



Automobilist

December 2023

SUMMER

Southern African Veteran and Vintage Association

www.savva.org.za



1957 Bentley S1



Automobilist

Southern National Council Members African Veteran and Vintage Association

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Southern African Veteran and Vintage Association

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Southern African Veteran and Vintage Association

Forthcoming Events around the Country 2024

DATE	EVENT	SAVVA CLUB
04 February	Kalk Bay Veteran Run	Crankhandle Club
10 & 11 February	George Old Car Show	Southern Cape Old Car Club
14 - 16 March	D - J Motorcycle Rally	Vintage & Veteran Club
1 - 4 May	VCC Platinum Jubilee SAVVA Tour	Veteran Car Club of SA
04 May	Vryheid Car Show	Vryheid Vintage Car Club
19 May	Cars in the Park, PMB	VSCC, Pietermaritzburg
04 August	Cars in the Park, Pretoria	P.O.M.C.



Chairman's Chatter

Greetings – from the Western Cape – as we approach the “ End of 2023 “ and to celebrate the richest blessings of Christmas followed by the New Year – 2024. A year that seemed “ so far away “ when we were growing up as youngsters, but is here far quicker than any of us could have imagined then.

Recent Club activities and events have all been extremely well attended during November – with both the 36th Fairest Cape Tour – in Worcester and the Pro-Auto Rubber MTFV Veteran & Vintage Tour at Middelplaas near Wellington, being immensely successful .

Plans are already underway for the 2024 Kalk Bay Run for Veterans – Car and Motorcycles – to be held on Sunday 4th February – hosted by the Crankhandle Club. As has become the norm over the past few years – a number of Model T Fords will be leaving from George on the 1st February – travelling via Bredasdorp to Cape Town to participate in the Event.

An amazing experience and achievement to say the least. Undeterred by this – the same group, plus a few others will then embark on what is called the VETTOER - departing from Calitzdorp in the Karoo – on 9th February to the George Car Show – via the Robinson Pass / Mossel Bay. Truly a commendable commitment to our “old vehicle movement “ and displaying our motoring history and heritage – in motion. Well done guys.

The George Car Show – which is hosted by the SCOCC – Southern Cape Old Car Club – is being held over the weekend of 10th & 11th February - and is “ recommended visit “ on our motoring calendar . Get there – if you can.

The VVC is hosting the iTOO VVC DJ Commemorative Motorcycle Rally – from 14th to 17th March. They will be starting from Checkers Centre in Hillcrest, overnighing in Newcastle – finishing in Benoni – with a prize Giving Breakfast on the Sunday morning.

We wish all the Competitors good luck, with a safe and trouble free event

As we count down the last few days of December – may I wish you and yours – a truly blessed Christmas – and a peaceful and prosperous New Year.

Take care, and always ride and drive safely.

Gavin Allison

From The Front Desk

As we approach the end of the 2023 year I begin to wonder where has the year gone? Apparently, time flies when you are having fun! If that is the case, then I for one, most definitely have had a fair bit of fun in this soon to be ‘last year’.

Having had the pleasure of visiting several clubs around the country and taking in many motoring activities as time would allow plus having had the greatest pleasure of all in meeting many fellow enthusiasts along the way have all contributed to making 2023 a great year.

I am sure that I am not alone in this regard and that there are many who, too, have enjoyed the pleasures of our hobby throughout this past year. May we all carry this enthusiasm and enjoyment though with us into the New Year.

Several of our SAVVA clubs have some epic rallies, celebrations and events lined up for our enjoyment in 2024. The greatest compliment that one can make to each of these Clubs is to support them in any which way you can. It is through your support that the event organisers gain the satisfaction and pleasure of conceiving, planning and ultimately bringing the event to fruition and, in so doing, gain inspiration to continue doing so for years to come.

To each and everyone I wish you all well over the festive season and may 2024 bring hope, joy, happiness and peace to us all.

Yours in motoring,

Chris

The 2023 ProAuto Rubber

Veteran and Vintage Tour

By Stuart Johnston

The 2023 ProAuto Rubber Veteran and Vintage Tour took place in sweltering Western Cape weather in early November and drew over 30 car entries and six motorcycles. The tour has been running in South Africa since the mid-1950s when these old cars were mere spring chickens, most of them being less than 30 to 50 years-old back then.

This year, the youngest car was a 1930 Ford Model A at 93-years-old, and the oldest was a 1910 Model T Ford. Do the maths and you realise that this car was 113 years-old, and still going strong in the hands of its ultra-enthusiastic owner, Gerhard Breytenbach, from Polokwane. To qualify as a Veteran car, the manufacturing date has to be 1918 or earlier, while Vintage cars have to be built before December 31, 1930.

It takes serious enthusiasm to source a car from the pioneering days of motoring in South Africa and many of the cars on the tour had been restored from absolute rust-bucket wrecks. Preparing such an old car for a three-day tour also takes serious commitment, not to mention transporting it to the event. Arthur Duvenage, for instance, now in his 80s, towed his 1915 Model T all the way from Pongola in northern KZN for the event, with his wife Elize supplying flasks of coffee and the like.

Watching Arthur's Model T haul up the Du Toit's Kloof Pass on the second day of the event, one was struck by the smooth note of the engine despite the fact that temperatures were heading for 35 degrees C. He later explain that he had recently balanced the old 2,9-litre four-cylinder motor at his home workshop, weighing and machining each connecting rod to specifications way more accurate than Henry Ford had specified over a century ago.

As for top-quality workmanship on a Model T, it was hard to beat the all-wooden pick-up body that Hennie Marx had create for his wife Corne, to be ready just in time for the tour. The couple had hauled the 1918 machine carefully all the way from Bethlehem in the Free State.

There were 16 Model Ts entered for this year's event, and despite many of them running without water

pumps (these "new-fangled" devices were fitted as aftermarket items back in the 1920s) all 16 of the Model Ts finished the event, which totalled over 600 km.

'It made me very proud,' said Tour organiser Philip Kuschke, as the organising club was the Model T Ford Club of South Africa, and it was important for the Ts to deliver a good show. Philip and his wife Rosita entered their 1915 Model T Runabout, while club president Emil Kuschke and his wife Hannetjie were also in the thick of the action in their 1914 Model T.

Apart from the old Fords (there were a number of pristine Ford Model As entered), there were more than a few super-exotic cars on the tour. Alice van Jaarsveld was driving her 1927 Lancia Lambda Torpedo in her usual press-on style, and revelling in the fact that this car was fitted with four-wheel braking, independent suspension and a mono-coque chassis-body construction. The Lambda was the first car to be produced without a separate chassis frame, and also had a revolutionary damping system built into the independent front suspension.

Another innovative car entered was the 1913 Cadillac, run by Richard Middelman, with his wife Philippa navigating. This was the first car to be fitted with an electric-start system, and Richard explained that it needed about six-steps to activate the battery-powered system, which in turn set in motion all sorts of mechanical devices and a solenoid to crank the giant 6-litre four-cylinder engine into life.

This car was fitted with twin ignition and two plugs per cylinder. The engine is beautiful to behold with its copper individual cylinder water jackets. On Day 1 of the Tour, unfortunately, one of the dual-plug cylinder head inserts blew out, punching a neat hole in the Cadillac's beautiful bonnet. Undaunted, Richard loaded the car up and headed back to the family's farm in Botrivier, about 150 km away from the Tour headquarters just outside Paarl. He returned just in time for post-dinner snifters that night with the family's 1930 Graham-Paige, a beautifully-preserved open-topped Tourer.

Meanwhile Richard's father Robert and his mother Maryke continued on their unflustered way in Robert's 1922 Bentley 3-Litre, the 24th car ever made by Bentley, just a year after Bentley began production in 1921. Robert says that the chassis is numbered as the 24th car, but the engine is numbered as the 23rd produced.

The Bentley 3-Litre model would go on to international fame in 1924 and 1927 with famous victories at Le Mans. It was a very advanced car at the time, and Robert says his car, fitted with a more sedate Van den Plas four-seater Tourer body, can cruise all day at 80-90 km/h, thanks to a four-valves-per-cylinder configuration and a five main-bearing crankshaft.

Karl and Tilly Reitz were aboard Karl's beautiful Van den Plas-bodied 1928 Bentley, complete with a high compression engine, and an ability to cruise all day

The 2023 ProAuto Rubber

Veteran and Vintage Tour

at 100 km/h or more. This car is bodied along the lines of the famous sporting Le Mans Bentleys and is painted in traditional British racing green. Karl's late father Rudi competed in the original V&V Tour back in 1954!

A car that was also considered a cut above the rest in pre-World War Two days was the Hupmobile, and well-known Cape Town collector Leonard Schneider had entered his beautiful 1926 example for this year's tour. He says that for some reason in the 1920s Hupmobiles gained a very strong following in the Free State area in South Africa. The marque was established by the American Hupp brothers, Bobby and Louis, and produced high-class automobiles from 1909 to 1940. A surprising number of Hupmobiles still survive in South Africa today.

The motorcycles on the tour all had to comply with the DJ Run rules which stipulate that all two-wheelers entered for the commemorative run from Durban to Johannesburg each autumn have to be manufactured before 1936. There were some interesting bikes on tour, notably two ridden by women riders. Bev Jacobs was the most experienced rider with some 25 DJs under her belt on the 1935 Triumph built for her by her father. Benita Palmer had ridden just one DJ on her 1935 Rudge, but she had a flawless V&V Tour in the Cape, aboard her small-capacity machine.

There was an amazing sense of closeness between all the car and bike competitors, and they were always willing to stop and help each other when problems of a mechanical sort occurred over the three days. All but two of the cars finished, and five motorcycles were still running well, Bev Jacobs' Triumph finally succumbing to a strange ignition malady on the final day.

For me, one of the most interesting vehicles of all was the 1919 Ford Model T pick-up run by Adrian Denness, who happens to live just a few km away from the Paarl tour base. Adrian's car, converted maybe 60 years or so ago from a Runabout model to a pick-up, has covered over 13 000 km in his hands since he bought it decades ago.

Most of those kilometres have been done on gravel, and one of Adrian's missions in life is to travel everywhere he can in his Model T on rough dirt roads, which the Model T was designed for. He does only essential

maintenance on his car, and just minutes before the start he was seen calmly topping up the oil and water, sort of as an after-thought. As for cleaning and polishing, Adrian leaves that to the other guys.

The three-day tour ended on a high note in a wine shed adjoining the Middelplaas Paarl Guest House, where the tour was based. The following are the results of the regularity segments on the tour, as well as special awards for outstanding contributions and performances on the 2023 event:

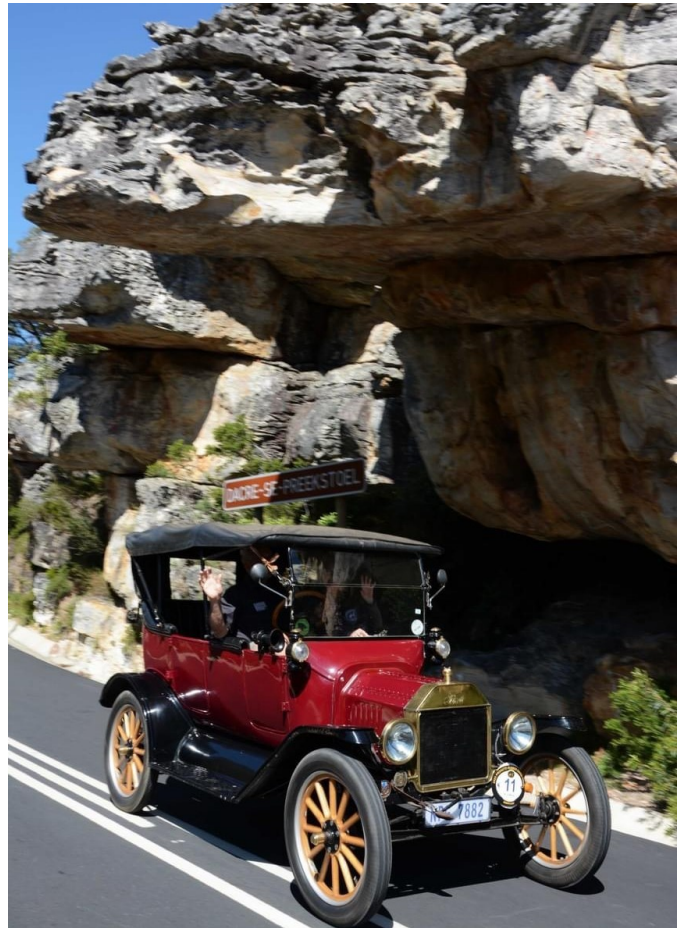
Regularity results:

1. Neville and Susan Koch, 1928 Ford Model A, 22 penalty points
2. Bill and Juliana Lance, 1926 Ford Model T, 46 penalty points
3. Kevin Casey and Harvey Medcalf, 1911 Ford Model T, 53 penalty points
4. Alice van Jaarsveld, 1927 Lancia Lambda, 84 penalty points.
5. Benita Palmer, 1935 Rudge, 98 penalty points
6. Brian and Beth James, 1916 Dodge, 116 penalty points

Special awards:

1. Kobus van Jaarsveld Trophy: Alice van Jaarsveld
2. Erwin Kuschke Trophy: Kevin Casey and Harvey Medcalf
3. Bob Acton Trophy: Neville and Susan Koch
4. Liefie Bosch Trophy: Bill and Juliana Lance
5. Rudi Reitz Trophy: Richard Middelman
6. Bettie Richmond Trophy: Alice van Jaarsveld
7. Dick Osborne Trophy: Benita Palmer.

*The 2023 ProAuto Rubber
Veteran and Vintage Tour
Photographs*





ALLES OP WIELE MOTORSKOU

21 OKTOBER 2023

DESPATCH

Tydens die 2023 SAVVA Algemene Jaarvergadering is die Concept Crew Car Club van Despach se aansoek om lidmaatskap by SAVVA goedgekeur. As daar na die geskiedenis van byeenkomste en die pasafgelope Alles op wiele skou van 21 Oktober 2023 as maatstaf gekyk moet word, dan is hierdie klub beslis 'n groot aanwinst vir die SAVVA-familie.

'n Woord van dank aan die komitee, en in besonder die Voorsitter, Pierre Janse van Rensburg, wat vir my as verteenwoordiger van SAVVA, uitgenooi het om hul tweede motorskou by te woon. Dit was vir my en my vrou 'n voorreg om saam met die manne en dames van die Concept Crew Car Club te kon kuier gedurende die naweek van 21 tot 22 Oktober 2023.

Dit is die tweede jaar dat die klub die Alles op wiele skou by die Frans Conradie Laerskool aangebied het. Tydens die eerste skou in 2022 was die organiseerders baie in hul noppies toe hulle 300 voertuie op uitstalling gehad het. Met goeie beplanning en bemerking, asook om te bou op die 2022 skou se suksesse, skryf 'n verstommende 470 eienaars hul voertuie in vir uitstalling by die 2023 skou! Die Concept Crew Car Club se 35 lede het gesamentlik 60 van hul ou voertuie uitgestal.

'n Verskeidenheid van rare-, eksotiese-, klassieke- en resiesmotors, motorfietse en driewiel motorfietse was tydens die skou te sien.

Tydens die 2023 Alles op wiele skou het die organiseerders baie goed daarin geslaag om sub-temas op die veld uit te beeld. Om die 100-jarige bestaansjaar van Ford in Suid-Afrika uit te beeld, was daar 'n uitstalling van 'n 1915 Model T Ford, 'n 1930 Model A Ford en om die hede van Ford uit te beeld, is 'n pragtige 2017 Mustang uitgestal. Hierdie uitstalling pas ook pragtig by die klub se logo "Van toeka tot nou".

'n Tweede tema, die 50-jarige bestaansjaar van die Chevrolet Can Am in Suid-Afrika is treffend in 'n sirkel uitgebeeld waar vier van hierdie "klein Chev monsters" geparkeer was. Wat die uitstalling nog meer treffend maak het, is dat dié motors 26 km van hul geboorteplek, die General Motors fabriek, uitgestal is!

Die twee eienaars van die Can Ams, Dolf de Vos, tans die voorloper in die Can Am-reeks en Spanner Fourie was beide teenwoordig en het die besoekers gereeld laat nader staan as hulle die enjins van die onderskeie Can Ams laat brul het. Hulle het ook hul kennis oor en ervaring met die Can Ams met die omstanders gedeel.

Klubs van oral oor het die Alles op wiele skou goed ondersteun. Die lede van die Queenstown Automobile Club het beïndruk met hul deelname. Nie minder nie as 16 motors van Queenstown was hier op uitstalling. Geluk aan Giel Bester en sy manne!

Die fenominale groei in die skou - nie net wat voertuig-uitstallers betref nie - maar al die ander aktiwiteite wat tydens die skou aangebied is, kan toegeskryf word aan die deeglike beplanning en versienheid van die organiseringskomitee.

Die skou is beplan met 'n groter doel in gedagte.

Indien die organiseerders die groei in deelname aan die skou vanaf 2022 tot 2023 in ag neem, sal hulle baie beslis vir 2024 'n groter uitstal-terrein moet bekom.

Drie dinge het tydens hierdie skou uitgestaan:

Die verskeidenheid van voertuie op uitstalling.

Die deeglike beplanning van die skou – in alle fasette.

Maar wat die meeste beïndruk het, was die vriendelikheid en hartlikheid van Concept Crew Car Club se lede.

Oumotor-entoesiaste, petrolkoppe, en enige persoon wat lief is vir dinge wat deur petrol aangedryf word: As julle nie die 2024 Alles op wiele skou bywoon nie, sal julle beslis armer aan ervaring wees.

Voorwaar 'n "Plattelandse skou" met GROOT styl!

Baie geluk aan die Concept Crew Car Club van Despach met die suksesvolle aanbieding van die 2023 Alles op wiele skou.

Mag julle klub van krag tot krag gaan!

Motor-groete

Philip Kuschke



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Website www.scocc.co.za

Suid-Kaap Oumotorklub | Southern Cape Old Car Club

Join the Extravaganza!

George Old Car Show 2024: Celebrating Classic Automotive Excellence

Sehr geehrte Damen und Herren,

Grüße an alle Bewunderer von klassischen Automobilen und gleichgesinnte Motorbegeisterte,

Dear Ladies and Gentlemen,

Greetings to all admirers of classic automobiles and fellow motor enthusiasts,

The Southern Cape Old Car Club extends a warm invitation to classic car connoisseurs and devoted motor aficionados alike, inviting you to grace the remarkable stage of the 2024 George Old Car Show. Mark your calendars for an unforgettable weekend on the 10th and 11th of February 2024.

In its 27th splendid year, this esteemed annual gathering will once again unfold at Eden Technical High School. The sprawling campus will serve as the perfect canvas for an assembly of motorcars and motorcycles from bygone eras, embodying diverse ages and prestigious brands.

The spotlight of 2024 will illuminate the extraordinary heritage of German marques, promising a spectacle that will transform the event into a **große deutsche Motorshow grand German motor show**. Whether you bring forth **klassische Motorfahrzeuge, Motorräder, Traktoren oder sogar stationäre Motoren** - vintage motorcars, motorcycles, tractor or even standing engine, your contribution to this showcase is welcomed with open arms.

While the emphasis remains on German automotive brilliance, the Southern Cape Old Car Club and the GOCS organizers extend a heartfelt invitation to all motor enthusiasts and clubs spanning the Southern African landscape. Let's unite in anticipation of the upcoming German-themed festivities – a true celebration of automotive excellence transcending borders and marques.

The main act unfurls on Saturday, as the National George Old Car Show takes center stage. The festivities continue on Sunday, transitioning into a local and family-oriented George Old Car Show, complemented by the melodic tunes of the International Oompah Band serenading the hours from 11:00 to 14:00. Join us in embracing the vibrant spirit of Germany!

As the sun sets on Saturday, we invite all motor exhibitors and clubs to partake in the time-honoured tradition of the GOCS Braai, held at the Carpe Diem School. A delightful evening awaits, complete with a cash bar and the lively melodies of the International Oompah band. Secure your spot early, as availability is limited. Online reservations can be made through the dedicated motor registration portal.

Attention all participants and motor exhibitors: Kindly note that the exclusive channel for registration is on the Southern Cape Old Car Club's official website. Visit www.scocc.co.za to access the registration form, available for submission starting October 1st, 2023. An exciting new feature accompanies this registration – the opportunity to share an intriguing short story about your beloved classic vehicle. This tale will be accessible to curious onlookers through a QR code displayed on your registration certificate.

For any inquiries or details, don't hesitate to reach out via e-mail at admin@scocc.co.za or via SMS to 076 764 0897. We eagerly anticipate your presence at the George Old Car Show, scheduled for the 10th and 11th of February in the coming year. Let's make history together!

Yours in automotive passion,

Waldo Scribante
Chairman
Southern Cape Old Car Club

Alewijn Dippenaar
Chairman
George Old Car Show Organizing Committee



Suid-Kaap Oumotorklub / Southern Cape Old Car Club
Founded 2nd June 1988

GEORGE
OLD CAR
SHOW



PROTEA HOTEL
MARRIOTT
King George

George Old Car Show 2024



10 & 11 FEB

 EDEN TECHNICAL HIGH SCHOOL



SATURDAY 9AM – 6PM
MAIN NATIONAL MOTOR SHOW

SUNDAY 9AM – 2PM
LOCAL FAMILY MOTOR SHOW
& OOMPAH BAND

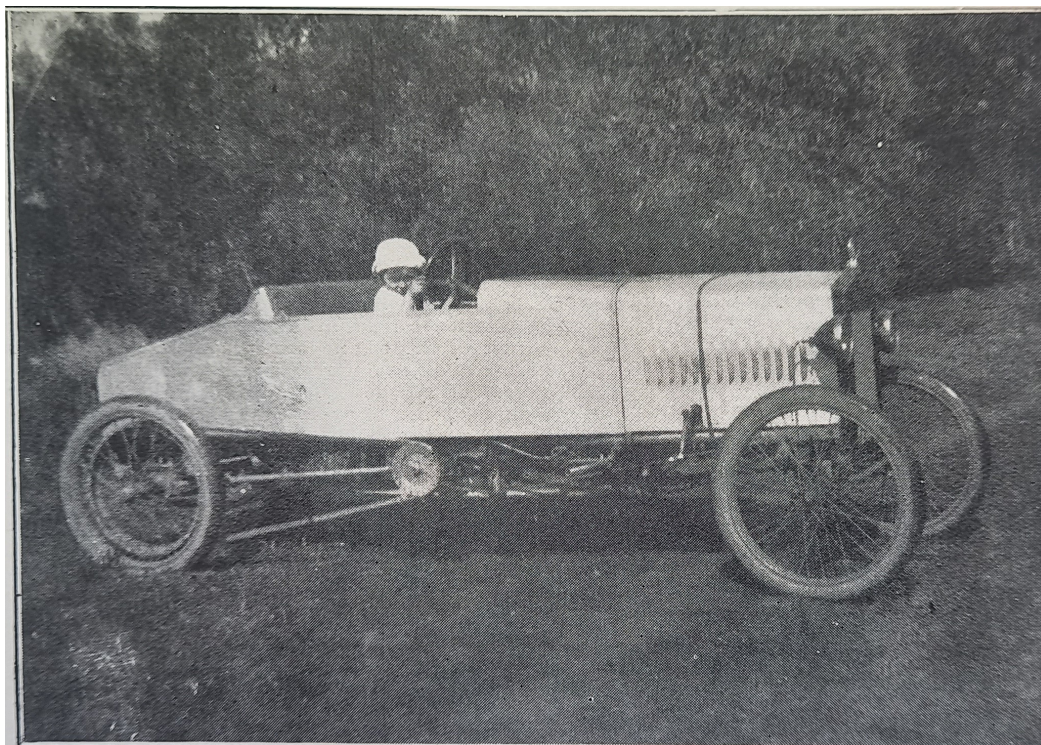
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Constructing a Cycle Car

The Clever work of a Cape Town Mechanic

(an article from the Motor Weekly 30 June 1923)



At the last monthly meeting of the Cape Peninsula Motor Cycle and Car Club the members were favoured by an interesting address on cycle car construction by Mr. G. P. le Suer. Owing to the Club's blackboard, specially procured for the use of lecturers, having gone astray, the end of a newspaper reel and a piece of a crayon were satisfactorily substituted by Mr. le Suer to enable members to follow the constructional methods employed.

In the beginning the lecturer dwelt on the numerous difficulties besetting the would-be builder, rather added to when, as in his case, a commencement is made before either a motor cycle or car ownership has been experienced from which, naturally, a number of points would be gathered. Before it was completed, however, he had owned and ridden four machines, and added to his store of practical knowledge.

His idea of a cycle car was a vehicle to take the place of the side car combination, to secure more road stability and riding comfort, without losing too many of the good points of the former, such as the more sporting vehicle to drive than a full-grown car, in addition to the factor of economy.

The most serviceable weight for the 'go-between' lay between 750 and 1000 pounds. To construct on a lighter scale would render the vehicle unstable, except on

the smoothest of roads. Given a fairly long wheel-base, he had little fault to find with the manner his car held on the worst of roads. At the start he had been inclined to favour friction drive, but upon going into the matter more fully he decided to favour a countershaft and gearbox with chain and belt transmission. The frame was 9 feet in length, of 2" 8 gauge steel tubing, with a front cross member, for which a steel fencing standard admirably sufficed.

The springing was half-elliptical, set transversally at the front, Ford style, and two half-elliptic at the rear. This provided a three-point suspension, minimising the risk of chassis twist when riding over a side-banked road. A 2½" hole drilled in a gate post enables the frame members to be bent after heating over an open fire.

In fitting the springs, ordinary American cart springs were tried, but these were found to be too brittle and frequently snapped. Since having fresh ones made locally from Sheffield steel, there had been no further breakages, proving much more resilient.

By reason of the frame members being tubular, some difficulty was expected in the securing of the cross pieces. It was solved by using H-iron and tube. An American chain drill was used for drilling holes in the tubing, and no mechanic should be without one of

Constructing a Cycle Car

continued

these inexpensive articles. With it all the required holes, varying from 3/16" to 1" were easily drilled. Whitworth bolts of 3/16" to 1" were used and to their credit none have come adrift.

Mild steel tube of 1 3/4" outside diameter, 8 gauge was chosen for the rear axle with 4" flange flats screwed on either end. These were to secure the tie rods, radius rods, brakes etc. with stub axle mounted in end. The hubs are of the heavy sidecar pattern and were procured locally. They are mounted in steel bushes and driven into tube. One 5/16" bolt withdrawn enables the stub axle to come way. The front axle is built of the same material as the rear, save that steam pipe fittings were used for the heads. Two radius rods prevent front axle from twisting inwards and are anchored to first cross member by means of a steel ball joint and fibre cushion blocks. Subsequently a Chater-Lea front axle, giving a wheel tack of 4' 4" was fitted, the original one proving too far out of centre of wheel.

Wheels are 28" x 3" comprising of 40 10-gauge spokes each and are set slightly dished. The belt rims on the rear wheels are 20" for 1" bely and fastened to the spokes of the wheel.

The steering gear is of special design. A 6" fibre eccentric with 1" steel band move the tie rod to wheels transversely across the frame. There is a reduction between the steering wheel and eccentric of approximately 3:1, by cycle chain and 4 sprockets.

The builder found in his construction work that the steering column is one of the most difficult things to place, as not having a body to measure, it becomes somewhat of a puzzle to decide on the really best position. Mr. le Suer decided to meet emergencies by making everything adjustable, and by this method eventually arrived at the best position for the pedals, etc.

The countershaft, 1" steel shafting, is mounted on three Skifco ball races and housings, the brake drum being on the right under the driver's seat, and easy to reach for any attention required.

Of 9 3/4" diameter, the pulleys are taper fitted and keyed to the shaft. The rear axle has shackles on either side of the springs, which enables the radius rods to keep the axle at the same distance from the countershaft at all times. The rods, consisting of 1" steel tube, are anchored on the axle with a leather bush, and on the countershaft by ball races, so that the driving tongue of

the back axle is borne by the countershaft, or, in other words, the car is pushed along by these rods.

After describing the brakes, Mr. le Suer turned to the power unit, which is a 8 hp Douglas engine taken from his Williamson motorcycle, being a horizontally opposed water cooled twin, with a 85 x 85 bore and stroke, equal to 964 cc. It had done some 5 000 miles in the motorcycle, and since being built in the cycle car has accomplished another 15 000 miles. One new valve has been the only replacement, this being due to a cotter hole breaking away. Beyond the re-grinding of valve seats, no other attention has been paid to the engine, save modifying the lubrication system that originally gave a little trouble.

The engine is mounted on a sub-frame of two 1" steel tubes bolted 8" apart in front of the chassis and connected to the second cross-member, which also serves as a mounting for the gearbox, which is of the Sturmey-Archer 3-speed standard pattern.

Being unable to secure a gearbox embodying a reverse gear, one was incorporated by locking the pawl on the kick start pinion, and fitting an external sprocket driving to the countershaft, which in turn has an idling sprocket fitted.

A dog clutch, operated by a special lever, engages this sprocket when reverse is required and a simple kind of railway lock is employed to prevent the other gears from being set in motion whilst the reverse is in operation.

A Binck's 3-jet carburettor gives satisfactory results (35 – 40 mpg) and the controls are mounted on the steering column and operated motorcycle wise. The main petrol tank of 5 1/2 gallons capacity is located at the rear of the chassis, being made locally of ordinary 22 gauge galvanised iron. It is held to the frame by two loop iron straps which are padded with felt to serve as insulation from vibration. The feed to the engine is made through the medium of an Autovac vacuum tank situated on the scuttle dash.

Originally, the Williamson radiator was used, but a Ford pattern has since been fitted. Such, ample cooling is furnished, a fan is not required, there being no boiling on the most urgent of occasions. Additional help in this direction comes from the fact of the engine being in the much lower position than the radiator, so ensuring perfect thermo-syphon action. A 2-cylinder Bosch magneto is fitted, being of variable ignition and pinion driven.

Constructing a Cycle Car

continued

The body, shown in photograph, is built of 2" x 1" English oak and covered with sheet aluminium of 18 gauge, hard drawn. The joints are all screwed together and make a tight job. The aluminium is finished off at the edges with angle aluminium, the whole being left without paint, so that sun fading, and scratches give the owner no concern. The body is held to chassis by four steel straps, which are adjustable to take up wear due to strain.

The maximum proved speed of this cycle car is 45 mph, and an average on a recent country trip of 300 miles worked out at 22 mph. Extraordinary mileage is obtained from tyres and belts, the former showing approximately 15 000 miles, and the latter, since Dunlop have been the choice, 20 000 miles approximately. Chains have a life of 5 000 miles, but it is believed that if these were encased this mileage could be doubled.

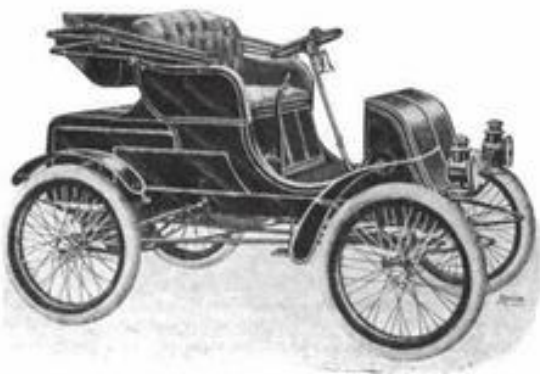
The owner has in contemplation the fitting of several minor refinements, such as a collapsible hood and modern shaped wings.

In its present form it still ranks as a well thought out piece of work that does Mr. le Suer credit.

I am the Motor Car

By John Chapman Hilder

I was conceived in the minds of men who lived before their time. I came into being not as a child does, perfect of form and lacking only growth – but crude and ugly, ill shaped in every part. Yet, in me was crystallized the germ of an idea – the vision of a greater victory for man over the elements of time and space.



I am the Motor Car

continued

My creators passed on, but their vision lived for other men to see and expand, and I have grown.

Out of the bowels of the earth is mined the stuff of which I am built. Metals are conjured with to give me untold strength. To make me, man humbles the monarchs of proud forests and wrings from age-old rocks their richest ores and from tropic ships bring the cushioned tread on which I ride.

As I have grown in my capacity to serve, so have I acquired beauty and dignity. All that men know of Science and of the Art today are vested in me. The keenest minds on the earth are focused on me, that tomorrow, I may advance nearer to perfection.

My career has been short as men measure time - yet I have changed the history of nations.

I have carried the city into the country and the country into the city.

I have broken down barriers and built-up friendships.

I have released millions from the slavery of dwelling in remote places and have given them the freedom of the unending highway.

I have introduced civilization into the dark corners of the world. I have quickened and broadened the progress of commerce and industry.

I began life as a plaything for the rich but have become a utility at the services of all people.

I am a living monument to imaginative achievement.

I am a symbol of modernity.

I am, **the motor car.**

Early Motor Cycling in South Africa

(The lesser known Races)

The Ladysmith Race

While the duration of the First World War was a period of intense activity for the many motorcyclists who served on the various war fronts, club life, temporarily denuded of its most virile citizens, was bound to languish.

The first revolt against enforced inactivity was manifested in Durban by the newly formed Durban and District Motor Cycle Club, which in 1918 instituted an event which, unfortunately, has been forgotten and maybe is remembered by some of the older motor cyclists.

This was the then famous Ladysmith Race, run from Toll Gate on the then Durban boundary, via the main Johannesburg road, to Ladysmith and return, a total distance of approximately 500 kilometres, without a doubt one of the most gruelling races ever staged. As has been the case with all of South African road races, the event was run on handicap, being open to both solo and sidecar machines but although in the case of the first four races, separate classes were maintained, in the last two of the series the two classes were combined.

As though the natural difficulties presented by the appalling road conditions of the day, the unreliability of the machines and the prevalence of punctures

were not enough the first race in 1918 was run under abnormal weather conditions which reduced the usually dust filled roads to a continuous sea of mud, swelled the rivers to dangerous proportions and froze the unfortunate, exhausted competitors to a condition of numb despair.

A field of eight solos and eleven sidecars produced a solitary finisher, T. H. Spargo who achieved the seemingly impossible on a big Harley Davidson sidecar combination in the significant (but under the circumstances, praiseworthy) time of nineteen hours.

In 1919, under somewhat kinder conditions, the toll of the road was still so great as to decimate the field and out of a field of seven in each class, only two solos and three sidecars crossed the finishing line.

The running time, however, was greatly improved upon with the winning solo machine completing the route in 8 hours and 42 minutes and the sidecar time being a credible 10 hours and 2 minutes. Both were large machines being a 7/9 Harley and a 7/9 Indian respectively. It is interesting to note the winner was Robbie Blackburn, who was placed in this race no less than three times and, whose untimely, tragic demise came about while touring, and not by his meteoric successes in early road races.

In 1920 the race was taken over by the famous Natal Motor Cycle Club (which at the time had probably staged more road races than any other clubs of South Africa combined) and was continued without outstanding incident until 1923 when the growing popularity of the then existing "Durban – Johannesburg" (Rand M.C.C.) and "Natal 100" (N.M.C.C.) together with the inception of the South African T.T." (M.C.U.S.A.) brought about its demise.

The Ladysmith Race (312 miles)

Year		Rider	Machine	Time		
				hrs	mins	secs
1918	Only Finisher	T.H. Spargo	7/9 Harley-Davidson S/C	19	-	-
1919	Solo	J.R. Blackburn	7/9 Harley-Davidson	8	42	-
1919	Side Car	P. Lawrence	7/9 Indian	10	2	-
1920	Solo	J.P. Booth	2¼ Baby Triumph	14	55	30
1920	Side Car	P. Lawrence	7/9 Indian	10	50	-
1921	Solo	P. Flook	2¾ Douglas	9	43	-
1921	Side Car	C.G. Smith	7/9 Harley-Davidson S/C	9	20	-
1922	Combined	H.B. Loader	7/9 Harley-Davidson Solo	7	10	-
1923	Combined	T.H. Spargo	3½ Norton Side Car	10	17	-

Early Motor Cycling in South Africa

(The lesser known Races)

The South African 7.7. Races

The proposal for the establishment of Tourist Trophy Races in South Africa came from the Pretoria Motor Club in 1922, It was thought by many of the prime movers in the projected events that it would be centralised in Bloemfontein and there run every year at a date convenient to all.

The M.C.U. (Motor Cycle Union) accepted the proposal with certain modifications, deciding to run the events every year at the place in which the Executive of the M.C.U. might be situated. In 1923, then, the responsibility of holding the first series fell to Durban but that centre was unable or unwilling to accept it and Port Elizabeth stepped in to host the event.

It seems, however, that the Union Executive or Race Committee, which was collaborating with the Port Elizabeth committee in staging the event was over ambitious. It decided to run the race in four classes: 250cc, 350cc, 500cc and 1000cc, and as there were insufficient entries in any of these classes the 1923 series of races were abandoned.

The 1924 series of T.T. races was made conspicuous by the number of illogical rules which governed that event. Three classes were catered for: 350cc, 650cc and unlimited. The 350cc class attracted few entries and was abandoned and some of the 350cc bikes entered the 650cc class while one, a 348cc Douglas was put into the unlimited field.

It was then decided that the o.h.v. machines should give the s.v. machines twenty minutes start in the 650cc class and six minute start in the unlimited class and, so it came about that 348cc Douglas machines and 494cc Triumphs were given starts of six and twenty minutes to 616cc s.v. machines and 998cc twins in races of 320 kilometres.

However, the events run over the famous Kragga Kamma circuit at Port Elizabeth were spectacular enough from an outsider's point of view. In the 650cc race an inspiring tussle went on between H. B. Loader, of Natal, and Percy Flook until the latter retired.

The race was won by Hammerton of Cape Town on a s.v. Indian Scout, who had turned his twenty minute handicap to good advantage and won from Moore of Natal and H.B. Loader and the rest of the field of nineteen starters, in 3 hours 31 minutes at an approximate speed of 57 mph.

The unlimited class, twelve laps of the twenty-mile (32 kilometres) circuit, was won by Dr. J. W. du Toit of Cape Town riding a 989cc Harley Davidson, at an average speed of 61mph. A feature of this race was the riding of F.A.R. Zurcher on his light-weight Douglas, who had been forced to concede six minutes to many of the larger capacity machines. He went on to finish fourth, having ridden furiously to the limit of his bike's capabilities.

New Year's Day, 1925, brought with it new riders and new enthusiasm to the Kragga Kamma course. It also brought with it a great swirling of dust storm to test the mettle of the men who had come to fight a battle of speed and skill.

Despite the weather conditions there was some wonderful riding. Don Hall, of Natal, then in the early stages of what was to prove a remarkable racing career, took the 350cc race on an A.J.S. cornering carefully and riding all out on the straights. E.G. Murray won the unlimited class and C.H. Young, of Durban, ran away with the middle-class event on a Triumph.

1926 was a year of outstanding success for Charlie Young who pulled off the 350cc and 600cc events, riding a 344cc Royal Enfield in both races. A novice E.R. Biggs (R.M.C.C.) beat the experienced "Baby" Scott in the 175cc class and Percy Flook came back to smash all records for Kragga Kamma in the unlimited class, averaging 63.15 mph on a 490cc Norton.

The T.T. race the following year came close to being cancelled owing to an Ordinance giving divisional councils power to prohibit road races. The Administrator ruled against the event and by the time he was prevailed upon to change his mind enthusiasm had been so dampened that only two class races were held.

J. Simpson, the overseas crack rider, entered in 1928 but crashed on the first lap of the Senior event which went to "Bunny" Loader.

All the prominent Natal riders had their turn of success in the Port Elizabeth races. First it was Loader, then Cohen and Charlie Young and, finally, it was Don Hall who came down to win the Junior event in 1929 at an average speed of 64.03mph riding his Velocette, a mile or so faster than Sarkis' time in the Senior race.

After that it was all Sarkis. The man was an implacable master of his machine, a demon of speed and he was riding,

The South African 7.7. Races

continued

riding, riding all the time. He won the 250cc and 600cc races in 1930, with Hall winning the 350cc race. The next year he set a mad pace on a wet and sticky course and all records went by the board.

Sarkis won the 250cc race that time and started off in the Senior event with a first lap of 83mph from a standing start but he cracked up and Grant Lind pulled off the event at an average of 78mph.

So, it went on with the culmination in 1934 and Sarkis, the master, sweeping all before him in one grand burst of speed, lightweight, Junior and Senior – he ran away with them all.

That was the end as far as the Port Elizabeth event was concerned. From 1935 the scene of the National T.T. races were shifted to the Prince George Grand Prix circuit in East London and the date put forward from New Year to Easter. Rain interfered the first year and the Senior event was cancelled, the 350cc race going to J. Galway, a fast-improving rider, at an average of 73.58mph.

The following year the Junior race was snatched up by an enterprising novice, H.J. Brook, after the favourites had fallen out. Don Hall, then challenging Sarkis' run of successes, won the Senior event on a Norton at 81mph.

The 1937 Junior race went to A. Reeve with a fine average of 77.99 mph over 214 miles (345 km/h). The Senior event was a climatic triumph for Hall on a 350cc Norton, who rode the race of his life to average 83.6 mph and send all records flying in his victorious wake.

South African T.T. Races – Port Elizabeth

Light Weight Class – 175cc

Year	Rider	Machine	Time		
			Hours	Minutes	Seconds
1926	A.R. Biggs	174cc o.h.v. Cotton	2	4	12
1929	J. Unwin	Unknown	2	53	22
1930	A.B. Brownie	D.K..W.	2	42	53
1931	E. Davis	Excelsior	1	55	32

PS: Distances in this event varied between 100 and 140 miles

Light Weight Class – 250cc

Year	Rider	Machine	Time		
			Hours	Minutes	Seconds
1930	J. Sarkis	O.K.	2	15	30*
1931	J. Sarkis	O.K.	1	32	42**
1934	J. Sarkis	O.K.	2	56	_***

Note variation in race distance: * = 140 miles; **= 100 miles; * = 200 miles.**

Junior Event – 350cc

Year	Rider	Machine	Time		
			Hours	Minutes	Seconds
1925	D. Hall	349cc o.h.v. A.J.S.	3	36	53
1926	C.H. Young	344cc o.h.v. Royal Enfield	3	22	49
1927	L.R. Cohen	349cc o.h.v. A.J.S.	3	20	35
1928	L.R. Cohen	348cc o.h.c. A.J.S.	3	41	49
1929	D. Hall	Velocette	3	7	40
1930	D. Hall	Velocette	2	52	23

The South African 7.7. Race Results

Junior Event – 350cc continued

Year	Rider	Machine	Time		
			Hours	Minutes	Seconds
1931	L.R. Cohen	348cc o.h.c. A.J.S.	2	45	34
1932	J. Sarkis	348cc o.h.v. O.K.	2	9	39
1933	Race Not Held				
1934	J. Sarkis	348cc o.h.v. O.K.	2	41	28
1935	J. Galway	Norton	2	54	29*
1936	H.J. Brook	-	-	-	-**
1937	A. Reeve	Norton	2	41	13***

Senior Event – 500cc

Year	Rider	Machine	Time		
			Hours	Minutes	Seconds
1931	G. Lind	A.J.S.	2	33	49
1932	J. Sarkis	Sunbeam	2	35	3
1933	Race Not Held				
1934	J. Sarkis	493cc o.h.v. Sunbeam	2	31	53
1935	Event Cancelled				
1936	D. Hall	350cc oh.v. Norton	2	33	-*
1937	D. Hall	350cc o.h.v. Norton	2	33	32*

Note the last two races were held over longer distances, 210 – 214 miles. The rest were run over a distance of 200 miles.

Senior Event – 600 to 650cc

Year	Rider	Machine	Time		
			Hours	Minutes	Seconds
1924	L. Hammerton	Indian Scout	3	31	-
1925	C. Young	498cc o.h.v. Triumph	3	22	40
1926	C. Young	344cc o.h.v. Royal Enfield	3	18	34
1927	P. Flook	490cc o.h.v. Norton	3	10	29
1928	H.B. Loader	496cc o.h.v. B.S.A.	4	5	5
1929	J. Sarkis	Rudge	3	10	39
1930	J. Sarkis	Rudge	2	41	50

Note distances varied between 200 and 340 miles

Unlimited Class

Year	Rider	Machine	Time		
			Hours	Minutes	Seconds
1924	J.W. du Toit	Harley-Davidson	3	54	38
1925	E.G. Murray	Harley-Davidson	3	26	40
1926	P. Flook	490cc o.h.v. Norton	3	10	11

Koos Reyneke se storie oor sy Oupa se Dodge, die Spietkop en die Tronkvoël

Telkens duik dié storie in een of ander vorm weer op, word herinneringe daarvoor wakker gemaak soos: as om die Fonteinesirkel gery word; 'n stroopsoet vars

Kaapseroomyswaatlemoen se kroon in my mond kraak en spat; en onlangs weer merkwaardighede uit die Bybel. Oupas maak op klein kleinkinderseuntjies blywende indrukke wat onthou word vir vyf-en-sestig jaar en langer.

Oupa Reyneke se waaiende, wit sakdoek deur die treinvenster; Oupa se pluk van 'n bossie viooltjies vir Ouma, met versigtig vinger en duim teen die stingeltjie afgly om die

steeltjie so lank as moontlik met goedversorgde naels af te knyp; Oupa tussen sy rose of dahlias, met snoeisker of waterbottel waarin torre gegooi word; Oupa se stap met sy hond;

Oupa, byna altyd met sy vulpen in sy hand, agter sy lessenaar, besig om te skryf; Oupa se gebede en wonderwerke, en sommer gesels met die Here en twee keer 'n dag lees uit die

Familiebybel; maar, op 'n vyfjarige klein karremal-kleinkindseuntjie, veral Oupa se Dodge.

Oupa Reyneke van Bosmanstraat trek by Volkskas sy lankgespaarde geld om sy

splinternuwe Dodge in Johannesburg te gaan koop, 'n Cobaltbloue met groot wit stuurwiel

en blou leer banke wat lekkerder ruik as die Bloutrein se banke en blink op die paneelbord

waaraan seuntjies móét vat van die mooier as mooi.

Buite Pretoria, waar dié Fonteinesirkel vandag is, staan 'n omie langs die pad, en

sonder om te dink stop Oupa om te hoor of hy wil saamry.

"Nou waarheen is u oppad broer", vra Oupa beleefd, terwyl hy die stuurrat na derde oorskakel. "Ek is op pad Johannesburg toe en ek kan u enige plek langs die pad aflaai".

"Dominee, ek is mos óók op pad Johannesburg toe. Maar ek sien Dominee onthou my nie, want ek is maar één van die baie gevangenis wat Dominee so gereeld by Sentraal kom besoek maar vanoggend is ek weer vrygelaat. Ek kry mos nooit laaang tronkstraf nie, want ek is nie 'n moordenaar of groot skelm of dief nie, nee, ek is net 'n sakkeroller wat nie my vinnige vingers en hande uit mense se sakke kan hou nie."

Oupa besef te laat dat die gevangenis weet van sy nuwe Dodge wat hy sou gaan koop omdat hy sy opgewondenheid daarvoor, en die maande wat hy afgetel het met die spaar, nie heeltemal vir homself kon hou nie. Hierdie tronkvoël is verseker vandag hier in die kar om sy nuwe kar se kontantgeld in sy binnebaadjiesak te steel.

Skielik oorval 'n haastigheid vir Oupa. "Broer, ek is eintlik vandag 'n bietjie haastig en gaan nie soos gewoonlik by Halfweghuis stop vir 'n koppie tee nie. Ons druk maar deur."

Die gesprek gaan oor koeitjies en kalfies maar óók oor die geskenk waaraan die gevangenis vir Oupa werk, naamlik 'n oorkonde in sierskrif met interessantheide van die Bybel, soos die aantal woorde, die middelste woord, die aantal letters, die middelste letter, ensovoorts... maar Oupa luister nie meer mooi nie.... Sy gedagtes is nêr by die Dodge se geld in sy binnebaadjiesak en die SAKKEROLLER!

Van ver af raak Oupa al meer benoud as hy met die Sakkeroller Johannesburg inry en beplan Oupa sy benadering van die robotte só, dat hy nié sal moet stop nie

Die derde robot word te gou oranje en Oupa gee vet om nog oor te kom, maar die lig word rooi net voor hy in die kruising is.. en die Spietkop stap statig met sy blink skoene voor Oupa in die straat in, wit handskoehand omhoog!

Besonderhede en vrae word gevra en als in 'n boekie opgeskryf, iets wat nog nooit voorheen met Oupa gebeur het nie..

Met die laaste formaliteite afgehandel, sê die Sakkeroller: "Dominee, trek net daar die enjinkap se knop, dat ek net hoor wat ís fout daar voor!"

Oupa se Dodge, die Spietkop en die Tronkvoël

Nog totaal oorbluf, na die spanningsvolle rit en nou nog sy eerste verkeersoortreding én boetekaartjie, gehoorsaam Oupa sonder om te dink. Hy bly sit terwyl die Sakkeroller en Spietkop voor in die enjin vroetel.

Sakkeroller maak die enjinkap mooi toe en groet die Spietkop ewe beleefd met die hand, en kom klim met 'n glimlag terug in die kar.

“Ek voel baie skuldig dat ek Dominee so ongemaklik en die heel pad benoud gehad het.. en ek wéét Dominee was selfs te benoud om by 'n robot te stop.. Maar Dominee hoef nie hierdie kaartjie te betaal nie”, sê hy terwyl hy die kaartjie wat tussen hulle op die voorbank gelê het, sorgvuldig toevou en in sy eie sak steek. “Dominee, ek het besluit ek sal maar afsien van my gewoonte om in mense se sakke te peuter en met 'n goeie daad te begin.. maar ek móés darem net vir oulaas my vingers en hande toets”.

Daarmee haal hy uit sy eie binnebaadjiesak die Spietkop se hele boetekaartjieboekie, en steek sy anderhand uit om te groet. “Baie dankie vir die oplaai Dominee. Dit was gaaf, veral met daai hele Dodge se geld binne Dominee se sak. Voorspoed Dominee!”

En só het Oupa toe 'n uur later, na eers stilhou in die straat, om die Here te dank dat sy Dodge se geld veilig bewaar is, en Sy bewaring te vra, met sy spiksplinternuwe Cobaltblou '49 Dodge, teruggery Pretoria toe..

(With Thanks to: Western Transvaal Old Motor Club,)



Regs: Koos se oupa – hy het ook Jannie Smuts se roudiens geleil!





AUSTIN HEALEY CLUB OF SOUTHERN AFRICA



Austin Healey Club of Southern Africa 50th Anniversary Celebration 50 Years Ago: A Historic Advertisement

Fifty years ago, in the pages of The Star newspaper, an advertisement for a gathering like no other caught the attention of automotive enthusiasts in Southern Africa. The advertisement, placed by two Austin Healey owners, invited all Austin Healey owners and enthusiasts to come together for a special meeting at the Sunnyside Park Hotel on the 29th July 1973, marking the club's inception. Eight cars, 24 owners attended and little did they know that this event would pave the way for five decades of passion, camaraderie, and a shared love for classic cars.

A Milestone Achieved: 50 years and One Day Later

Fast forward to July 30th, 2023, and a sense of excitement filled the air as the Austin Healey Club of Southern Africa gathered at the picturesque Higher Ground Restaurant. The venue was a perfect choice, offering stunning panoramic views that perfectly complemented the beauty of the Austin Healey cars that

adorned the cricket field below.

A Gathering of Healeys: 50 in 50

Sunday 30th July 2023, exactly 50 years and one day since the original invitation, the 50th-anniversary celebration took centre stage. An astonishing 50 Austin Healeys, representing various models and generations, adorned the venue, bringing a kaleidoscope of colours and designs to the eyes of all attendees.

A Day of Nostalgia and Healeys

The atmosphere at the Higher Ground Restaurant was electric with stories and memories shared by long-standing members, some of whom had been part of the club since its inception. Nostalgia intertwined with laughter as they recounted their past adventures, road trips, and the camaraderie that had developed over the years.

The event also honoured the achievements and contributions of members and sponsors who had made significant impacts on the club and the Austin Healey community as a whole.



Looking to the Future: A Timeless Legacy



As the celebration progressed, a sense of anticipation filled the air as the club members pondered what the next 50 years would hold. The passion for Austin Healeys runs deep, and there is no doubt that the Austin Healey Club of Southern Africa will continue to flourish for generations to come.

The event came to a close with a heartfelt toast to the past, the present, and the future of the club. As the attendees bid their farewells, they knew that this celebration had etched a memorable chapter in the history of the Austin Healey Club of Southern Africa - a chapter that will be cherished and celebrated for years to come.

Conclusion

The 50th-anniversary celebration of the Austin Healey Club of Southern Africa was a testament to the enduring passion for these classic cars and the close-knit community that had formed around them. It was a celebration of not just the cars themselves but the friendships, memories, and shared experiences that have enriched the lives of countless individuals over the past half-century.

At the end of the day, the Austin Healeys stood tall, proud symbols of an illustrious past and a promising future. The Austin Healey Club of Southern Africa had not only marked 50 years of existence but had also solidified its place as a timeless legacy that would continue to drive the hearts and minds of car enthusiasts for generations to come.

Food for Thought

How many of us as enthusiasts of all things 'old' have come across the ubiquitous word 'Classic' when describing something whether it be music, motor car, motorbike, art work, an event or even a happening that is not to be repeated or missed? In my mind the author uses it to conjure up a sense of awe, desire, grandeur, exotic in the item being described thus drawing you in to enjoy and possibly participate in something beyond the realm of most.

I started to give this word some thought because who decides what constitutes a 'Classic'? If I am to go by Collins Dictionary the definition that they give to the word is:

Classic ('klaesik) *adj.*

1. of the highest class, esp. in art or literature.
2. serving as a standard or model of its kind.
3. characterised by simplicity, balance, regularity and purity of form; classical.
4. of lasting interest or significance. ~n.
5. an author, artist or work of art of the highest excellence.
6. a creation or work considered as definitive. [Latin *classicus* of the first rank].

By looking at the above definitions most certainly the fine arts and literature are covered and it is relatively easy to identify the true 'classics' in these fields as most are 'one offs'.

However, the question is: does this word have any meaning and significance in the mechanical field into which our interests of motor vehicles fall?

I am sure that the moment we hear or read the word applied to a motoring piece we immediately think along the lines of the exotica produced by Alfa Romeo, Bentley, Cord, Duesenberg, Excelsior and the like.

But are they the only ones to qualify as Classics? Let us consider point 4 above, surely then, we all have some 'lasting interest or significance' in a motor vehicle of some kind? What about the new car your Dad arrived home in when you were but a child? What about the car that we referred to as 'Mom's taxi'? How about your first ever motor car? Or the motor vehicle that took you on honeymoon? Do these not all qualify as 'Classics' then?

So my question stands: What constitutes and who determines a 'Classic'?

I look forward to your thoughts on this subject.

Chris

Cover Photograph



A brief History of the 1957 Bentley S1

Chassis Number: B150FA

Engine Number: BF75

This car left the Crewe production plant, United Kingdom on 10 December 1957. It was shipped to Cape Town, South Africa and delivered to Mr Cecil Leslie Harris of SA Wool brokers, the makers of Waverley Blankets. The Bentley was first registered in January 1958 and carried the Cape Town number plate 'CA 6'.

Mr. C. L. Harris owned the car for some 30 years and sold it in 1988 to Mr. Aaron Searle whereupon the registration number was changed to 'CA 81'.

Mr. A. Searle after acquiring the car had it serviced by the local Cape Town Bentley agents who recorded the mileage as 37,550 miles.

Fred believe's that car was partly repainted to match the original colour of Old English White / ivory as well as having new carpets fitted.

The Bentley was later sold to Mr Nigel Sedgwick in 2001 and was re-registered 'CA66'. Fred has in his possession a write up and photographs of the car on display at the 2001 Rolls Royce Bentley Owner's Club Christmas function held at *Le Pommier*, located near the top of Hell's Hoogte Pass, between Franschoek and Stellenbosch.

Fred purchased the car on the 18th June 2008 with a recorded mileage of only 43,300 miles showing on the clock.

The tyres were so old that they shed the tread the first time Fred tried it at speed on the freeway to Mooi River. On closer inspection, the spare Firestone tyre was made in the Union of South Africa, making that one at least 50 years old!

Fred have recently done a complete brake overhaul and, other than regular servicing, the car is in the same condition as when he bought it 15 years ago.

The present mileage is 53,300 miles making it possibly the lowest mileage 1957 Bentley S1 in SA. Fred does not know the current value or worth of the car as he emphasises the Bentley S1 is not for sale.

The Classic Car Show - A record crowd attendance

An all-time Nasrec Expo Centre record crowd showed up for The Classic Car Show on Sunday 09 July 2023.. An unprecedented 88 000 people passed through the gates of Nasrec, south-west of Johannesburg, to see an expo centre packed with over 450 classic cars from the 1950s, '60s, '70s and '80s, and a huge exhibition of the power of over 1500 modern classics on display in the gigantic German versus Japanese segment.

An organiser for the Show said they were stunned by the turnout, by far the largest one-day number of visitors that had ever been seen at the Nasrec Expo Centre. It out-numbered previous one-day records set before, including that of The Rand Show.

“Our recorded visitors for July 9, 2023 match those for the best-attended soccer game during the 2010 World Cup at the FNB Stadium, which is just down the road in the Nasrec area. That was for a world-wide event featuring the world’s most popular sport. To think we managed to nearly surpass the soccer stadium’s capacity of 90 000 with a show for cars that you can actually drive on the road speaks volume for the power of petrol-head enthusiasm!”

“The show was officially advertised as running between 8 am and 4 pm, and as the 4 pm deadline approached there were still queues of cars in the roads leading to Nasrec hoping to attend the show”, he said

The idea of combining more modern classics from the likes of Volkswagen, BMW, Toyota, Mazda, Subaru, Mercedes-Benz and Porsche with American muscle cars and traditional classics from Germany, Japan, England, Italy and France was the reason for the show’s success.

The organisers wanted to re-ignite the enthusiasm for cars amongst the younger generation as had been the case with previous generations who had latched onto the likes of Ford Cortinas, Minis, Alfas, Chev Camaros,

Mustangs, MGs and similar classics of the day

“Now the younger enthusiasts have continued this passion with cars like Volkswagen Golfs, Polos, Toyota Corollas, Conquests, Citi Golfs, BMW 3-Series, and Audi A3s.

The classics held their own with impressively interesting cars,. Brooding muscle cars included a mean Dodge Charger, a classic mid-1960s Pontiac GTO (arguably THE original muscle car) and a humble looking Volkswagen ‘Jeans’ Beetle.

If the above is anything to go by, it certainly bodes well for our hobby but the downside is that there appears to be a diminishing appeal for the older, pre-war cars, motorcycles and the like.



*A Journey through Time and Friendship -
Epic Road Trip from Pretoria to Cape Town by
Juan Burger, Fanus Blom and Neil Stander's*



Introduction

The allure of a road trip is a timeless adventure, one that transcends generations and leaves indelible memories. For Juan Burger, a long-held dream to drive his vintage 1928 Model A Ford from Pretoria to Cape Town became the catalyst for an extraordinary journey that would bring together friends, cherished automobiles, and a shared love for the open road. On the 13th of October 2023, Juan, accompanied by his friends Fanus Blom and Neil Stander, embarked on a 1606-kilometer expedition that traced its path from the Voortrekker Monument in Pretoria to the magnificent shores of Cape Town. This remarkable journey was not just about a vintage car; it was about camaraderie, passion, and a shared love for the freedom that only a road trip can offer.

Chapter 1: A Dream Takes Shape

For Juan Burger, the idea of driving his meticulously restored 1928 Model A Ford from Pretoria to Cape Town was a dream that had been brewing for years.

Juan's journey with his beloved Model A began in Cape Town, where he had initially acquired the car. He transported it to Pretoria, where he dedicated an impressive 15 years to restoring this automotive gem to its former glory. But the dream didn't end there. Juan moved to Cape Town in September 2023, leaving the car in Pretoria with his daughter, with a plan to drive it back to his new home on the coast.



Epic Road Trip from Pretoria to Cape Town

Chapter 3: The Road Beckons

Before setting out on this epic adventure, there was one critical task that needed completion – a complete engine rebuild. The head gasket had blown, and Juan was directed to Sakkie van der Wat, an experienced mechanic recommended by his friend, Emil Kuschke. These connections were made through the Pretoria Old Motor Club (POMC), a community of vintage automobile enthusiasts that these three friends were proud members of. With the engine in pristine condition, Juan's Model A was ready for the journey of a lifetime.

Chapter 2: The Players



The core trio of adventurers consisted of Juan Burger, Fanus Blom, and Neil Stander. Juan's Model A Ford was the centre piece of this journey. The car had stayed with him through thick and thin, a testament to his enduring love for vintage automobiles. Fanus and Juan are both members of the Early Ford Car Club in Cape Town, further solidifying their connection to this shared passion.



Neil Stander, on the other hand, would serve as the vital backup, driving a Toyota Fortuner with a trailer in tow. Neil's commitments on the starting day of the journey forced him to join the group just after midnight, but he was determined not to miss this unforgettable experience. Together, they were a formidable team, united by their love for classic cars and the thrill of adventure.



The adventure began on Friday, the 13th of October 2023, as the trio departed from the iconic Voortrekker Monument in Pretoria. With the Model A Ford leading the way, the stage was set for an incredible journey. The first leg of the trip took them to Langberg Guest Farm in Kimberley, where they would spend their first night.

The journey to Kimberley was not without its challenges. In Klerksdorp, the Model A Ford started to backfire, casting a momentary shadow on the excitement of the trip. Juan and Fanus suspected a problem with the condenser and decided to replace it. However, the problem persisted, forcing them to make adjustments to the timing. This proved to be the solution, and the Model A Ford ran smoothly once more. It was a reminder of the dedication and expertise required to maintain vintage vehicles on long road trips.

Chapter 4: The Road Unfolds - Kimberley to Williston



The second day of the journey saw the trio continue their adventure from Langberg Guest Farm in Kimberley to Williston. The drive was picturesque and

Epic Road Trip from Pretoria to Cape Town

challenging in its own right, with Neil and Fanus taking turns behind the wheel of the backup vehicle. Their destination for the day was Lord Willis, where they would rest and recharge for the final leg of their journey.

Despite minor setbacks, the team's spirits remained high, fuelled by their unwavering determination and the enchanting landscapes that South Africa offered on this cross-country expedition. The Model A Ford, now running like a dream, was the star of the show, turning heads wherever it went.

Chapter 5: The Homestretch - Williston to Cape Town



The last day of the journey had arrived, and with it, the final stretch to Cape Town. The team left Williston with a renewed sense of purpose, ready to conquer the last leg of their adventure. As they started climbing the Piekensklou Pass, the Model A Ford began to overheat. This posed a new challenge for the team, as they now had to regularly check the water levels. An unexpected setback had presented itself in the form of bubbles in the radiator water, leading to suspicions of another head gasket issue. Despite this setback, the team remained undeterred. With the support of Neil following closely with the backup vehicle and trailer, they forged ahead, resolved to complete their journey. They navigated the last miles, showcasing the resilience of their vintage Model A Ford and the unbreakable spirit of friendship that had carried them from Pretoria to Cape Town.

Chapter 6: The Grand Finale - Cape Town Welcomes the Adventurers

The journey that had begun at the Voortrekker Monument had reached its glorious conclusion at the



Pepper Tree Art Sable in Cape Town. The warm welcome from the staff, fellow members of the Early Ford Car Club, and their families made it a truly special moment. The support and camaraderie they experienced upon arrival were a testament to the enduring bonds that their shared passion for classic cars had created.



After 1606 kilometres, 24 hours and 5 minutes of moving time, and an average speed of 67 km/h, the trip had come to an end. The road had tested them, their car, and their friendship, and they had emerged victorious. The challenges they faced only served to strengthen their resolve and deepen their appreciation for the journey itself.

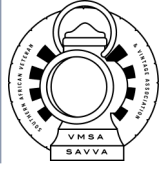
Conclusion: The Road Less Travelled

Juan Burger, Fanus Blom, and Neil Stander's epic road trip from Pretoria to Cape Town was not just about a vintage Model A Ford. It was a tribute to enduring friendships, shared passions, and the thrill of the open road. As they ventured from the Voortrekker Monument to the Cape Town shores, they encountered challenges, setbacks, and unexpected joys. Through it all, they remained steadfast in their commitment to their dream and their love for classic automobiles.



VCC PLATINUM JUBILEE SAVVA TOUR

VETERAN CAR CLUB of SOUTH AFRICA



5/11/2023

AN ADVANCE NOTICE TO DIARIZE THIS EVENT!

The organising committee would like to invite you to participate in our 70th Anniversary Tour which will be held over the 1 – 4 May 2024 in our wonderful and warm KwaZulu Natal. SAVVA have granted us the Veteran & Vintage National which will be incorporated into our celebrations and will include vehicles up to 1980.

For out of town competitors we have secured the services of a car carrier from Johannesburg to Durban. We have used them on numerous occasions and they are professional and can be trusted.

They will bring the vehicles down the day prior to the event and return them the day after for the guaranteed amount of R6500.00 irrespective of the cost of fuel in May 2024. They are able to transport 6 large vehicles or 8 smaller ones in one trip. This makes the journey to the event a breeze to get here either by road without the need of towing or alternatively flying down and back. Early booking is a must so please don't hesitate to contact the secretary to book your space asap.

Contact us for a list of B & B's in close proximity to the club.

Proposed itinerary:

A 3-day spider event centered from the VCC clubhouse in Kloof. All evening meals will be held at the clubhouse with the final night being a smart Gala Dinner.

1st May Scrutineering and registration

- 11:00 – 16:00 Documentation at the VCC
- 17:00 Cocktail Party to meet fellow competitors.

2nd, 3rd and 4th May

Routes in and around KZN departing and returning to the clubhouse

5th May – Sunday:

For those who wish to load - the club will be open and Tea/Coffee will be available.

Our committee are already hard at work to make this an exciting event. Entry forms and regs will be out early in January.

Please contact the events secretary Enid for more information.

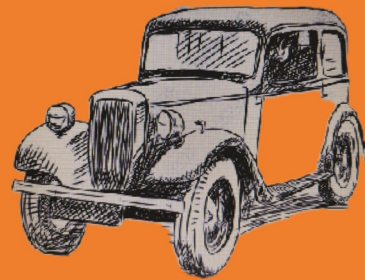
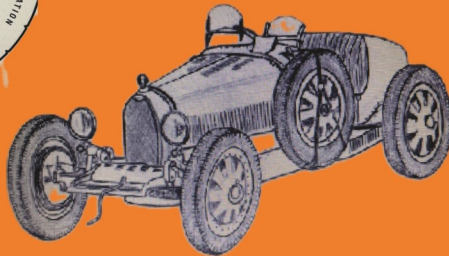
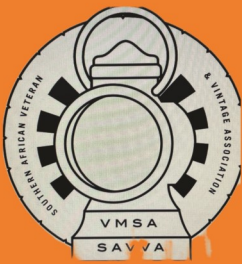
Enid Vreedenburgh secretary@vccsa.co.za or Pam Hall – info@vccsa.co.za

VCC - Chairperson – Pam Hall

SAVE THE DATE

VCC PLATINUM JUBILEE SAVVA TOUR

The Veteran Car Club of South Africa is celebrating our 70th Anniversary and would like to invite you to join us on the Veteran & Vintage Tour incorporating vehicles up to 1980 in KwaZulu-Natal.



JOIN US FROM 1 - 4 MAY 2024



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