

TOOLBOX

April 2012

LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)



MALUTI CARS IN THE PARK 2012

Wow, wow, wow!!! Wat kan ons sê? Weereens groter en beter as in die verlede. Met 315 voertuie op uitstalling en sowat 2500 mense deur die hek, was hierdie skou byna dubbeld so groot soos in die verlede by die Casino terrein. Besoekers het vanoor die hele land opgedaag...Durban, Nelspruit, Potchefstroom en Bloemfontein...om die vier uithoeke te noem.

Almal was dit eens dat die terrein voortreflik was en ideaal vir so tipe skou was. Nogmals dankie aan die Bethlehem Vliegklub vir hul bystand, donasie en moeite om ons te akkommodeer.

Die ouderdomsverskil en spektrum van motors wat ten toon gestel is, was 103 jaar. Die oudste hiervan was 'n 1909 Renault al die pad van Vryheid in Natal.







Opening van die skou deur die Burgermeester en oorhandiging van Vliegklub donasie!



Ons Voorsitter glimlag breed nadat hy sy wile wat verlore geraak het, teruggekry het...vir die derde keer op 1 dag! Welgedaan Koos!!!

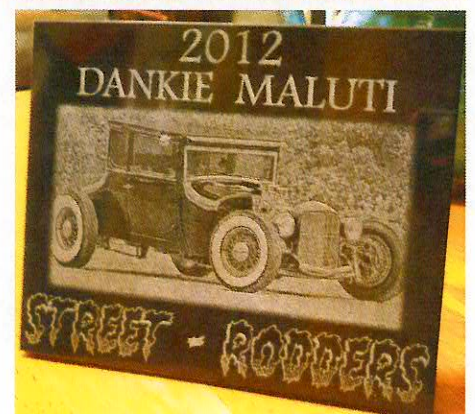


Jaarprogram

3 Mei - Maandvergadering
5 Mei - Bhm Wes Kerkbasaar

SAVVA - National Calender:

4 tot 6 Mei - Rendezvous Tour
20 Mei - Pietremaritzburg Cars in the Park
25/26 Mei - Natal Classic Motorcycle Rally



Gelukwensings

Verjaarsdae

Baie geluk aan die volgende lede wat gedurende April verjaar. Mag julle 'n vreugdevolle en geseënde jaar hê!

22 April - Arthur Lloyd
23 April - Johnnie Neuhoff

Ons wens elkeen van hierdie persone sterkte toe vir die jaar wat voorlê en verseker hulle van ons deurlopende ondersteuning!



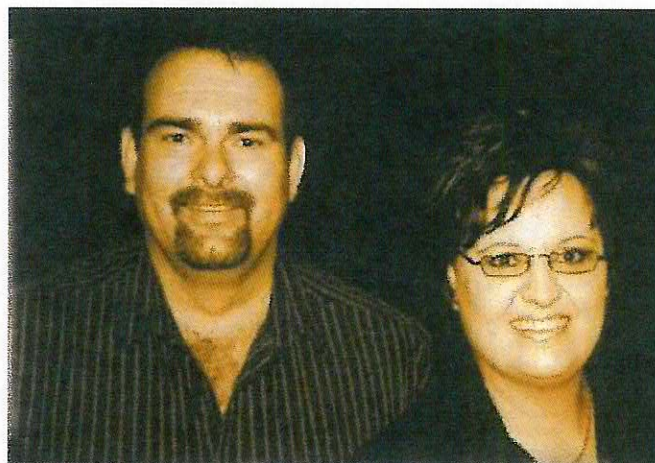
Hartlik geluk aan Koos en Marcelle met hul huweliksbevestiging op Saterdag 24 Maart. Ons glo en vertrou julle sal lewenslank so mooi en gelukkig wees soos op jul groot dag!

Baie geluk ook aan Clem en Elria wat onlangs verloof geraak het. Dis waarlik twee mense wat mekaar, en geluk, verdien!

In Memoriam

Sonja Van Niekerk
6 Junie 1971 – 31 Maart 2012

Dis met groot hartseer dat ons verneem het van Sonja, eggenote van Pastoor Francois, se heengaan. Ons sal vir hom en hul 3 seuns in gebede opdra gedurende hierdie moeilike tyd.



Te Koop

1969 Sunbeam Rapier Fast Back
Licensed; New brake system;
100% original; Bargain Price:
R35 000; Peter 083 960 1266

1971 Ford Fairmont

1937 Opel Olympia

1950 Ford Prefect

1956 Fiat 600

Kontak Dolf Coetzee by 0824917096

- Clarens



1971 Cadillac Sedan Deville Pillar less

95000 miles, Electric Windows, Aircon, Original Engine. No rust. Car is rubberized inside and boot area. New wiring done. All parts on car original. RWC on delivery. License up to date. Recently serviced on 93000 miles with original Cadillac parts from America. Has all the proof and slips. Imported all the original GM keys. New door rubbers all around. New brake pads. This vehicle is in showroom condition has original Elvis number plate, Paperwork to proof. All bumpers are newly chrome by Supreme bumpers. 14" Wrap Billet Steering Wheel with serial number. New trunk seal rubber. Has original Owners manual. Has a 2010 2011 catalogue from rubber right away. New hubcaps. New tyres. Has file with all proof on parts that were imported. Too much to mentioned....

This car got 3rd price at the Northwest Motor show. Voted as public favourite at Goldfields Mall. 1ST prize at Mac bean Coffee Shop car exhibition. Overall winner at the Old Auto Club Welkom annual Motor show - Car of the Day

Call Jan Rossouw - 083 395 3794



Wanted

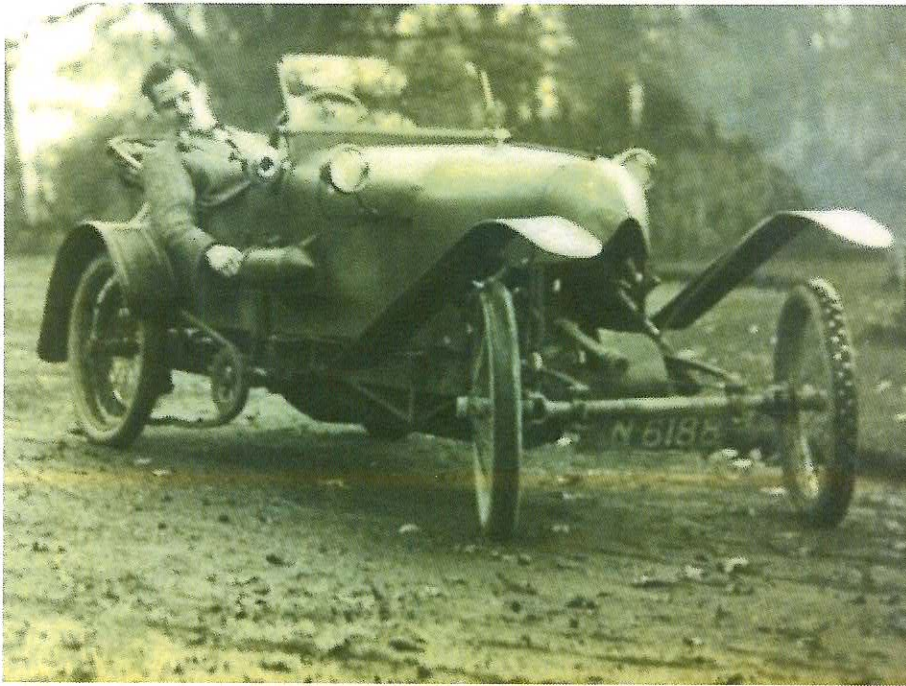
I obtained a 1967 Ford Fairlane 500 Custom 4 door in a running condition. I would like to rebuild the unit back to its original condition and require a right front fender and grill. I would like to know if you can kindly assist me with either a member's details or any contact that can assist in the purchase of a second hand fender and grill.

The unit was assembled in Port Elizabeth in July 1967 and the body style is North American or Canada according to a local source. The engine fitted is a 298 V8 with a three speed automatic box.

Marcel Labuschagne 0833837670 labuschagne.marcel@gmail.com



Tot 'n volgende keer... *Tertius*



1913 GN CYCLE CAR

AutoNews Southern African Veteran & Vintage Association

IN THIS ISSUE – 100TH D-J IN 2013

Report back to members

From the Chair,

The committee has been extremely busy over the past few months on various aspects of SAVVA matters and I would like to keep you up-dated as to our progress.

PERIODIC TESTING – Gary Ronald, Ian Huntley and myself had a meeting with the Director of NDoT in October last year which was to debate the issues around LHD vehicles and that of periodic testing. We as SAVVA had already made representation in November 2010 to, at the very least, make the periodic test for 'Vintage Vehicles' every five years, which had been accepted. At this recent meeting we debated the issue again and the Director herself suggested that we should be completely exempt and it was proposed that at the February meeting of the VTC she would place this matter on the agenda for discussion.

I am very pleased to report that this proposal has been accepted and will now be debated at the next level which is the IPPP where a final decision will be made and then put into legislation.

Another issue that was of concern to members was the introduction of the new sized number plates, this matter appears to have been dropped and one can still receive the standard plate when ordering. It seems that the coding etc... that was to be included into the plate has fallen away.

A new issue to have arisen was brought to my attention by Kobus van

Jaarsveld via Herman Nel. The license disc that is displayed on the windscreen of a vehicle has a seating capacity and standing capacity, - on the majority of "old car" discs it seems that the capacity shows '000' for both items, although some in fact reflect correct seating capacity. I have approached a high profile person in local government to investigate this for me and to let me know as soon as possible.

I will follow up and report back to all the members as soon as I have some clarity.

Lastly, some Motor Shows are experiencing problems in that certain requirements are necessary by law to adhere to local government & councils - SAVVA has decided to put together a basic check list that can be distributed to the clubs in order to assist organizers to comply with the basic conditions.

It has been brought to our attention that SAVVA portfolio holders don't always acknowledge receipt of e-mails / documents sent. It has been agreed that all portfolio holders will in future inform the relevant clubs or individuals of receipt of the document.

Trouble free Motoring

UP-DATING OF RECORDS – Secretary: Jean Gobey

Jean has sent out another request to clubs for your membership lists, we urgently request that you assist us in this matter as we need to up-date the SAVVA records.

Please assist Jean in this regard as she would like to finalize the process.

PLEASE BE ADVISED THAT ALL INFORMATION IS STRICTLY CONFIDENTIAL AND ONLY FOR THE USE OF THIS OFFICE.

WEBSITE – SAVVA Webmaster: Pierre Cronje

The website is continually being up-graded and new information uploaded, please bear in mind that the website is for every body and feel free to submit information.

The SAVVA webmaster is Pierre Cronje, so if you have any info, articles and adverts for the website please send it directly to info@savva.org.za

ITAC – International Trade Administration Commission

Representative: Eric McQuillan

Assisted by - Alan Hogg & Peter Hall

The draft Policy Document has been submitted to ITAC and we have had a meeting with the authorities and have found new issues that concern both organizations. Between us we are now in the process of drafting additional information that will be guide lines for the importation of vehicles to S.A. ITAC and SAVVA have an excellent working relationship and this can be accredited to Eric as he has been the liaison person for many years. Thanks Eric

SAHRA – South African Heritage Resources Agency
Representative: Alex Duffey

The MOU [Memorandum of Understanding] has been revised by Koos de Beer from Maluti Club who is an attorney. It was presented and discussed at our recent SAVVA Council meeting. All concerned have agreed that the document will serve as a good working document for SAVVA and SAHRA. The document will now be forwarded to SAHRA for their final input before we sign. Alex has been the main link and will continue as the representative between SAVVA and SAHRA, any new developments we will keep you updated. Thank you to both gentlemen for the great job.

INSURANCE – Representative: David Hoff

There is nothing to report.

DATING – All Vehicles / motorcycles

We have received the new badges now and are back on track and up to date. Should your dating officer change for any reason please keep us informed so that we continue to deal with the right person.

Dating fees are still as follows:-

Plaque and Certificate – R220.00 of which R200.00 is paid into SAVVA and R20.00 for the clubs admin and postage.

Certificate only – R80.00

Plaque only – R120.00

FIVA – Representative: Brian Lawlor.

Brian has once again managed to reduce our International affiliation fee considerably – thank you Brian for your valuable input.



We are glad and proud to send you the poster and the entry form of this event, which will be held in Pesaro, famous worldwide for being the birthplace

of Officine Benelli and of Gioacchino Rossini, the famous composer

The Rally will be held between the seaside and the hinterland following charming routes in the Regions of Marche, Emilia Romagna and in the Republic of San Marino.

Gastronomic and cultural breaks have been scheduled, as well as visits to the Morbidelli Museum, the Benelli Museum, the city of Urbino and the Republic of San Marino.

There will be an evening at the Rossini Theatre with a buffet dinner and a gala dinner.

As you can see, and, I hope, appreciate, we have been able to maintain very reasonable entry fees thanks to a significant contribution from the ASI General Committee.

We kindly ask you to spread the news amongst your motorcyclist friends, in order to allow them to subscribe as soon as possible, bearing in mind that the number of the participants will be limited to 100.

Anyone interested in participating in events overseas should contact Brian for entry forms and all relevant documentation.



MOTOR SPORT – Theo Stander

We have revised the Clearance Certificate that is used by most clubs for fun events, club activities and shows etc...

This certificate now allows clubs to run fun events with a route schedule and a distance – **but must exclude any times and/or vehicle numbers.**

The request to SAVVA was initiated by VCC – SA for us to look into the concerns and the impact on events and members. The system is now more acceptable and will entitle clubs to be more active. I am also in the process of developing an application form for Clearance Certificates that will give direct access to clubs to download and forward onto me for their actual certificate/s.

CLUB ACTIVITIES

Midas George Motor Show 2012

SCOCC

Phillip Rosser

I have taken a little time in getting back to clubs for their certificates and permits; to those that were affected please accept my apologies as we move forward.

The 16th annual Midas George Old Car Show was hosted by the Southern Cape Old Car Club at the usual venue at PW Botha College in George on 11th and 12th February 2012. This year the main sponsors were Midas with naming rights, Protea Hotels, Die Burger and SAB Miller.

With the current poor economic climate we had to work so much harder to recruit sufficient sponsors to enable us to present a show that our club could be proud of.



Once again we were blessed with good weather, even though early on Saturday morning it looked as if rain was going to spoil the day.

However, the clouds soon disappeared and the public arrived in large numbers. The theme of this year's show was convertibles and we were able to exhibit a fine collection of convertibles ranging from old to relatively new. At the same time the Mercedes Benz club put on a special display to celebrate the 60th anniversary of the SL range.

For the second year the auction of high quality classic cars was a clear winner while the auctioneer was able to auction off 22 cars in just over half an hour.

The most important aspect of the George Old Car Show is the fact that we are able to attract exhibitors from all corners of the country. Without these dedicated car enthusiasts we will not be able to host such a successful show and through this medium also wishes to thank those people that travelled many thousands of kilometres at great expense to come and share their passion for old cars with us. A total of 970 cars, tractors, stationary engines and motorcycles were on display. This excludes the large variety of new cars that dealers also exhibited.

Throughout the day the drive-by sessions of the various cars attracted many people to spend most of the day under the shade tents hoping to cash in on one of the many great lucky draw prizes that were up for grabs. Several walked away with a weekend away at a Protea Hotel.

The Southern Cape Old Car Club will now select several local charities in and around George which will benefit from the proceeds of the show. With a total of 11200 visitors attending the 2012 Midas George Old Car Show we feel proud to say that the 2012 show was yet again a successful event and we are already busy with the planning of the 2013 George Old Car Show that will take place on 9th and 10th February 2013 at the same venue. The Pre-Show tour on the Friday before the show was a run of about 160km from Albertinia to George with 19 vehicles participating. This annual run is geared for vehicles originally manufactured without front

wheel brakes. Our club is privileged to have been nominated to host the 2013 SAVVA National which will be run in conjunction with the Pre-Show Tour of 2013.



General view of the show

PLEASE SEND ANYTHING YOU WISH TO PLACE IN THE SAVVA AutoNews. SEND DIRECTLY TO:

chairman@savva.org.za
secretary@savva.org.za



FIVA / SAVVA – REPORTS & INFORMATION

FIVA's Legislation Commission met in Turin

Dear Peter James Hall

The task of the commission is to monitor developments in international and national legislation that have or may have effect on the use or ownership of historic vehicles. The commission meets a couple of times per year. In the last weekend of February FIVA's ANF in Italy, ASI, hosted the first commission meeting of this year, in its beautifully situated headquarters "Villa Rey", overlooking the river Po and the whole city of Turin.

EU – Roadworthiness Testing Directive

The most important agenda item was the situation around the Roadworthiness Testing Directive of the European Union. The European Commission is working on an amended version of the existing directive. It is expected that it will have a specific regime for historic vehicles, like the current version has as well. But will it again be linked to a certain, fixed year of first registration, like is the case today, for vehicles from before 1960? FIVA is in good

dialogue with the EU Commission on the matter, and has committed itself to give guidance to the Commission, especially with regard to the definition issue. Because the Commission has raised the point that it wouldn't be satisfactory, when just all vehicles from a certain age onwards would be treated more beneficially than more modern vehicles. Via a survey under its members in the wider EU (including Norway and Switzerland) the Legislation Commission got valuable insight in the various regimes in the EU, with regard to the question whether criteria apply that make a vehicle a historical vehicle in a legal sense, and if so - what criteria are in place. The main results of the survey soon will be published to FIVA-members.

The draft Roadworthiness Testing Directive is expected in the course of this year. FIVA's concerns concentrate on the following three issues:

- will the principle remain, that the Roadworthiness requirements of the year of first registration of the historic vehicle will apply?
- Will it be taken into account that modern testing methods and equipment not always can be applied for historic vehicles?
- and, of course, which regime will come out for historic vehicles, in terms of frequency and / or total exemption.

Asbestos

The availability of certain materials and parts necessary for the preservation and maintenance of historic vehicles is one of the areas of attention of the Legislation Commission. Asbestos is a material, that the commission has been dealt with already several times in the past. Since many years it is generally prohibited, in the European Union, the United States and other parts of the world, because of the severe danger to health that exposure to asbestos fibres may cause. FIVA's European Affairs consultant and lobbyist Andrew Turner (of EPPA in London) noted that EU Member States need to implement a regulation on banning the manufacture, use and sale of products with asbestos. Strictly interpreted this would mean a ban on use and sales of historic vehicles, containing asbestos. The regulation however provides in an exemption for continued use and sales of products that were already in use before 1 January 2005. Member States may implement this exemption in their national legislation. FIVA's ANF's in the EU already were addressed, via a separate mailing, to check if and how this exemption has been implemented in their country, and if necessary to ensure that historic vehicles are exempted from this ban.

Tyres

The Legislation Commission took note that Regulation No 30 of the Economic Commission for Europe of the United

Nations (UN/ECE)—"Uniform provisions concerning the approval of pneumatic tyres for motor vehicles and their trailers"—has an exception for the tyres designed primarily for the equipment for "vintage cars". Other recently published Regulations on tyre approval of this UN Commission has exceptions for tyres for vehicles built before 1 October 1990. This shows, that historic vehicles are taken into account by legislators, but as well that no uniform approach is applied.

Surveys

The Legislation Commission stressed the need for regular supply by FIVA members of updated national data with regard to historic vehicle legislation, for a good overview of the various situations, solutions and threats in FIVA member countries. The Commission plans to distribute a new "Annual Report" survey to members well before Summer of this year. It was agreed, that FIVA needs as well reliable and actual statistical data, in first place regarding numbers of registered historic vehicles per country, in relation to the total vehicle park. Members will be invited to share the relevant data in this respect, if possible based on official sources

Torino Charta

The *final draft* of this important FIVA document was published in November 2011, under responsibility of a FIVA working group. The Charta presents the main principles that need to be respected for recognition of a vehicle as an historic vehicle and for its protection. Meanwhile the Torino Charta has caused a lot of discussion. Germany's ANF ADAC even edited and distributed a new version, and presented it to the Legislation Commission. The commission took a positive stand towards ADAC's proposal, especially because it is in line with other statements of FIVA that legislators pay attention to, more specifically FIVA's historic vehicle definition and the Technical Code. It is less detailed than the *final draft*, and the commission thinks that this will contribute to a wider acceptance. But the commission expressed as well that the FIVA working group has to be consulted and invited to give comments to ADAC's proposal.

Other issues

The Legislation Commission discussed a range of other issues as well, like environmental zones, road safety and bio-fuels.

The Legislation Commission invites all FIVA members to share developments and concerns with regard to upcoming or existing legislation in their country, that might be of interest for historic vehicles enthusiasts from other countries, with the commission.

The next Legislation Commission meeting will take place in the city of Leiden (Netherlands), on 7 and 8 July 2012.

TECHNICAL TIP - NO: 56

Technical Tips - 56

Eric McQuillan – Importing parts

Number 56

Finding parts for early cars is becoming increasingly difficult. Over the years we have relied on flea markets and the one or two specialist shops that were still around and catered for our needs.

Unfortunately, the shops have virtually disappeared and most of the flea markets have turned into glorified shops for disposing of cheap Chinese wares. I was reminded of this problem when looking for a simple item like a petrol cap for a 1935 Buick. In theory, this should be easily solved as it is a standard type of cap used by most cars from the 1930's right up into the 1950's – but it wasn't that easily solved. Over the last 10 years I've bought how many caps at stores and flea markets but none of them fitted properly and they have all leaked when I filled the tank. To make matters worse, the leaking petrol poured over the exhaust pipe.

Fortunately, in our modern days, there is another solution to finding parts and that is via the internet. I'm a bit of an ignoramus when it comes to these things but I decided to give it a go. I went into eBay USA, vintage cars parts, Buick and Walla – there they were. A choice of high quality vented stainless steel reproduction caps, both locking and unlocking from \$10.00 to \$20.00. I chose the cheapest, the one without a lock. It arrived a couple of weeks later, fits perfectly, is ventilated, and doesn't leak when the tank is full.

Lesson learned, when I need parts in the future I'll start with the internet.

p.s. I now need a Sunbeam Alpine soft top so I went into eBay and the various Sunbeam shops in the US. There they are available "van die rak af" manufactured by top convertible manufacturers in the highest quality pin point material, fully guaranteed for \$297.00 or R2675.00. With postage etc I'll land it for way under R4000.00. That's about

TECHNICAL TIP NO: 57

Technical Tips - 57

Eric McQuillan - Overheating
half the price for locally manufactured ones.

Number 57

We are heading into a hot time of the year and the enemy of old cars will again be raising its ugly head – overheating.

Recently I was reminded of this when a friend purchased a comparatively modern car, a lovely 1967 MGB GT. All went well excepting it was

getting a tad warm. Against better advice and judgment he went the usual route of fitting a new thermostat, back flushing, adding copious amounts of expensive additives etc. etc., all to no avail. After trying everything possible he reverted to what he should have done in the first place and that was to have the radiator professionally cleaned or the core replaced. He eventually replaced the core and his problem was solved.

We have to keep in mind that although cars like this MGB are 45 years old - how many liters of suspect water has been added to the radiator over these years. How clean was this water or the containers used?

I recall as a youngster when the family went out of town trips it was common to see relatively modern cars (of the day) on the side of the road "cooking". I think the problem in those days was that vehicles were made for countries with cooler climates and shipped to places like the RSA without much thought for our hotter weather.

So where are we today? Some 40 to 80 years later we expect these same cars, which were often marginal when new to handle our hot weather - well it's not going to happen. Our suggestion is to start with the radiator. Don't waste money feeding additives to it – rather give it to a specialist radiator company, let them look at the number of cores and the general condition of them and if necessary replace or increase them.

If the car was manufactured before pressurised systems became standard consider pressurising it to say 3 to 4 pounds. It's comparatively easy for a modern water cap and receptacle to be fitted to an early radiator whilst they are recoring or refurbishing it. In many cars an overflow bottle can be fitted which upgrades the system to a "closed" one as fitted to modern cars. An ideal overflow bottle/tank is the brass one originally fitted to early Minis and 1100's.

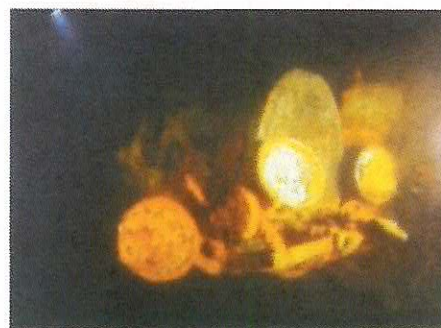
INTERESTING FAST FACTS

Classic Car Industry

By Peter Hall

There have been a number of articles in the recent Classic & Sports Car. There is the interesting story of the 1925 Brescia Bugatti that for one reason or another was disposed of in Lake Maggiore only to be found in 2005 by some divers who decided to raise the vehicle in order to prevent 'souvenirs' from being taken.

Once the vehicle was removed it was decided to be sold for charity by Bonhams and was eventually bought by Mullin Museum where the vehicle is displayed in the condition as found, the Brescia had been under water for 70 years.

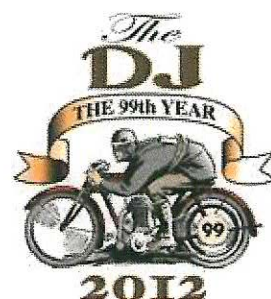


1925 Brescia under water Lake Maggiore



Now out of the water prior to the auction

Reading through the recent Classic & Sports Car there have been a few Barn finds in recent years - another two of particular interest are:
1936 Mercedes Benz 500K Special Roadster found in the rear of a butcher shop, the other a 3L Bentley found in a barn on a farm in the middle of America's wheat growing area. The interesting fact is that the Bentley has the proto type engine that was used for Brooklands record attempt in 1922.
These are definitely an interesting read so think about getting a copy.



DURBAN – JOHANNESBURG COMMEMORATIVE RUN

The 2012 event was once again well organised and our thanks go to Pierre Cronje and his entire team that made this year so successful. Congratulations to Kevin Robertson on his win and to the other four riders in the top five – Mike Ward, Martin Davis, Leo Middelburg & Ralph Pitchford.



1913 Schlesinger Vase from the original DJ Races Custodian - James Hall Museum of Transport.

A very special congratulations go to Stewart Cunningham who not only competed as the oldest rider at the age of 90 but also came 16th in the overall positions – 'WELL DONE'

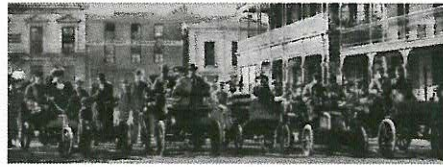
WHERE ARE S.A. OLDEST CARS

We will be showing some of S.A. Oldest Cars over the next few months together with a short history of these vehicles.

Tales of Our Cape Motoring Pioneers -

Mystery and Militia on the Inaugural Run

By Derek Stuart-Findlay



From Greenmarket Square

The Automobile Club of South Africa had only just been established when an inaugural run to Kalk Bay was organised for Saturday 21 December 1901. The Cape Times report of the event was ecstatic; 'By the time the cars had assembled on Greenmarket Square, bright sunshine and a pleasant breeze made the weather all that could be desired. Some twelve cars and a couple of motor-bikes assembled at the appointed hour, and if the size of the crowd can be taken as any indication of the interest the public take in automobilism, it has nothing to fear for its future prospects.

About 2.45 pm the cars moved off, en route for Kalk Bay, led by one of the vice-presidents, Mr Hennessy, in his smart Decauville Tonneau, with the rear in charge of the Hon. Secretary, Mr A.C. Fuller, on his Royal Enfield Quad. Considering that the majority of the drivers were necessarily somewhat inexperienced amateurs, it is very satisfactory to be able to say that all reached Kalk Bay safely.

Delicious tea, strawberries and cream etc awaited the 'run' on its arrival at St James (then still part of Kalk Bay). A start was made for home about 6 pm and town was safely reached by about 7.30. All those taking part appeared to have thoroughly enjoyed themselves, and it was undoubtedly a red-letter day for automobilism in Cape Town'.

The report then listed the cars that had participated. In addition to the Decauville and the Royal Enfield Quad, there were two Benzs, two Daimlers, three Cudells, a Toledo Steam Car, a De Dion Bouton Tricycle, and a Locomobile. These twelve cars numbered about half of all the motor vehicles in the Cape Colony at the time.

The South African Motorist printed a photograph of six of the cars lined up in Greenmarket Square. This photo was always taken to be a correct depiction of the event until it was realized recently that at least one of the cars photographed was not included in the Cape Times list. Was it taken at a different event?

An examination of the photo reveals that the vehicle on the left is the De Dion Tricycle, next to it is the Royal Enfield Quad without its passenger seat, in the middle are the two Benzs and second from the right is Alfred Hennessy's Decauville.

However the car on the right, an Albion, is a mystery, it was definitely not in the Cape Times list.

A discussion with Bertha Blackwood-Murray appears to have solved the mystery.

The car in the photo is the 1901 Albion that was acquired by her late husband Rob many years ago. It was the first Albion to be sent to South Africa

and was a special order from the factory in Scotland by a GP in Pietermaritzburg, Dr George Spicer. It was dispatched from the factory on 21 November 1901 and transported to South Africa by Stuttards Shipping.

What was it doing in Cape Town? The inaugural run was held a month after the date of the Albion's dispatch and we have come to the conclusion that the car must have been unloaded in Cape Town, prior to being sent on to Durban on board a local coaster. The Albion agents, Spicer, Langley & Co of Long Street, clearly wanted to demonstrate the car but were not prepared to have it driven to Kalk Bay.

The recent discovery of the second photo, showing the group lined up opposite St James station, could generate considerable historic interest as the photo illustrates the destination of the first motor club run ever held in the southern hemisphere. It shows

Alfred Hennessy at the wheel of his Decauville, with the rest of the cars drawn up behind him. It is clear that whenever he contemplated the purchase of a new vehicle, he focused on the most modern designs available. The Decauville was the only car on the run with a steering wheel and a twocylinder front-mounted engine.

The unfortunate owner had been unable to get his engine started. At the moment of my arrival one of the contingent was haranguing the crowd. If 'Cocky' (this was the owner) could only get the blank-dashed thing going, he and his mates would make it move somehow. On my intervening with the offer of assistance, the Canadian insisted on a time limit of five minutes in which I must make the car go. There was only a chance that I could locate the trouble in the time, my soldier friend meanwhile checking off the minutes in a voice of thunder: "Engineer, one minute gone... two minutes gone..." Four minutes passed before I was able to locate and clean a thickly sooted plug and get to the starting handle, but luckily the engine started on the second turn and the owner drove off amidst the general applause of the crowd. To save myself being bodily carried into the Thatched Tavern for a series of celebratory drinks I suggested that I should drive the Canadian and two of his friends back to their camp on the Green Point Common. In a moment my car was festooned with as many as could sit, stand or hang on to any part of the vehicle. Eventually I got away with eight passengers, one striding the bonnet, four in the tiny tonneau, two keeping me company in the driving seat, and one perched on the step. It was with utmost difficulty that I induced the car to move and I never got out of first gear all the way to camp!

Thanks to Steve Herbert for the discovery of the St James photo.



AutoNews

Southern African Veteran & Vintage Association

P. O. Box 80
Rosettenville, Johannesburg.
Gauteng
2130

AROUND TOWN

FOR SALE & WANTED

To: chairman@savva.org.za

Nothing submitted from anyone.

**PLEASE FEEL FREE TO SUBMIT VEHICLES
FOR SALE.**

FUTURE EVENTS

April:

1-5	SAVVA Edwardian – Veteran Run	Border
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May:

4-6	Rendezvous Tour	OFSVCC
20	Cars in the Park – Pmb	VSCE
25-26	Natal Classic Motorcycle Rally	NCMC

June:

2	Mampoer Rally	POMC
10	D-J Remembrance Run	JHMT
16	Vryheid Vintage Car Show	VVCC
17	Cars @the Mall	LOWC
11-14	Continental Milligan Time Trail	EPVCC
30	1000 Bike Show	CMC

July:

1	1000 Bike Show	CMC
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August:

5	Cars in the Park Pretoria	POMC
9-12	Prowl - KZN	DECC
11	Cars in the Park –Welkom	WOAC
15 – 18	SAVVA National Car & Bike Tour	POMC

September:

1-2	Wheels at the Vaal	VOWC
15	SAVVA – AGM	
16	Piston Ring – Swop meet	PR
24	National Drive It Day	All clubs
22-24	100 Club Veteran Run	VVC

MALUTI ANTIQUE AUTO & MASJEN KLUB



10 April 2012

Uit die Voorsitter se pen

Nadat alles gesê en gedoen is, dink ek die Klublede kan werklik tevrede voel met die vordering wat gemaak is met die jaarlikse Maluti motorskou. Dit is duidelik dat die verandering vanaf die Casino terrein na die vliegveld bygedra het tot die groei wat ons in besoekersgetalle gehad het. Dit is ook duidelik dat die moeite van die lede om mense te nooi en om die skou te adverteer, vrugte begin afwerp. In hierdie skrywe wil ek niemand uitsonder vir sy of haar bydrae nie. Ek wil egter die stelling maak dat die spanwerk van hierdie groep Maluti Motorklub mense uitmuntend was. Vanaf die beginpunt van die skou by die hek tot en met die kantoor en die terrein waar elkeen diens gedoen het, het die klublede uitgestaan. Dit is ongelukkig ook so dat ons soos altyd enkele klein foutjies gemaak het wat ek meen in die geheel geensins afbreek gedoen het aan die ongekende standaard van dit wat ons vir die publiek aangebied het nie.

Dit is ook duidelik dat baie van die besoekers aangenaam verras was met die standaard van skou wat daar was. Dit was vir my onvergeetlik om die Messerschmidt en die Isetta te sien rondry tussen die mense. Eksel self het besoekers van Gauteng gehad: oom Klaas en 'n baie puntenerige vriend van hom. Ek het die voorreg gehad om die aand na die skou saam met hulle te gaan uiteet en opgemerk dat hierdie besoeker iemand is wat baie krities is en soms negatief is met betrekking tot sy benadering in die lewe. Wat my opgeval het is dat hierdie man bloot opgemerk het hy is volgende jaar terug en hy sal dit vir geen geld op aarde mis nie. Hy wil ook van sy eie motors bring en gaan sy vriende hiervan vertel.

Dit is my beskeie mening dat die vliegveld by uitstek geskik is vir die aanbied van ons volgende skou en dat die uitbreiding van die skou slegs kan geskied as ons aanhou gebruik maak van hierdie kwaliteit perseel. Met die laaste skou by die Casino het ek en Tertius mekaar altyd spottenderwys die vraag gevra "wat is nou volgende"? Ons kan werklik trots voel op dit wat ons aangebied het en dit was 'n skouspel van ongeëwenaarde standaard gewees. Tertius het na die tyd gemeld dat van die mense van Benoni Motorklub hom geskakel het en gemeld het dat hulle nie so 'n funksie sou kon aanbied nie. **Ek onderstreep en en sê dit in duidelike swart skrif: dit is die entoesiasme van die lede wat so 'n skou maak en nie noodwendig tien- of twintigduisend karre nie.**

'n Lekker gees en vriendelike mense ondervang enige tekort aan getalle en voertuie.

Die vraag is: "waarnatoe is ons op pad"?

1. Dit is my beskeie mening dat hierdie skou minstens 500 voertuie kan en moet trek met die volgende datum.
2. Met goedkeuring van die lede sal die volgende skoudatum bepaal wees en dink ek ons moenie terugstaan vir ander geleenthede en ons datum vorentoe of agtertoe skuif nie. Hierdie is ons naweek en van al die dae wat ons in die verlede gekies het, het hierdie datum die beste gewerk.
3. Begin dadelik met bemarking van die 2e Wings and Wheels in Bethlehem.

Die verwerking van die DVD is reeds in proses en behoort ons dit binne die volgende twee tot drie weke klaar te hê. 'n Bomenslike poging sal aangewend word om hierdie DVD te versprei met 'n uitnodiging aan al die Klubs vir volgende jaar. Ons het ook reeds moeite gedoen om die plakkaat vir volgende jaar gereed te kry en ons sal moet poog om die vliegtuigtema in te werk. Vandaar sal dit noodsaaklik wees om geringe verstellings aan die alreeds bekende ontwerp en Maluti handelsmerk van die plakkaat te maak.

Dit is ook duidelik dat die publikasie van ons plakkaat in Nasionale tydskrifte soos SA Hotrods, Classic Car, Speed & Sound en Max my Ride oorweeg moet word. Dit is vir my ook opvallend dat ons optrede in SA Hotrods gelei het tot 'n maandelikse advertensie van watter gebeurlikhede waar plaasvind. Ons sal dan ook moet moeite doen om mense soos Jo van Zyl Bethlehem toe te trek sodat hulle eerstehands kan kom ervaar wat ons het om aan te bied.

Die braai van die Vrydagaand was 'n hoogtepunt gewees vir my persoonlik en dit was seer sekerlik een van die lekkerste kuiers wat ek in 'n lang tyd beleef het met gesoute motormanne. Ons sal uit ons pad uit moet gaan om ander klubs ook baie gasvry te onthaal en om veral die braai van die Vrydagaand uit te bou as een van ons trekpleisters.

Wat finansies aanbetref het die Vader vir ons baie goed gesorg en het ons nou 'n behoorlike begroting om aan te wend vir uitgawes. Uit die aard van die saak sal die klublede nou reeds die skoukomitee moet aanwys en na vannaand se vergadering is daar slegs effektief 11 vergaderings oor om hierdie skou te reël!

My dank gaan uit aan die huidige skoukomitee wat moeite gedoen het om verrigtinge te laat vlot. 'n Mens leer ook op die moeilike manier en ons sal moet 'n punt daarvan maak om meer donkiewerk soos tente op- en afslaan uit te kontrakteer aan derdepartye ten einde te verseker dat die klublede se krag en energie aangewend word vir dit wat die skou besonders maak.

Ek dink dat die skou ons stoutste verwagtinge oortref het. Ons het daarin geslaag om met die Toyota / vliegtuigwedren 'n skouspelagtige attraksie daar te stel. Volgende jaar moet ons weer konsentreer op vermaak op die aanloopbaan. Dit is egter ook so dat 'n mens dit nie moet oordoen sodat dit later in 'n geraas en geroesemoes moet ontaard nie. 'n Mens moet 'n balans handhaaf tussen vermaak en die uitstal van kwaliteit motorvoertuie.

Dit is my beskeie mening dat die Maluti Klub 'n daadwerklike poging sal moet aanwend om alle motorskoue so ver moontlik met soveel as moontlik lede te besoek en dat daar finansiële bystand

gegee moet aan mense wat bereid is om hierdie taak te verrig. Die rede waarom ander skoue besoek moet word is eenvoudig die volgende:

1. 'n Mens leer en versamel inligting deur hierdie skoue te besoek en kry ook name en adresse van persone wat stalletjies bedryf.
2. 'n Mens maak vriende en leer uitstallers van motors ken en maak 'n punt daarvan om hulle na ons skou te nooi.
3. Dit is onmoontlik om in isolasie van ander klubs te ontwikkel en het 'n mens invloed en stimulasie van buite nodig om die kwaliteit van jou produk te verhoog.

In kort:- die strategiese plan vir die volgende twaalf maande is:

1. Gereelde skouvergaderings.
2. Bywoning van geleenthede deur lede.
3. Die inwin en uitbrei van ons databasis van voertuie wat Bethlehem sal besoek vir ons skou.
4. Behoorlike bemerking deur die skryf van artikels, briewe en plaas van inligting in gesaghebbende publikasies.

Ons begin nou reeds met 'n veldtog om ons DVD aan almal te stuur wat met ou motors by die skou was en wie se inligting opgeteken is in die register by die hek. Verder moet ons al die klubs in SA nader en ook die DVD aan hulle bekendstel.

Op 'n ernstiger noot sal ons moet blootstelling kry oor hoe om bewegende voertuie te hanteer en sal ons van ons lede moet begin oplei as "marshall's". Dit is ook duidelik dat van die jonger manne in die dorp se aandag getrek is deur dit wat gebeur het en moet ons ook poog om die jonger generasie te betrek by ons funksies.

Op 'n ligter noot lê daar 'n lekker jaarprogram voor. Alhoewel ons ons komende skou in gedagte moet hou, is dit nie die enigste rede waarom ons bestaan nie. Ons klub is hier om te verseker datm die lede hulle voertuie geniet en dat daar geleentheid is om ook sosiaal met mekaar te verkeer en ons vriendskapsbande sterker te bou.

Ek sluit af met 'n woord van dank aan almal wat gehelp het sonder om enige persoon uit te sonder. Ek wil ook sê dat ons dit nie sou kon doen sonder die hulp van ons Hemelse Vader nie en het hy ons geseën met 'n fantastiese dag en fantastiese opkoms. Die basis is gelê vir 2013 en die verwagtinge is groot en ek weet die Maluti Klub sal nie teleurstel nie.

KOOS DE BEER.

JAGUAR

■ JAGUAR MKII

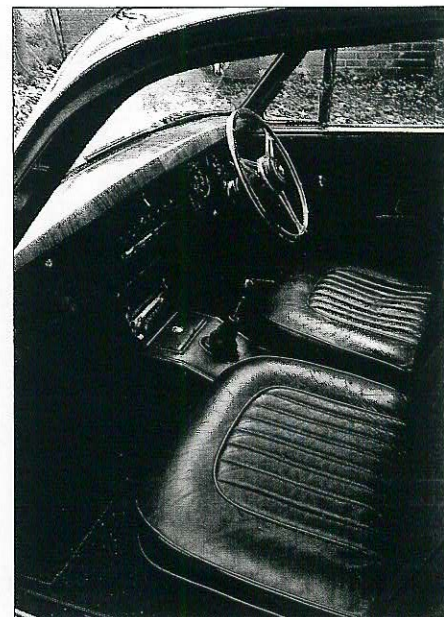
The sight of a Jaguar MkII inspires a misty-eyed emotional response like no other 60s saloon. For a decade from 1959, the year of Britain's first motorway, the compact Jaguar was the bread and butter of Browns Lane, Coventry. It was the last proper sports saloon the company ever made.

The MkII was nothing if not versatile. It was favoured not just by the criminal fraternity (it was no accident that the James Fox character drove a white MkII in Donald Cammell's superb 1970 film *Performance*, or Michael Caine's pursuers a red one in the classic *Get Carter* of 1971) but also by the law itself because it was so wickedly fast. At the same time the MkII was also a very respectable car: a quiet, comfortable and classy businessman's express for the stockbroker belt. It made a fine name for itself on the track as a saloon-car racer, and industry personalities such as



■ ABOVE The classic lines of the Jaguar MkII, first seen in 1959, were derived from the MkI 2.4, announced in 1955.

■ BELOW The MkII featured leather seat trim and up-market wood veneer for the dash and door cappings.



■ LEFT Jaguar gave the MkII a bigger rear window and different semi-open wheel spats to help brake cooling.



■ LEFT With the 3.8 engine the MkII could reach 125mph (201kph).

■ BELOW This 1966 MkII is one of the last to have big bumpers: slimline bumpers were announced for the 240/340 models of 1967.



Graham Hill and Colin Chapman gave the MkII the stamp of approval by using them off-duty too.

Technically the MkII wasn't vintage Jaguar (though the unitary shell had broken new ground for the company on its 2.4 'MkI' progenitor of 1955), but its beautifully-balanced shape had the classic William Lyons touch, as did the interior with its leather seats and wooden dash and door cappings, the fascia packed with dials and switches like a wartime bomber's flight deck. The MkII owner could do a legal 125mph (201kph) if he owned the full-house 3.8

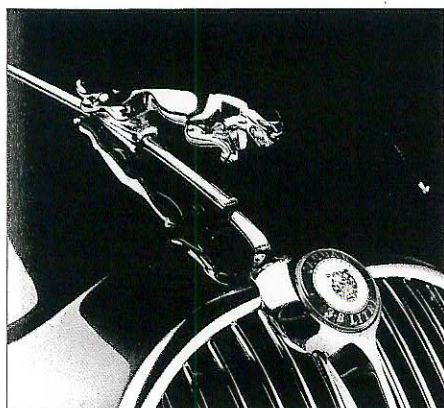
manual overdrive car – it was the fastest saloon on the road for a time in the early 60s – or 120 (193) in the 3.4. The leisurely 2.4, on the other hand, couldn't even manage 100 (160) – which was why Jaguar's press department never allowed one out to be tested.

More than 80,000 MkIIs were sold, and the model inspired a whole raft of more expensive variations on the same theme: the S-Type, the 420 and even a Daimler with its own special V-eight engine. It is the pure original MkII, however, that has won the hearts of the public.

JAGUAR MKII (1959-69)

Engine	Straight six
Capacity	2483/3442/3781cc
Power	120-220bhp
Transmission	4-speed manual 3-speed auto
Top speed	(3.8) 125mph (201kph)
No. built	83,980

■ BELOW The 3.8-litre engine gave a claimed 220bhp, making the MkII one of the fastest saloons on the road.



■ ABOVE The famous leaping Jaguar designed by motoring artist Gordon Crosby. Safety legislation outlawed its use on later Jaguars.

■ RIGHT The XK engine was a tight fit in the MkII, with not much room for maintenance.

