



# SAVVA VETERAN AND VINTAGE TOUR

By Maryke Middelman. Photos Maryke Middelman and Viv James

*A row of Model Ts with a 1926 Hupmobile and 1930 Ford Model A*

The 2023 ProAuto Rubber SAVVA Tour took place from 8th - 12th November and was based in Paarl at Middelpaas Paarl Guest Farm, from where daily journeys were made in various directions. The cut-off date was 1930. There were sixteen Ford Model Ts and four Ford Model As from all over the country, some other marques and a 1927 Lancia Lambda driven by Ali van Jaarsveld. In addition, six motor bikes entered the event.

The Crankhandle Club entries featured one Ford Model T as well as a few other marques. The Crankhandle Club was represented by:

- Karl and Tilly Reitz in a 1928 3 litre Bentley
- Brian and Beth James in a 1916 Dodge Brothers
- Greg Bjorkman and Louise Farrel in a 1916 Ford Model T
- Richard and Philippa Middelman in a 1913 Cadillac
- Robert and Maryke Middelman in a 1922 Bentley 3 litre

Leonard Schneider and Gert Albertyn, also a CHC member, with their 1926 Hupmobile entered as The Early Ford Car Club.

What was extremely pleasant was that each day was mainly "on tour" with a short section as a timed rally.

That meant that we could stop at nice spots, have a pitstop when required (for coffee of course) and that there was far less stress and tension! Total tour distance was 582km which is quite a lot for these oldies.

**Day one** took us up the recently refurbished Bainskloof Pass,

which is fabulous to do in an open car. Coming off the pass we turned towards Tulbagh and Riebeeck Kasteel and to the top of the Botmanskloof Pass and the '8 Feet' Bistro for a delightful lunch and ice cream if you wanted it. What a great view from up there! Then we headed towards Malmesbury, onto Wellington via Lady Loch Road and an old steel bridge dating back to 1821. In Wellington we stopped at the 'Old Tannery' museum for early tea - it was a very hot day, but we managed to keep cool with wet kerchiefs and water. Sadly, Richard's Cadillac popped a valve cap, just as it had done on a previous run, except this time it punched a hole right through the bonnet! Grumpy, but undeterred,

he took the Caddie home and collected the 1930 Graham Paige for the rest of the event. On his return, and after a few beers, his normal good humour returned.

**Day two** was hotter, 37°C so here we go again with bottles of water to throw over us. Early morning there were a few bees around the Graham Paige honey pot - some had not seen this car before, and others had not seen it for years.

This time we went through Paarl and up Du Toitskloof Pass which is a fabulous drive. The route took us in the direction of Rawsonville and the top end of Worcester. Then a short drive on the N1 and eventually, just before reaching Rawsonville, we stopped at the 'Ou

Stokery' restaurant where we had lekker burgers. Then back onto Du Toitskloof Pass where the Graham Paige got vapour lock and was stranded for a while just after a corner till the boys got it sorted out. Philippa played traffic cop to ensure that oncoming traffic was aware of a problem ahead!

Some people found a small airfield on a nearby farm and stopped over for a visit. A few the Model Ts had difficulties, probably from the heat, but they all made it in the end. In the evening, Nick joined us.

**Day three** was thankfully a bit cooler, we even wore our rally jackets. Philippa took the chance to meet up with some friends and



*A rear view of Brian James' 1916 Dodge Brothers*



*Adrian Denness' 1919 Ford Model T*



*Freddie Durow's 1915 Ford Model T*



*Leonard Schneider's 1926 Hupmobile*





*Tour organiser Philip Kuschke in his 1913 Ford Model T*

happily gave Nick her navigator's duties. Nick reckons he had not been in the car for such a distance since he was a little kid!

This time we drove through the wheatfields of Klipheuwel, Phila-

delphia and Mamre - passing through Atlantis with its many little stores lining the road - proper Africa! Some teenagers were playing "chicken" in the road, lying flat in the way of the car and



*1931 Gypsy Moth with the 1930 Graham Paige Ford and a 1922 Bentley 3 litre*

jumping up at the last minute, to the alarm of some of the participants. It was all good-natured and we got many cheers and thumbs-ups as we passed. We ended at the Darling Brewery for lunch, consisting of a few varieties of 'sliders' small hamburgers! The brewery produces no less than 26 different beers. The upstairs pub is very American, and it helps that they play country and western music! Oh yes, it might amuse you to know that Robert and I couldn't figure out why some of the wheatfields were so strangely 'deurmekaar', until I realised that these were not wheatfields but canola!

The return journey to Paarl took us on similar but a different route and this time it took past the airfield at Diemersdal Winery. Naturally the Middelman clan stopped for an eyeball and chat. The pilot was due to take off in their Gypsy Moth and Richard who is a complete aeroplane nut could not be moved. It was all rather delayed, so we headed back to our lodgings with the pilot promising to overfly where we were. Shortly after our arrival, they did just that, much to the delight of everybody who was outside. We saw that sadly two of the Model Ts did not make it to the end of the journey and were already on their trailers.

That evening we moved to a large store close to our lodgings

and when we arrived in our "Gatsby" gear we found a wine cellar lined with two rows of barrels with long tables in between. Really nicely done up, and the view over the Paarl valley from up there was superb too.

It was very special that when the SAVVA trophies were handed over to the winners, a short history of the person who had donated trophy was read out. It was quite poignant that the Kobus van Jaarsveld trophy went to Ali van Jaarsveld, and that Karl was on hand to give the Rudy Reitz trophy to its winner.

Neville and Susan Koch were the winners of the 3-day event, with a total score of 22 points error! 2nd were Bill & Juliana Lance with 46 seconds, followed by Kevin Casey & Harvey Metcalf with 54 seconds. Benita Palmer was the first bike home on her 1935 Rudge, in spite of having broken the thingamajig that bikers use to scroll their route schedule. The Middelmanne came 7th and 11th respectively.

Philip Kuschke and his team did a fabulous job of putting the event together and securing such popular sponsors, who assisted in all kinds of ways and became part of the happy family. We even saw parts of the Cape which us "Capiers" had not seen before. All in all a very enjoyable few days with fellow enthusiasts and friends.



*Philip Rosser's 1926 Ford Model T*



*Richard Middelman's 1930 Graham Paige*



*Rear view of the Model Ts and other beauties on display*

