over the Orange River, one road and one rail. We reached the Ruigtevallei Lodge at 15h50, where we spent the night in pleasant rural surroundings.



Above: Norvalspont bridge

Tuesday 21 May

Day 11

298 km

We left Ruigtevallei at 08h00 and refuelled and breakfasted at Colesberg. We passed

Noupoort and Middelburg, and crossed Lootsberg Pass - a pleasure to ride over, long but not steep and with a panoramic view from the summit. I had used my last pint of oil but could find no SAE 40 in Graaff-Reinet, a fairly large town. We arrived in Aberdeen, a small town, at 15h00 where the only garage had lots of it, so I bought several pints and stuffed them in wherever they would fit, including my jacket pockets. We spent the night at Die Wynberg Werf, a charming, comfortable little cottage. No restaurants were open but at a bar called Die Stal I had a cold beer with fish and chips which, although a take-away, was delicious - freshly cooked and piping hot.



Above: Lootsberg Pass

Wednesday 22 May

Day 12

312 km

I breakfasted at the Kamdebo Stall and left Aberdeen at 09h40. We stretched legs at Oppievlak Padstal, a quaint place with barnyard animals wandering in and out of the shop. We skirted Willowmore and turned off to de Rust, where we stopped to rest at the garage. The attendant greeted me with "So, jy het 'n ou motorfiets asook 'n ou motorkar" - he recognized me from previous trips with the Model T Ford! I was then approached by the driver of a courier van - he said that he had seen a similar motorcycle, also with a CJ plate, in Graaff-Reinet the previous day. I told him that it must have been the BSA he saw as I had been there yesterday, and he was amazed that such an old machine could travel so far in one day! We passed through Oudtshoorn and reached Calitzdorp at 16h00, where we spent the night with Robert Matzdorff, a fellow club member.

Thursday 23 May

Day 13

323 km

Rain was predicted from Ladismith to Robertson at midday but it never came, meaning that

we had dry weather for 13 days straight - quite lucky at this time of year. We left Calitzdorp at 08h40 and stopped to stretch legs in Barrydale, where we met two hoppers who were fascinated by this old "boney" out on a long road trip - I was just as fascinated with their Harleys, which look very comfortable. Apparently they can now be bought second hand quite reasonably, so maybe one day? We rested again on the hill between Robertson and Vink Rivier, and then set off on the last leg. She began tightening up on du Toit's Kloof Pass which has never happened before - she is doubtless feeling the effects of poor compression and a top overhaul is clearly indicated. We arrived safely home in Paarl at 15h20; she had completed the journey in spite of not being in top fettle - a fine show indeed.

Footnote

The BSA was introduced to the club in the late '90s and has done many runs and rallies, but this was her longest trip in that time and quite possibly in her life. It was also the longest motorcycle trip that I have made in my life and I am very grateful to all the people who encouraged me and followed my progress; to the Good Samaritans who helped me along the way; and to the late Val Page of BSA Cycles Ltd for designing such a sound machine. We did 3,651 km in 13 days, only 200 km on National roads; and even the valve trouble added to the flavour of the journey, lending an aspect of uncertainty and adventure. It was a unique experience and I offer this report as tribute to a very special motorcycle.

Adrian Denness

Cape Vintage Motorcycle Club
10 June 2024

Lessor Known Cars

There is probably not a single person that has not heard of a Ford Model T, but less have heard of a Lagonda or a Saxon. Let's take a look at some of the lessor known cars.

The Velie – 1908 to 1928



Velie is a brand that was manufactured in Illinois in the USA from 1908 to 1928, just about the same period as the Ford Model T.

The company was founded by and named for Willard Velie, a maternal grandson of John Deere.

Velie founded Velie Carriage Company in 1902, which was successful, then Velie Motor Vehicle Company in 1908.

Velie's first car was assembled with many components purchased from outside suppliers. By 1910, Velie had sold more than 1000 cars. In 1911 Velie introduced a truck line and began making a proprietary four-cylinder engine.

The 1911 Velie 40 had a 334 cu in (5.47 L) four-cylinder L-head four-stroke gasoline engine, producing 40 hp (30 kW), mated to a Brown-Lipe sliding-gear transmission with three forward gears and one reverse gear. It was priced at US\$1800. In 1914, a six-cylinder was produced. Velie production averaged about 5,000 cars a year, peaking at 9,000 in 1920. Beginning in 1916, all Velies were powered by six-cylinder engines. In 1926 a straight eight was also offered. In 1911 the Velie line-up included seven body styles.

In 1927, the company bought out a general aviation company, moving it to Iowa as Mono Aircraft Inc. and began producing aircraft. Under this banner, the company produced the Monocoupe 70, which proved "an instant success".

Willard Velie died in October 1928 and his son, Willard, Jr. was unable to keep both the Velie automobile and airplane companies operating, so he eliminated the car line in January 1929. In March 1929 Willard Jr. died.

According to the Official Velie Register, worldwide 230 Velies are known to exist as of 2010. A 1924 Model 58 is running in New Zealand. Tom vd Vyver from East London has a 1925 Velie Model 50 under restoration which is progressing well. It is the only one known to exist in Africa.



Above: The 1927 Velie Model 50 which belongs to Tom vd Vyver from East London.



Above: The 1912 Velie Torpedo Roadster

The Saxon – 1914 to 1922



The Saxon Motor Car Company was located in Detroit, Michigan, from 1914 to 1922. In 1917, 28,000 cars were made, making it the seventh largest car maker in the United States.

Hugh Chalmers of Chalmers Motor Car Company began the company to market a low-priced volume car. The first Saxon was a 2-seat runabout with 2-speed transmission and a four-cylinder engine. 7,000 cars were made in the first year of production. The cost of a Saxon in 1913 was \$395.

From 1913 to 1914, electric lighting was an extra option, which became a standard fitting to the car in 1915. Also available in 1915 was the Saxon Six, a five-passenger tourer, with a 30–35 hp (22–26 kW) Continental six-cylinder, electric starter and headlights, on a 112 in (2845 mm) wheelbase and 32×3½-inch (81×8.9 cm) wheels, all for \$785.

In 1914 a Saxon roadster was driven 135 miles a day for 30 days, for a total of 4,050 miles with an average of 30 mpg and sales skyrocketed. In 1915, Harry W. Ford, formerly with

Chalmers, bought out Hugh Chalmers interest and became President of a reorganized Saxon Motor Car Corporation.

In its peak year of 1916, 27,800 Saxons were produced. The Saxon Six was followed in 1917 by a Sedan. In December 1917, Harry W. Ford was out and the new president was Benjamin Gotfredson. From 1918 the company got into financial difficulties while expanding, with large quantities of parts and building a larger factory. The 4-cylinder models were dropped from the range and the Sedan went as well in 1919.

In 1919 C. A. Pfeffer, another former Chalmers manager, became president of Saxon Motor Car Corporation. The new factory Saxon couldn't pay for was sold to General Motors. In 1920 a new model, the Saxon Duplex, powered by an overhead-valve, four-cylinder engine joined the six-cylinder model and a sedan body rejoined the range.

In 1921, Saxon sold off their parts business to settle debts and used the proceeds to move the company to Ypsilanti, Michigan, where the cars were made in the Ace car plant, but this could not save the company and the last cars were made in 1922 and sold in 1923.

Today only about 150 examples remain worldwide. Tom vd Vyver from East London has a 1915 Saxon which is undergoing restoration.



Above: 1915 Saxon Runabout.

The Winton – 1898 to 1924

The Winton Motor Car Co. was an early pioneer in the American automobile industry. The Winton Motor Carriage Co. was founded in March 1897 by Cleveland bicycle manufacturer Alexander Winton who, along with Thos. W. Henderson and Geo. H. Brown, established the factory. To promote his early products, Winton drove one of his automobiles to New York City in July 1897, which stimulated investment in the company. Winton was the first company to sell a standard American-made, gasoline-powered automobile; its price was \$1,000. The publicity from Winton's second drive to and from New York in 1899 enabled the company to produce 25 cars a week and the price rose to \$2,000.

The company built a new factory complex in 1902 and employment increased from 700 to 1,500 workers. By 1905 the firm had branches in New York, England, Toronto, Canada and Honolulu. Winton regularly introduced new models, including delivery vehicles and a racing car. By 1910 the company had marketed 18 automobile models. Reorganised as the Winton Motor Car Co. in 1915, the company produced 2,450 vehicles the following year.

In October of 1901, Alexander Winton competed in his Winton Bullet, against Henry Ford in the "Sweepstakes Ford" at the World Champion Sweepstakes, in Michigan, losing to Ford in the 10-lap race. Winton was determined to return and defeat Ford and in 1902, a Winton Bullet was built capable of reaching a speed of nearly 70mph. In October of 1902, the Winton Bullet once again competed against a new Ford car, dubbed "999", and piloted by Barney Oldfield. Yet once again, the Winton was defeated by Ford.



Above: A brand new 1899 Winton automobile stands on a muddy road outside the Winton factory.

Winton produced expensive automobiles and was unable to adjust to the introduction of less expensive, mass-produced vehicles by Henry Ford in the early 1920s. The firm made only 690 cars in 1922, and on 11 Feb. 1924 it ceased automobile production. Alexander Winton closed the company and concentrated his efforts on the production of diesel engines.

Nostalgia

“REUNITING WITH A SPORTS CAR AFTER 61 YEARS WAS EMOTIONAL”

By Roger Houghton

The 15th staging of the Simola Hillclimb in Knysna provided me with an unexpected opportunity to reunite with a unique South African built sports car after 61 years. The car is the Davey 626, designed and built by Brian Davey of Benoni in 1963 after returning from England where he had worked as a trusted assistant to Eric Broadley of Lola Cars.

I watched the Davey 626 take part in its first race at Kyalami driven by Ron Pollock. Unfortunately, it had to retire with a rear suspension malady, but it had shown plenty of pace, being quicker than a modified Austin Healey 3000 and E-Type Jaguar. Because it was a prototype it had to compete in the sports car class instead of the GT category. Best lap was 1 min 49.9 sec on the original Kyalami circuit which was quicker than the E-Type's production sports car record of 1 min. 51.9 sec.

At the time I was a 21-year-old sports reporter at The Pretoria News and South African correspondent for Autosport, a British weekly motor sport magazine. The publication gave extensive coverage to the article I wrote on the South African-built Davey 626 which was originally intended to be the forerunner of a limited number of production cars

The Davey 626 only raced three times more, once driven by Pollock and then Basil van Rooyen took the wheel for its last two outings. It was subsequently garaged for 50 years and its condition deteriorated over time.

The 626 designation has nothing to do with the Mazda 626, which it predates, but is derived from the type of engine fitted, being the number of cylinders and the capacity. The car has a 2.6-litre in-line six cylinder Ford Zephyr engine with an aluminium cylinder head developed by Raymond Mays, one of the founders of the BRM F1 racing project. It developed 150 horsepower.

Gearbox is a four-speed with overdrive as fitted to the Triumph TR3 sports car, while the rear axle was Davey's own design. Suspension was all independent with four-wheel disc brakes – inboard at the rear. The attractive body work is made from aluminium sheet. The car weighs only 680 kg which contributed to its excellent performance.

Fritz Kleynhans bought the car from Brian in 2012 and recruited the expertise of Wikus Rust to commence its restoration. The car is now owned by former karter and single seater racer Nick Cetinich who oversaw the completion of the restoration in preparation for its return to competition at the 15th Simola Hillclimb.

“My father, Peter, was a friend of Brian Davey and involved in building the car, together with Ed Leach,” explained current owner, Nick Cetinich. “Both my dad and Brian were then

actively involved in karting and with Brian also having a motor spares shop there was probably little or no time for racing the Davey 626. Brian not only built extremely competitive karts but also set up a business remoulding racing tyres for the karts. Both Brian and my father passed away in 2012.

“I grew up seeing the car standing in Brian’s garage in Benoni over the years and dreamed of one day seeing it back on a race track. It has been a long and difficult road for Wikus to rebuild the car to the exacting standards of the original build, but I am glad to report we have achieved all our objectives at last. I must say it was most emotional seeing Scott Temple, a former SA champion, taking the car up the Simola Hill for the first time.”

The restored car is now performing very well and finished second in Class H10 at Simola, beaten only by Franco Scribante in the famous Gunston Chevron B19 with a 2-litre Cosworth BDG engine. During the day Temple and the Davey 626 clocked a quickest time of 54.142 sec in a qualifying run. The team chose not to run the irreplaceable car in the other two qualifying runs as the road was wet, and they didn’t want to take unnecessary risks on its first return to competition in nearly 60 years.

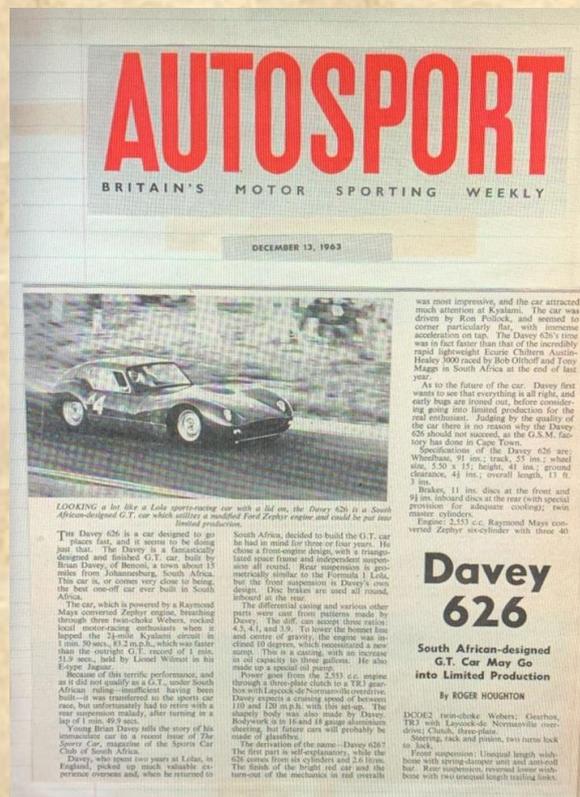


Above: The Davey 626 driven up the Simola hill by Scott Temple, a former SA motor racing champion.



Above: Roger Houghton reunited at the 2025 Simola Hillclimb with the SA-built Davey 626 sports car after 61 years!

“We will now look at running the car in other hill climbs and similar events with an ultimate objective of trying to get it accepted for run up the hill at next year’s Goodwood Festival of Speed as a final part of Brian’s motorsport legacy,” added Nick Cetinich.



Above: The original article about the launch of the Davey 626 at Kyalami which was written by Roger Houghton and appeared in Autosport magazine in the UK in December 1963.



Above: An emotional group admired the restored Davey 626 at the Simola Hillclimb. They are (from left) Roger Houghton, a motoring journalist; Wikus Rust, who began the original restoration; Henry Tiedemann, a long-time friend of Brian Davey; and Nick Cetinich, the current owner of the car.

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.

- **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
- **14 to 16 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

- **20 September 2025** – SAVVA AGM at the VVC in Johannesburg.
- **21 September 2025** – Modderfontein Swap Meeting. Organised by the Piston Ring.
- **4 October 2025** – Welkom Cars in the Park. Organised by the Welkom Old Auto Club
- **10 to 12 October 2025** – Rendezvous Tour in Bloemfontein. Organised by the OFS VVC.
- **9 to 11 November 2025** – 38th Fairest Cape Tour in Worcester. Organised by the CVMC.

An acknowledgement letter from the University of Pretoria following the support of SAVVA in promoting the raffle of a VW Beetle to generate funds for bursaries



Department of Institutional Advancement

25 April 2025

Gavin Youngman, Chairman
Southern African Veteran and Vintage Association (SAVVA)
Email: chairman@savva.co.za

Dear Mr Youngman and SAVVA Team,

RE: HEARTFELT THANKS FOR YOUR SUPPORT OF THE UNIVERSITY OF PRETORIA'S VW BEETLE RAFFLE

On behalf of the University of Pretoria, I would like to extend our sincere gratitude to the Southern African Veteran and Vintage Association (SAVVA) for your generous support in marketing our classic VW Beetle raffle in 2024.

Your assistance played a significant role in raising awareness and generating excitement among car enthusiasts and the wider public. By sharing our initiative with your network, you helped us reach a passionate and engaged audience - exactly the kind of support that made this fundraiser a success.

With over 9,500 raffle tickets sold and a remarkable R475 462 raised, we consider this fundraiser to have been a triumph! The funds raised through this raffle are contributing directly to student support and bursary programmes, helping us to empower talented young individuals and ensure that financial constraints do not stand in the way of their academic dreams. You can read more about the lucky winner here: https://www.up.ac.za/news/post_3264482-raffle-winner-drives-away-with-ups-beloved-1967-vw-beetle.

It was a privilege to collaborate with an organisation that shares our appreciation for automotive heritage and community involvement. We hope to partner with SAVVA again in future initiatives that bring people together for a good cause.

Once again, thank you for your enthusiasm, commitment and support.

Warm regards,

Dagmar Kahn

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Senior Development Specialist



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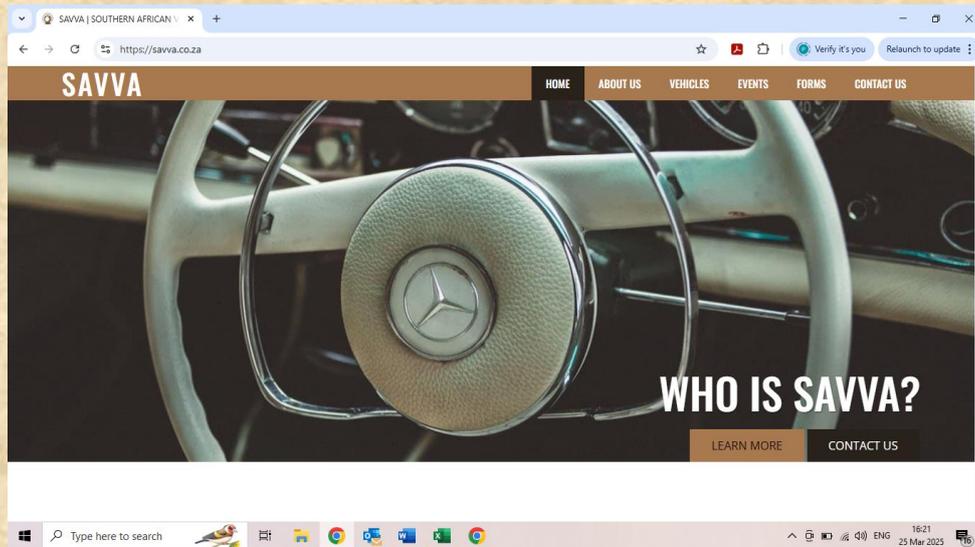
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SAVVA and Social Media

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 social media 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

Please visit and “like” or “follow” the SAVVA Facebook page: [SAVVA Southern African Vintage and Veteran Association](#)

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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SAHRA	Gavin Allison	082 335 4005	chairman@savva.co.za
Vehicle Legislation	Brian Bruce	082 884 6000	bruce@fuimus.co.za
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