



TOOLBOX

SEPTEMBER 2018



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWE NR 143/ EDITION 143

DAGSÊ VRIENDE / DEAR FRIENDS

Welkom in die Lente!! Dit was duidelik dat die winter ons lede weggehou het van uitstappies en georganiseerde byeenkomste. Ek hoop die bywoning gaan nou weer verbeter. Met nog net meer as 'n maand tot D-Dag, Maluti Motor Skou 2018, is die komitee hard aan die werk agter die skerms. Ons benodig elke lid se hulp met die uitnood van voertuie en hul eienaars. Die bemerking is gedoen, maar ons kan nie die publiek uitnood as ons nie iets uitsonderlik gaan aanbied nie. Asb versprei die word so wyd as moontlik. En dan weereens 'n beroep op ALLE LEDE om van 8 tot 11 November te help met arbeid waar ook al benodig. Saam kan ons dit 'n sukses maak!

Welcome to the Spring time!! It was obvious that the winter season kept our members from attending trips and organized events. I hope the participation will increase soon. With just more than a month to go until D-Day, Maluti Motor Show 2018, the committee is hard at work behind the scenes. However we do need every member's help by inviting classic cars and their owners to participate in the show. We have done extensive marketing but need to produce something exceptional to the public in order to succeed. Please spread the word as far and wide as possible. Then again I want to urge ALL MEMBERS to make themselves available from 8 till 11 November by assisting in the preparations of the venue. Teamwork makes the Dream work!!

Groete / Regards

Tertius

MARK YOUR CALENDAR

ANTIQUE AUTO AND MACHINE CLUB BETHLEHEM
presents



NOVEMBER
10TH
2018

@ CARITAS COLLEGE | BETHLEHEM

Maluti Motor Show

A Drive Through the Decades

More info: 082 889 4294 / maluti@lantic.net



Dear Sir/ Ma'am

You are cordially invited to the 9th Maluti Motor show in Bethlehem, hosted by the Maluti Antique Auto & Machine Club. This year the theme is 'A Drive through the Decades'. It promises to be an exciting day with entertainment for the entire family.

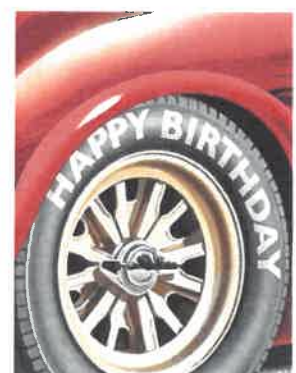
Since its inception in 2003 and the hosting of motor shows since 2008, our motor club has grown exceptionally in members and the motor shows have gained invaluable exposure nationwide. This was evident at our previous show which saw close to 3 000 people attending the event.

Building forth on this, our show will present **vintage-, muscle-, exotic-, tuner- and new cars** as well as various kinds of **rods & unique items, motorcycles, tractors and stationary engines**. Apart from displays, you will get the chance to have your vehicle take part in the "Spectator Drive" on the terrain. A television crew will be present and interviews will be held with participants.

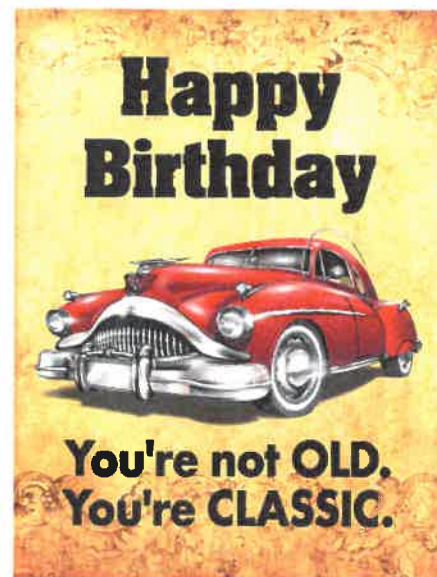
A Drive through the Decades - 2018 sees the anniversary of many automotive manufacturers or models that have certainly changed the world. Therefore the layout of our show and exhibition will be in the form of a giant clock whereby each hour will be represented by one of the following:

We would hereby also like to propose a special request to support us by exhibiting any of the following vehicles in the special dedicated areas...

Ford Model T – 110 years old
Morgan – 110 years of British craftsmanship
John Deere Tractors – 100 years of farming
The Chevrolet Pick-up – For the last 100 years
BMW Motorcars – 90 years old
Plymouth and Desoto – Born 90 years ago



Ford Model A – 90 years old
 VW Beetle – 80 th Birthday
 Porsche – 70 years since their first car
 Citroen 2CV – 70 years of French innovation
 Land Rover – 70 years on the road
 Morris Minor – 70 years and still going
 Lotus – 70 years of performance
 GSM Dart – 60 years of local sportsmanship
 Renault Gordini – 50 years of partnership
 Isuzu – claimed its independence in South Africa on its 40th anniversary
 Ford Focus ST – the youngest collectible to reach 20 years



All other collectible, exotic, sport, rod or muscle cars build before 1998 is more than welcome and will help to cover the decades between the Teens and Twenties, Thirsty 30's, Roaring 40's, Furious 50's and Screaming 60's. Please **pre-register** your vehicle by sms to **082 889 4294** or email maluti@lantic.net to ease entry and parking allocations.

- The event will take place on **Saturday the 10th of November 2018** at **Caritas College** next to the Bethlehem Airfield, with the gates opening at 07:00.
- All classic cars and exhibitors receive 2 admission passes free of charge. Admission for additional adults is R30 per person and R20 for children.
- The '**Chairman's Meat & Greet**' will be held on Friday evening, the 9th of November starting at 19h00. This is a "Bring and Braai" event. Please note that you will have to provide your own cutlery and drinks. Meat and side dishes will be for sale at the venue. Please contact or sms Dircolene on 083 408 2677 to book your seat.
- Terrain security is arranged for the entire weekend and visitors wishing to park their vehicles under cover for the evening can do so at a once-off fee of R50 per car or R200 for 5 or more vehicles from the same club. A shuttle service is included in the fee. Booking is essential as there is limited space.
- Entertainment will cater for the men, women and children with stalls providing food and beverages for sale. The flea market will be in the form of a Farmers Fresh Produce market with home made jams and cookies for sale. A special Xmas market will also be incorporated. Children's activities include jumping castles, tractor rides and more.
- Club merchandise will also be for sale.
- An official Park Run will be held on Saturday 10 November. Make sure you bring your registration cards with.
- A very nice camping site is available at the venue with power points and water included. Proper ablution facilities ensures an easy and enjoyable camping adventure. Please contact Louise on 058 303 4606 to book your spot as a limited number of spots are available.
- Saturday evening will end with a Drive-in experience. Pop Corn, Candy Floss, Movie and Bubble Gum. Don't miss out on this nostalgic experience.
- Visitors wishing to stay longer in the Eastern-Free state can gladly visit the surrounding towns of Clarens, Golden Gate, Fouriesburg and Paul Roux. The route is one of the nicest and safest in the region with very low volumes of traffic. It winds through the Sandstone cliffs of the Maluti and Witteberg mountains. Many historic places are found along the route and a breathtaking view of the Mountain Kingdom of Lesotho together with the rural atmosphere will ensure an unbelievable visit to the area.

GPS Co-Ordinates: 28°14'55 S ; 28°20'10 E (Next to the Bethlehem Airfield)

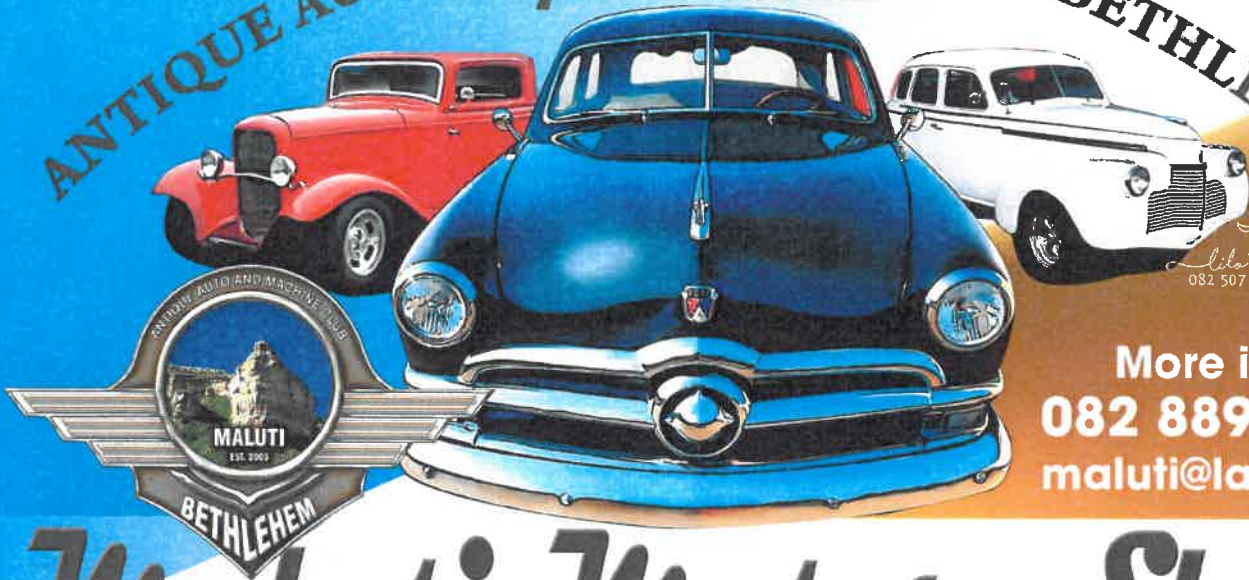
We look forward to welcome you at our show.

Regards

Tertius du Preez
 Chairman - Maluti Auto Club - Bethlehem
 082 889 4294



ANTIQUE AUTO AND MACHINE CLUB BETHLEHEM
presents



More info:
082 889 4294
maluti@lantic.net

Maluti Motor Show

A Drive Through the Decades BETHLEHEM

Proudly brought to you by

Mortimer

CARITAS COLLEGE

NOVEMBER

10TH
2018

Fedauto



TOYOTA



SPECTATOR DRIVE • FOOD & CRAFT MARKET
KIDDIES ENTERTAINMENT • TRACTOR RIDES • PARK RUN • DRIVE-IN
VINTAGE CARS • MUSCLE CARS • EXOTIC CARS
TUNER CARS • NEW CARS • STREET RODS
MOTORCYCLES • TRACTORS • ENGINES



HYUNDAI



RENAULT



ISUZU



SUZUKI



Adriaan and Gerald Hollis with their 1942 Harley Davidson at the Magnum

Chairman's Chatter.

Greetings – from a bitterly cold Western Cape, as we enjoy the “wet weather” so desperately needed. The rain, and icy winds over the past weekend is reminiscent of Cape winters in the past – and for which we are extremely grateful. Long may it last.

I recently returned from being hosted by the POMC – at their 39th Magnum SAVVA National Rally – which was celebrating SAVVA's 50th Anniversary, based at the Hotel Numbi in Hazyview Mpumalanga. During my +-20 x years involvement in the rally movement I have not had the opportunity to participate in any of the Magnum Events, so it was an honour for me to be invited by the POMC, in my capacity as Chairman of SAVVA – to share the experience with them, and celebrate our 50th Anniversary.

As you can imagine, I had no idea of what was in store for me, or how this major 3 x day Event is organized and run, least of all what the Venue was going to be like (Pictures on the Internet are not the same as actually being there). Needless to say “I was gob smacked” by the Venue, the standard of its facilities, the amount of behind the scenes organization taking place together with the hospitality afforded us by our hotelier hosts – Willem & Edna Fick. It was truly amazing – and there is many an establishment in this country that should be “taking a leaf out of their book” – and that is even before we got anywhere near the quality, quantity and choice of meal offerings available each day. They truly went out of their way to make everyone's stay as pleasurable as possible.

In addition to this – full praise to the entire Magnum Organising Committee, for hosting a magnificent event, meticulously planned, with every aspect professionally executed. My special thanks to Leon, Stefan & Alta Stander,

Tom & Sandra Linley, and Leo Middelburg, for making me feel “part of the family” well done guys !!

Day 1 - was chilly, wet and misty, which proved challenging for both the motorcyclists and cars, with copious quantities of hot tea and coffee being consumed at the lunch stop.

Day 2 – proved to be better, with clear weather.

Day 3 – was short day – heading out to Pilgrim's Rest and up Robbers Pass, before returning to Hotel Numbi.

Sadly, the road conditions are and have deteriorated badly, my biggest shock being on Day 3 – driving past, and through Pilgrim's Rest and up the Pass, which was daunting enough on a clear day, something I would not like to attempt in bad weather with poor visibility on a motorcycle.

Needless to say, everyone still enjoyed themselves, and good spirits prevailed – followed by a stunning Prize Giving Dinner and Awards ceremony.

Once again, no prizes for guessing who the winners were, so here goes;

- Motorcycles Pre-1960 : Kevin Walton : 1952 Ariel
- Motorcycles Post – 1960 : Gavin Walton : 1965 AJS
- Cars : Sealed Odo's : Maggie & Pat Wheelan : 1989 Mercedes 200E
- Cars : Open Odo's : Schalk & Susan Van Niekerk : 1997 Saab 9E

It was good to spend some time / and catch up on some news with both Fred & Aisne Rascher. Fred took numerous photographs of the Event – some of which I am sure will be shared in this Newsletter.

Truly – a memorable experience.

Ride, and drive safely – always

Gavin Allison

AutoNews Southern African Veteran & Vintage Association

September 2018



INDEX

Page 1...	Chairman's Chatter.
Page 2...	Request for Information.
Page 3...	History of Motoring.
Page 4...	Technical tips & Specialized Motor Oil for Historic Vehicles.
Page 5...	Cars from the Past and A Mystery Sunbeam.
Page 6...	Recent Events.
Page 7...	Randell's Ranch Museum.
Page 8...	Cars in the Park Pretoria.
Page 9...	POMC MAGNUM AND SAVVA 50 YEAR ANNIVERSARY RALLY.
Page 10..	VERSLAG VAN DIE 2018-MAGNUMTYDREN.
Page 11..	Photos from the Magnum and Forthcoming events in 2018.
Page 12...	More Forthcoming events in 2018.
Page 13..	The Fairest Cape Tour
Page 14..	SAVVA Events Calendar
Page 15	POMC Calendar for 2019

REQUEST FOR INFORMATION

Kindly forward any information you may have directly to Fred Rascher:
 rascher@futurenet.co.za

Hello Fred,

Your knowledgeable readership may be able to help me determine or clarify some history of the first assembly operations in South Africa that were domestically owned – Stanley Motors and Atkinson-Oates.

Some research indicates both these organizations had completed assembly plants in 1941 but it is not clear whether any cars were actually run through these plants until after WWII. If both operations did begin assembly in 1941 it would be great to know who was first.

The Atkinson-Oates operation in Paarden Island built Chrysler products while Stanley Motors at their Natalspuit plant near Alberton assembled Hudson, Willys and later Austin and Peugeot. Other brands such as Simca, Rootes and Citroën were added in the 1958 to 1959 timeframe. I am particularly keen to know when Stanley Motors began Austin assembly, possibly with the A40 and later with the A30 and A35. In addition Austins was assembled by SAMAD in Uitenhage from 1950 to 1955. Supposedly Peugeot assembly began at Stanley Motors in 1950 and in 1956 at the new Elsie's River plant of Atkinson-Oates.

Hopefully the people involved in the SAVVA dating committee might have some definitive answers to these question but I would also welcome the opportunity to correspond with anyone knowledgeable about Stanley Motors.

I am the president of the Society of Automotive Historians that has members in more than twenty countries. A resource that may interest your readership is:

<http://autohistory.org/links-to-online-automotive-history-resources>

Our members may be able to help the SAVVA dating committee with the history of some obscure makes. If so, please contact me.

As an indication of the type of research I am doing about the South African automotive history, I have attached an article published about the Australian auto industry, except my project on SA is more than five times longer and more detailed. Once finished I would be happy to share it with you.

Thank you for any exposure and help you might be able to provide.

Kind regards,

*Louis F. Fourie
 2396 Nelson Avenue,
 West Vancouver, BC V7V 2R2, Canada*

THE HISTORY OF MOTORING

Company History Benz Patent Motor Car: The first automobile

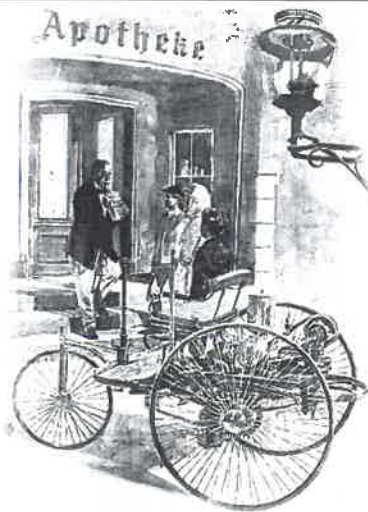
(1885–1886)

The first stationary gasoline engine developed by Carl Benz was a one-cylinder two-stroke unit which ran for the first time on New Year's Eve 1879. Benz had so much commercial success with this engine that he was able to devote more time to his dream of creating a lightweight car powered by a gasoline engine, in which the chassis and engine formed a single unit.



The major features of the two-seater vehicle, which was completed in 1885, were the compact high-speed single-cylinder four-stroke engine installed horizontally at the rear, the tubular steel frame, the differential and three wire-spoked wheels. The engine output was 0.75 hp (0.55kW). Details included an automatic intake slide, a controlled exhaust valve, high-voltage electrical vibrator ignition with spark plug, and water/thermo siphon evaporation cooling.

Bertha Benz and her sons Eugen and Richard during their long-distance journey in August 1888 with the Benz Patent Motor Car.



Using an improved version and without her husband's knowledge, Benz's wife Bertha and their two sons Eugen (15) and Richard (14) embarked on the first long-distance journey in automotive history on an August day in 1888. The route included a few detours and took them from Mannheim to Pforzheim, her place of birth. With this journey of 180 kilometers including the return trip Bertha Benz demonstrated the practicality of the motor vehicle to the entire world. Without her daring – and that of her sons – and the decisive stimuli that resulted from it, the subsequent growth of Benz & Cie. in Mannheim to become the world's largest automobile plant of its day would have been unthinkable.

Few inventions have had as enduring an influence on the world's development as the invention of the automobile. The pioneers of automobile manufacture towards the end of the 19th century were Gottlieb Daimler (1834-1900) and Carl Benz (1844-1929).



Gottlieb Daimler

They set up the predecessor companies which merged to form Daimler-Benz AG in 1926 – Daimler with his Daimler Motoren-gesellschaft (DMG) and Benz with his Rheinische Gasmotorenfabrik



Carl Benz

After working at other companies, Gottlieb Daimler and Carl Benz, who never met personally, simultaneously developed the world's first automobiles in Mannheim (Benz) and Stuttgart (Daimler) in the year 1886.

SAVVA TECHNICAL TIP NO 132 Running in Engines

Running in engines I'm sure many of us can recall the time when it was common practise to place a notice in the rear window of a car saying "running in please pass". The engine had probably been rebuilt or at least new rings fitted and for the next 1000 miles or so one had to drive "Hamba Gahle". One was also advised to run a new car at under 45 miles per hour for the first 500 miles and then change the oil at 1000 miles. I have an idea in those far off days the oil in new cars was in fact a running in oil of some sort. Do I recall someone once saying running in oil had Graphite in it?

We (or me) seem to have forgotten about this and we now use modern oils in a rebuilt engine. We are told by the "experts" however that modern oils are not suitable for running in rebuilt engines. Perhaps we should take a step backwards and run rebuilt engines for the first 1000 miles/kilos or so using proper running in oils. Apparently they are available again.

It was interesting looking at one of those American TV programmes Fast and Loud (or something like that) where they fitted a rebuilt engine in a car and on running it, it sounded as if there were a few loose nuts and bolts in the engine. The engine rebuilders were called in and the result was that the engine had been damaged because they hadn't used proper running in oils. I think the message is clear – don't use fancy modern engine oils to run in older engines. The modern oils are so good that the rings will just go up and down in the bore without bedding in, never mind the bearings and other twiddly things that go around and around and up and down.

It would be interesting to hear from readers of their experiences or any advice they could offer in this regard

SAVVA TECHNICAL TIP No 133 Brake Linina Material

Over the years I have been very aware that the brakes on my older cars are marginal and modern cars continue to improve the gap between old and new - with ABS, XYZ, Stability control etc. Incidentally, I recall my Austin 7's handbook referring to the use of the middle pedal to retard your speed! Nothing about stopping the car! I have owned an early Buick for about 20 years and every year I'm aware of two things. 1) Modern car brakes are getting better whilst the Buicks stay the same (or even worse). 2) I'm getting older.

Here's a story that may be of use to enthusiasts who have a similar problem:

Over the years I've had the brake cylinders of the Buick resleeved and the linings replaced but with no noticeable improvement, in fact, they seem to have deteriorated. I believe, or in fact know, they should be much better as I recall my old Dad having early 1950's Pontiacs with similar brakes and he pulled caravans all over the country without braking problems. Reading an early Buick workshop manual I noticed they referred to the necessity of using **woven linings**. I spoke to a few brake shops about woven linings but they weren't very helpful. Most just said their linings were soft enough for the job. In desperation, I took a rear brake drum and its lining and went to one of the very old brake shops in Johannesburg called Wingate and placed them on the owner Issy's desk and asked if he could see anything wrong with them. Incidentally, he's been in the braking business for something like 60 years. Without hesitation he said – you cannot use those linings on that old car as all you are doing is "polishing" the linings. That was so true as they were very shiny.

On his advice I had the linings fitted with woven material. These new linings were noticeably woven and had what appeared to be flecks of brass in them.

Bottom line – I now have brakes, or let's say, much improved braking. Suggestion – when relining shoes find a shop in your area that can fit woven linings. Many won't know what you're talking about but believe me there are shops out there who do. p.s. Wingate also suggested the fitting of a vacuum brake booster hidden away where it's not visible. Being a stickler on originality I'm resisting this advice – however, I think they could be right.

SPECIALISED MOTOR OILS FOR HISTORIC VEHICLES

Kevin Robertson

Many of you will have noted the Motul oil decals on Yamaha racers and I have it on good authority that Yamalube is a specially formulated oil for motorcycles, manufactured by Motul.

I was therefore very interested in a booklet produced by Motul titled "Care line for Historical Vehicles". Apart from the normal advertising blurb regarding know how and world champion titles by racing cars and bikes using their oils, the following caught my eye:

"The vintage engine particularities require specialized lubricants. In fact, if the performance of modern lubricants were considerably improved, their composition and particularly their formulation additives don't fit some of the classic engines which conception (metallurgy, technologies and particularly the choice of materials chosen for seals of higher performance) and functioning constraints are very different from modern engines. The special features of old engines require adapted lubricants. The Motul range for historical vehicles was designed respecting those features by using, if necessary, new techniques that provide real advantage (for example, the detergent of the 20W50). The Motul range provides optimal protection and brings solutions to all purposes from vehicles that don't run often with longer downtimes to those used in competition requiring full performance from the machine." (English as written by the French). The booklet goes on to list a wide range of oils specially formulated for vintage and classic engines as follows:

SAE 30 and SAE 50 for engines and gearboxes built between 1900 and 1950. The SAE 50 is specifically listed for motorcycle engines. Both grades have low detergent levels for compatibility with paper, felt and fabric gaskets and brass, bronze and copper bearings.

20W50 for engines built between 1950 and 1970. This is a mineral multigrade lubricant with middle detergent level, compatible with elastomer gaskets and the narrowed (improved?) running clearances of the engine, due to significant progress at the time as regards metallurgy, casting and machining.

2100 15W50 for naturally aspirated and turbocharged original engines built after 1970. This is a semi-synthetic lubricant with modern technology detergent level offering better cold viscosity while the synthetic base provides oxidation stability which in turn allows stay-in-grade viscosity.

There is also a list of FAQ's (frequently asked questions) regarding lubrication of vintage and classic engines which relate to the constraints that some of these engines have and recommendations regarding the best Motul oil to use. There is a specific comment that the range of products meets all the motorcycle manufacturers standards of the time, in particular, high viscosity grades and low detergency levels.

So there you have it. Is this booklet a lot of sales blurb or should we be thinking more about the oil we put in our vintage and classic bikes? I would like to hear from our members and any others sources on their experiences and advice. In particular, has anyone tried the Castrol high mileage product which I believe is also formulated for 'older' vehicles.

For more on Motul products, go to www.motul.com or e-mail info@motul.com.

SAVVA TECHNICAL TIP No 134 Fouled- up plugs

Could any of our learned or experienced readers assist with a solution to the following problem:

Over the last six months I have had to replace the spark plugs on three different cars. I've had these cars for years and have never had plug problems in the past. The engines started to run rough especially when idling and eventually became hard at starting. In each case it turned out the problem was that the plugs were fouled-up. After fitting new ones the cars ran perfectly.

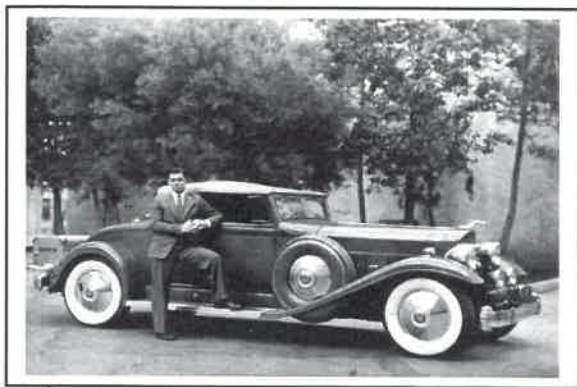
Asking around the club it appears other members have had the same problem. Incidentally, cleaning the plugs doesn't seem to help very much as the carbon deposit sticks like you know what! The question is – what is causing these plugs to foul-up and what is the remedy. It has been suggested that using 95 octane (on the high level) may help. It has also been suggest that the additives to stop valve retardation could be

a problem .Could it be that today's petrol and plugs are made for use in modern fuel injected engines and not suitable for the older carburettor ones which tend to run a bit rich att the best of times?

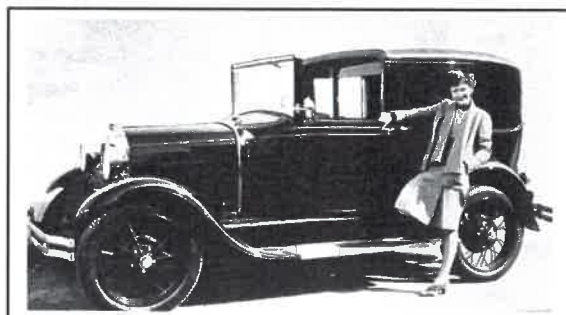
If you have any ideas what is causing the problem or perhaps you have a solution your assistance would be appreciated Please send comments to the secretary@savva.org.za



CARS FROM THE PAST



CLARK GABLE WITH HIS 1932 PACKARD



JOAN CRAWFORD WITH HER 1929 FORD TOWN CAR



FATTY ARBUCKLE WITH HIS 1919 PIERCE ARROW



JEAN HARLOW WITH HER CADILLAC



ERROL FLYNN DRIVING HIS PACKARD

A MYSTERY SUNBEAM

In about the mid 1970's I was with a few friends in Durban. A guy sitting nearby heard our conversation about cars and mentioned that he had a Sunbeam Alpine at home in his garden in Moore road. He had apparently been working in Hong Kong and had this car from about 1958, and when he returned to Durban he brought the car with him.

The next day I went to see the car and apart from the grime there was a 1954 Sunbeam Alpine exactly as he had described it. It was in need of a complete restoration and a fair amount of bodywork. I was smitten and a deal was done for the sum of R250 with no papers available even of its import.

That same day it was in Pietermaritzburg and I spent some time examining it carefully. The main problem was that the original gearbox had broken and they had fitted a Hillman Minx gearbox with floor shift. The original column shift linkages were all there and complete. I was told by our local experts that a Humber Hawk gearbox would fit but I never pursued the idea. The soft top was non-existent but all the bows and hardware were intact.

The chrome was surprisingly good and just needed a polish. The big repair in my mind was the floor of the spare wheel carrier which was badly rusted and had to be replaced. This I decided was far more than I could do at work with my existing staff.

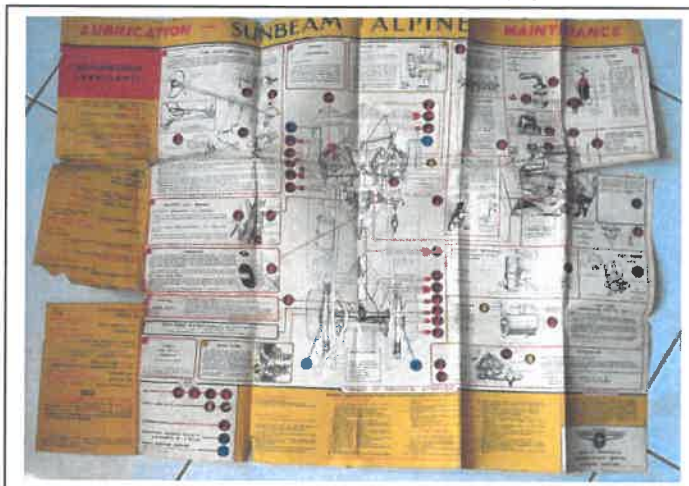
The engine turned but I did not start it as the fuel tank was rusty and perhaps holed.

It stayed in the carport for some time when a guy rode up on his BMW motor cycle, said he had R1200 and wanted the car. That was the end of my Sunbeam !

Fred

Last week clearing out a box of papers from that time I found the Grease and Service chart for the car

If someone bought a 1954 Sunbeam in Pietermaritzburg at some stage here is your chart. I had heard that he offered the car to someone in the VCC and complained about the price he had to pay for it.....



Some pictures of the 2014 Garlap Event



RECENT EVENTS

A note from the Editor: The last three months have taken us to a number of amazing events including the Vryheid Car Show, Randall Ranch Museum, the Magnum Rally including the late David Hoff and Tina Hoff's collection on the second day of the Magnum Rally, and the SAVVA AGM as well as the Halliday and Scribante collections in George.

THE VRYHEID CAR SHOW 9th JUNE 2018

An often heard statement is that good things come in small packages. This is certainly true in the case of the Vryheid Car Show, held this year on 9th June 2018.

It's always a mystery to me how a small town in the midlands of KZN can have such a varied selection of veteran and vintage cars on display. Fords were obviously the chosen brand of the locals in years gone by.

I remember the editor of the old SAVVA magazine, *Automobilist* of about 30 years ago once writing about Fords and Chevs and how you could ascertain the political leanings of the drivers: UP supporters had Chevs and National Party supporters invariably had Fords!

What makes this show so special is that it's not just a 1 day show. The festivities start the night before at the Vryheid Club's club house where they have a lovely dinner for all the members and visitors that have arrived from afar, and then after the show on Saturday evening at the club house another dinner is organised for visitors and members. You get a complete weekend package.

The standard of restoration of the model T and A Fords that appear each year is of an exceptionally high standard. Originality is obviously a keyword in Vryheid.

I would recommend this show to anyone who is in need of a weekend away. The various B&Bs in the vicinity of the showgrounds are not expensive and don't seem to overcharge visitors for that weekend .To the committee and members that make this show possible my congratulations for a job well done.

Fred



RANDELL'S RANCH MUSEUM



*Continued
on page 7*

A visit to Randell's Ranch is a trip into the past. Jan Randell is a collector extraordinaire, and an accomplished musician on his old pianos and organs ranging from the mundane to the grand Wurlitzer.

Then there are the cars, a varied eclectic collection of cars from all around the world with a big emphasis on Ford and old DKW and Toyota cars.

Then there is the tractor collection with 2 barns full of Farmall, Massey, John Deere, Steyr, and Case, as well as the rare ones including Hanomag, Porsche, Pillman (the only one built) and Lanz Bulldogs, around 200 in all. And a Beechcraft Bonanza thrown in for good measure.

An amazing few hours spent, and well worth the journey to Lothair.

Fred



CARS IN THE PARK PRETORIA

RECORD TURN-OUT TO CARS IN THE PARK

By Roger Houghton

This year's Cars in the Park (CITP) motoring extravaganza, held recently at the Zwartkops Raceway, near Pretoria, saw the biggest turn-out of vehicles on show and spectators in the 39-year history of the event. Frik Kraamwinkel, The Pretoria Old Motor Club's chief organiser of this year's event, said the club estimated that more than 15 000 people either had vehicles on show or came to Zwartkops as a spectator.

"It is estimated that between 2 500 and 3 000 vehicles were on show, with paid attendance of almost 8 000 people, while we had 130 other exhibitors, food stalls and the like," added the hard-working Kraamwinkel.

This year's Cars in the Park had the benefit of excellent weather and no significant clashing events, but it also underlined the growing number of people involved in securing our motoring heritage, as most of the exhibitors are members of motor clubs. More than 120 clubs were represented this year.

Vehicles on display varied from one of the oldest motor vehicles in South Africa, a 1902 Oldsmobile, to some of the latest models, such as the 2018 Ford Mustangs displayed by Lazarus Ford, a long-time supporter of this event.

The Pretoria Old Motor Club (POMC), which was established in 1966, organised its first Cars in the Park in 1980 at its clubhouse on the Pioneer Museum property in Silverton, Pretoria, and club members displayed nine cars.

One-make clubs were invited to display their vehicles at this annual show from 1982. More than 80 clubs were represented by 2005 and members displayed about 2 000 cars which packed out the Silverton premises and the POMC realized a change in venue was essential to cater for further growth. The event was moved to Zwartkops Raceway in 2006 and this has proved an ideal venue.

Substantial changes have been made to the parking facilities in recent years and an additional access road was in operation this year. According to the organizers there were very few complaints about access to the show this year.

"Our commercial exhibitors were also happy", added Kraamwinkel.

First-time exhibitors included Partinform, a formal grouping of a number of major suppliers to the automotive aftermarket which has been in existence for more than 30 years. Partinform claims to have the "cream of the crop" in terms of branded, quality automotive products, so the involvement of this organization was a further indicator of the ongoing success of Cars in the Park. Currently it is the biggest motor show in South Africa in terms of vehicles on display, and also the largest event of the year at Zwartkops Raceway.

Beautiful Buick



1935 Willys 77



Two-door model Cadillac.



This 1935 Auburn, with its super-charged straight eight engine attracted a steady stream of visitors.



This immaculate 1902 Oldsmobile is one of the oldest cars in South Africa.

P.O.M.C MAGNUM AND SAVVA 50 YEAR ANNIVERSARY RALLY

9

A superb and highly successful event organized by the POMC.

The Magnum Rally has evolved over the years from a motorcycle event to one that incorporates cars in various groups. The spider rally based at the Hotel Numbi in Hazyview must rank as the premium post war event of the year. The organizing committee are to be congratulated on every aspect of this splendid event. Leo, Sandra, Frik, Tom and Leon plus many others were everywhere and available to answer questions and help.

Although I was not an entrant I followed the daily route schedule to experience what the entrants had to deal with. The roads in the area go from smooth and well maintained to pothole adventure trails more suited to the 4x4 lads.

The price for the whole rally was very reasonable and no one could have stayed in the hotel for 4 days for the price charged, never mind with meals included. Each night the hors d'oeuvres were an adventure! Being a fish and salad lover I was in my element, and the puddings were sublime. Not too sure of the mains as I never really got to them, but I did see laden plates being consumed at the tables and not one complaint.

Day 1 ,

Dawned cold and misty and some of the roads were certainly not ideal rally routes in that weather. Passing trucks in the mist was impossible and high scores were the result.

A lovely boxed lunch was served at the home of Tina and the late David Hoff. The cars and set up there are truly unbelievable. The workshop is so well equipped and clean and tidy that I'm sure that everyone present would be very happy to have similar facilities available to them. The weather was still overcast so we could not fully appreciate the views from the top of the hill.

Distance for the day 282.05 kilometres, a bit far for older cars. Perhaps that is why we are now seeing so many 1980s and upwards cars and motorcycles.

Day 2 ,

Fine weather but again cold. Interesting route with many traffic light CSOs. Lunch was at Diggers Retreat built in 1935 with a superb collection of wall paintings dated from 1936. The route after lunch was a little tricky. I was lucky enough to follow a Jaguar E type to the correct route through the Crocodile Gorge conservancy. I think many made an error there as very few vehicles or bikes passed us. The highlight was an Alfa Romeo GT going like the clappers passing us. The exhaust note and the high revs were a delight to hear.

Days distance 300.88 kilometres.

Day 3.

Good weather and the route led to Graskop and Pilgrim's Rest. Winding roads in very bad condition and used by heavy trucks were not ideal, but it's all in the game. A lovely lunch at Hazyview signalled the end of the rally. Distance for the day 124.60 Kilometres

Fred



The Maizeys



Part of the Hoff Collection



At Diggers Retreat for lunch



An e-type Jaguar



A chef with the Hor d'oeuvres



Willem Fick and Joe



The trophies at the Gala Dinner

VERSLAG VAN DIE 2018-MAGNUMTYDREN

Die 2018-Magnum-SAVVA 50ste Gedenkydren is in Mpumalanga gehou, hoofsaaklik in die areas van die Mbombela- en Thaba Chweu-munisipaliteite. Dokumentasie het Woensdag 8 Augustus 2018 plaasgevind en deelnemers het Sondag 12 Augustus 2018 na ontbyt huis toe vertrek. Deelnemers en organiseerders het by die Hotel Numbi en Garden Suites tuisgegaan.

Die kompeterende gedeelte van die tydren het van Donderdag 9 Augustus tot Saterdag 11 Augustus 2018 plaasgevind. Meer as 700 km is oor die 3 dae afgelê, waarvan daar op Saterdag, die laaste dag, net meer as 124 km afgelê is. Daar was 88 kontrolepunte. Net twee van die kontrolepunte is nie in die punteberekening ingesluit nie aangesien daar 'n ry/stopbeheerpunt was a.g.v. padwerke.

Die SAVVA-tydrenprogram is tydens die tydren gebruik en deelnemers is gemonitor m.b.v. virtuele kontrolepunte en "loggers". Slegs in enkele gevalle is probleme met "loggers" wat nie reg gefunksioneer het nie, ondervind. Dit het gelukkig nie 'n invloed op die uitslae gehad nie, aangesien die organiseerders 'n addisionele "logger" aan al die deelnemers verskaf het. POMK het aan die deelnemers wat nie hulle eie "loggers" gehad het nie, een "logger" uitgehuur. Niemand is dus van die kompetisie uitgesluit nie, omdat as die eerste "logger" nie gewerk het nie, is die tweede een se lesing geneem.

Weersomstandighede het op die eerste dag uitdagings aan die deelnemers gestel in die vorm van ligte misreën en mis. Aan die begin van die tweede dag was daar ook ligte reën en mis, waarna die weer opgeklaar het en aangename weer vir die res van die naweek ondervind is.

Organiseerders ondervind elke jaar dat dit moeiliker raak om geskikte roetes en paaie in 'n goeie toestand met relatief min verkeer te vind. Een van die mooiste paaie in die omgewing, die Long Tom-pas, is ook nie meer geskik as tydrenroete nie, aangesien dit vir die vervoer van erts gebruik word. Ertsvervoertrokke ry soms in 'n konvoi van tot 3 trokke deur die pas wat dit onmoontlik maak vir die deelnemers om hulle spoed te handhaaf of verby te steek. Baie van die paaie is ook nie meer geskik nie a.g.v. swak of geen onderhoud.

Een van die mooiste paaie in die omgewing, die Long Tom-pas, is ook nie meer geskik as tydrenroete nie, aangesien dit vir die vervoer van erts gebruik word. Ertsvervoertrokke ry soms in 'n konvoi van tot 3 trokke deur die pas wat dit onmoontlik maak vir die deelnemers om hulle spoed te handhaaf of verby te steek. Baie van die paaie is ook nie meer geskik nie a.g.v. swak of geen onderhoud.

'n Vergadering met die MEC van Vervoer en Toerisme van Mpumalanga word in die verband vir die toekoms beplan.

Die tydren het plaasgevind in 'n week en naweek waar die Donderdag 'n publieke vakansiedag was. Dit het uiteraard tot 'n verhoogde verkeersvolume gelei, aangesien die publiek 'n langnaweek daarvan gemaak het. Omdat die roetes op normale werksdae, dieselfde as waarop die tydren plaasgevind het, getoets is, was dit nie te wagte nie.

Met al die bogenoemde in ag geneem, wil die organiseerders voorstel dat:

- die tydren nie oor 'n langnaweek gehou word nie en
- om sigbaarheid te alle tye en veral in slegte weersomstandighede te verbeter, moet die dra van veiligheidsbeffies vir motorfietsdeelnemers verpligtend gemaak word.

Daar is in 4 afdelings meegeding:

- motorfietsse vervaardig tot en met 1960
- motorfietsse vervaardig na 1960
- motors met geslote instrumentepaneel
- motors en motorfietsse met oop instrumentepaneel.

'n Aangename en ontspanne atmosfeer het tydens die tydren geheers en die eienaars en gashere van die Numbi Hotel, wat ook deelnemers aan die tydren was, en hulle personeel het alles in hulle vermoë gedoen – en daarin geslaag – om die deelnemers se verblyf so aangenaam moontlik te maak.

Geen voorvalle is aangemeld nie en geen besware is aangeteken nie. Terugvoer van deelnemers is dat dit 'n positiewe en aangename tydren en ondervinding was. Beide SAVVA en POMK se name is deurgaans hoog gehou.

THE WINNERS



Kevin Walton 1952 Ariel



Gavin Walton 1965 AJS



Maggie and Pat Wheelan
1989 Mercedes 200 E



Schalk and Susan van
Niekerk 1997 Saab



Leo Middelberg at
Drivers Briefing



MOTUL BANNER



Frik hard at work



Sandra and Tom Linley



Leon Stander down-
loading the loggers' data



Ian Holme and Brian
Gush in a 1965 Jaguar



Unah and Allan Schonken
1968 Austin Healey Sprite



The Biker's office



Daniel and Irma Eloff
Mercedes Benz



Johan and Johanna Nel
and Jan NeL



Christo and Laura
Ferreira Rolls Royce



Bill Lance 1925 Indian

Classic Bike, Truck and Engine Day

9TH September 2018

10h00 till 14h30



POMC Club House
c/o Keuning drive and Fred Davey avenue,
Silverton/Meyerspark
Admission: Spectators R20,-
Children Free
Exhibitors and club members Free
Food and drinks available from:
Hoot and Toot
Sontus School
Imbuzi Cafe
Braai facilities and Picnic area available



Info:
Christo Ferreira 062 779 5703

Frik fotos

Frik Kraamwinkel 082 444 2954

SEPTEMBER 2018

SEPTEMBER 24th National Drive It Day
SAVVA

22-24 SEPTEMBER
NOTTINGHAM ROAD HOTEL

BEST OF BRITISH



CRAFT MARKET
CAR SHOW
BEER GARDEN
GOOD FOOD
JUMPING CASTLE



ROLLS ROYCE; AUSTIN HEALEY
BENTLEY; LAND ROVER; JAGUAR



MORGAN; MORRIS; WOLSELEY;
ROVER; MG; TRIUMPH & AUSTIN

FORTH-
COMING
EVENTS
IN
2018

11th – 13th OCTOBER 2018

10th NOVEMBER 2018

The Free State
Veteran Car Club
is hosting their
annual



Rendezvous Tour

From 11—13 October 2018 in the
picturesque Eastern Free State, with the
Fouriesburg Country Lodge as base



*Vehicles manufactured
up until 1930 welcome
to enter*

Accommodation, breakfast and dinners will be enjoyed at the same
venue for the duration of the event.

*So, come and enjoy the vehicles you cherish, the beautiful
countryside and the Free State hospitality!*

The Rendezvous will comprise a
two day sealed odo competitive
tour OR non-competitive drive
along the same route for
entrants not interested in the
rally process.
Scrutineering of vehicles will
take place on
afternoon of 11th

Entry forms will be
available from 11 June
2018 on our website
www.fsvcc.co.za
OR email René at
greenland@telkomsa.net
for any queries or further
information

ANTIQUE AUTO AND MACHINE CLUB BETHLEHEM
presents

More info:
082 889 4294
maluti@antac.net

Maluti Motor Show
A Drive Through the Decades BETHLEHEM
Proudly brought to you by **Mortimer** CARITAS COLLEGE
NOVEMBER 10TH 2018

Fedauto TOYOTA Ford

SPECTATOR DRIVE • FOOD & CRAFT MARKET
KIDDIES ENTERTAINMENT • TRACTOR RIDES • PARK RUN • DRIVE-IN
VINTAGE CARS • MUSCLE CARS • EXOTIC CARS
TUNER CARS • NEW CARS • STREET RODS
MOTORCYCLES • TRACTORS • ENGINES

HYUNDAI KIA RENAULT ISUZU SUZUKI

Some of you may remember the Quibell Brothers from Cape Town. They were well known impresarios and theatre owners. They had 2 Pontiac 8 door limousines to ferry their artists around. I was fortunate to speak to one of the brothers in CT a few years ago and asked him what happened to the vehicles. One apparently went to Westbank as a promotional vehicle. The other ended up in a scrap yard in CT. He mentioned that he gets asked more questions about the Pontiacs than about the stars he brought to SA. They included Vera Lynn with Tommy Trinder, Sydney James to star in a show, Anna Russel and Horst Jankowski, Jack Douglas, Spike Milligan, and Shelley Berman with Judy Page.

I have not been able to get a picture of the actual cars but these are from the Internet. Maybe some of the older readers have a picture of the actual cars. They were a metallic brown or dark gold as I remember.

A SIMILAR PONTIAC 8 DOOR LIMO



Fred

12th & 13th NOVEMBER 2018

Fairest Cape Tour



Cape Vintage Motorcycle Club

**33rd Fairest Cape Tour
12th & 13th November 2018**

**Celebrating SAVVA's 50th Anniversary
1968 - 2018**



The 33rd Annual Fairest Cape Tour 2018 will include both motorcycles and cars and will be based at the Goudini Spa, near Rawsonville and Worcester, in the Western Cape. Cars and motorcycles will compete on an even footing, over the same course and, for the most part, for the same trophies and awards. Details of all the awards can be found in the Supplementary regulations which are enclosed with this invitation.

The following is a brief timetable for the event:

- | | |
|----------------------------------|--|
| Sunday 11 th Nov.: | Competitor registration, Documentation and Scrutiny for entrants from 14h00 to 17h00.
Competitors meeting time to be advised in the final instructions. |
| Monday 12 th Nov.: | Start the Competitive event (Day 1) from Goudini Spa.
Start times and numbers will be advised in the final instructions.
First day results will be posted at a time and place to be advised in the final instructions. |
| Tuesday 13 th Nov.: | Start of the Competitive event (Day 2) from Goudini Spa.
Start times to be advised in the final instructions.
The 33 rd Prize Giving Dinner and posting of final overall results at a time and venue to be advised. |
| Wednesday 14 th Nov.: | Departure of participants from Goudini Spa. |

Entries are now open and will close on the 15th October 2018. In order to ensure a smooth flow of documentation, we draw your attention to the following:

ENTRY FORMS MUST BE COMPLETED IN FULL AND BE *PREFERABLY EMAILED*, OR MAILED OR FAXED TO REACH US BY THE CLOSING DATE OF 15th October 2018.

1. The original of all required documents such as Drivers Licenses, Vehicle Insurance, Indemnity and Club Membership cards must be produced at documentation. *(Note well: proof of Vehicle Insurance is now required)*
2. Confirmation of the dating of your vehicle by SAVVA must be available. If you are not in possession of a dating plaque or certificate, a letter from SAVVA confirming the date of manufacture is required. Letters from individual Clubs are not acceptable.
3. All monies due per the Financial/Accommodation form must reach the organizers by the closing date of 15th October 2018.
4. Please note the request on the entry form for your medical aid and next-of-kin information. We do not wish to alarm entrants but this information will be of vital importance should it ever be required.

The course will traverse some very beautiful and interesting areas of the Western Cape and will include several mountain passes which only the Western Cape can provide.

The same types of accommodation, as in the past, will again be available including Slanghoek luxury Villas. The Rondawels will all be in the same general area as before. These groups are in reasonable proximity to each other with the Slanghoek Villas being slightly further afield. The Rondawels sleep a maximum of 4 persons. Each unit has 2 bedrooms one with a double bed and the other with 2 single beds as well as a Lounge/Dining area.

The Slanghoek Villas can sleep a maximum of six persons in three separate rooms, one of which has a double bed, and provide a distinct Lounge and Dining area as well as a built in braai facility. The extended list of available B&B accommodation is again included. This information is supplied by the Rawsonville Publicity Association but we cannot give any details of their suitability. They all, however, appear to be of a good standard. All of this accommodation is within about 10kms of the resort. Should you wish to make use thereof, all bookings and arrangements are your own responsibility.

You will receive confirmation of the status of your entry by return of mail.

We look forward to welcoming you to The Fairest Cape Tour 2018 and hope you will enjoy the event.

With kind regards,

Andy Stead
Chairman CVMC

Tel.: 021 7826330 (h)
Mobile: 082 5534492

Fax: 086 719 1826 (

**Affiliated to:
SAVVA & VMC Ltd. (UK)**

CALENDAR OF EVENTS

2018 Events still to be held

September 1 – 2	Wheels at the Vaal	VOWC
September 24	National Drive It Day	SAVVA
November 10	Maluti Car Show	Maluti Antique Auto & Machine Club
November 12 – 13	Fairest Cape Tour	CVMC Rawsonville

2019

February 3	Kalk Bay Veteran Run	CHC Wynberg Cape
February 9 - 10	George Car Show	SCOCC George
February 23	Summer Rally	POMC
March 10	Any Wheels Day	CCC Tarlton
March 15-16	DJ Commemorative Run	VVC Dbn / Jhb
March 16-17	O D Inggs Memorial Run	AVCMC Port Alfred
March 17	Piston Ring Swap Meet	Modderfontein
April 28	Knysna Motor Show	GRMC Knysna
May 17-18	Natal Classic	CMCN Durban
May 26	Cars in the Park	VSCC Ashburton
May 26	Cullinan Train Race	MMOC Jhb
June 1	Mamposer Rally	POMC Pretoria
June 9 -13	Milligan	EPVCC
July 6-7	1000 Bike Show	CMC Germiston
August 4	Cars in the Park	POMC Zwartkops
August 9-11	Prowl	DECC Dbn
August 14-18	Magnum Rally	POMC
September 21-24	SAVVA Veteran & Vintage National	Model T Ford Club of SA
September 24	National Drive It Day	SAVVA
November 9	Maluti Car Show	Maluti Antique Auto & Machine Club
November 12-14	Fairest Cape Tour	CVMC Rawsonville

POMC CALENDAR FOR 2019

2019



Summer Rally
23 February



Club meeting and braai
every first Wednesday of the month



AMERICAN Classic
Car and Bike Day
plus Mini Auto Pretoria
10 March
@ POMC Clubhouse



JAPANESE Classic
Car and Bike Day
plus Mini Auto Pretoria
10 November
@ POMC Clubhouse



VINTAGE & VETERAN
Car and Bike Day
14 April
@ POMC Clubhouse

Pretoria Old Motor Club
home for enthusiasts
interested in the preservation of older vehicles
since 1966

POMC DIAMOND RUN
21 September
Start: POMC Clubhouse
Finish: The Art of Silver
Cullinan



CARSON THE ROOF
26 May
@ KOLONNADE RETAIL
PARK
Montana Park

POMC Clubhouse
c/o Kenning street & Fred Davey avenue
Silverton
Info: www.pomc.co.za
www.facebook.com/POMC.club
082 776 8806 / 082 434 2954

SPRING DAY FESTIVAL
classic cars, bikes, trucks,
stationary engine and super car day
8 September
@ POMC Clubhouse



MAMPOER RALLY
1 June
Start: Willem Prinsloo Museum
Finish: Willem Prinsloo Museum



BRITISH Classic
Car and Bike Day
plus Mini Auto Pretoria
9 June
@ POMC Clubhouse



EUROPEAN Classic
Car and Bike Day
14 July
@ POMC Clubhouse



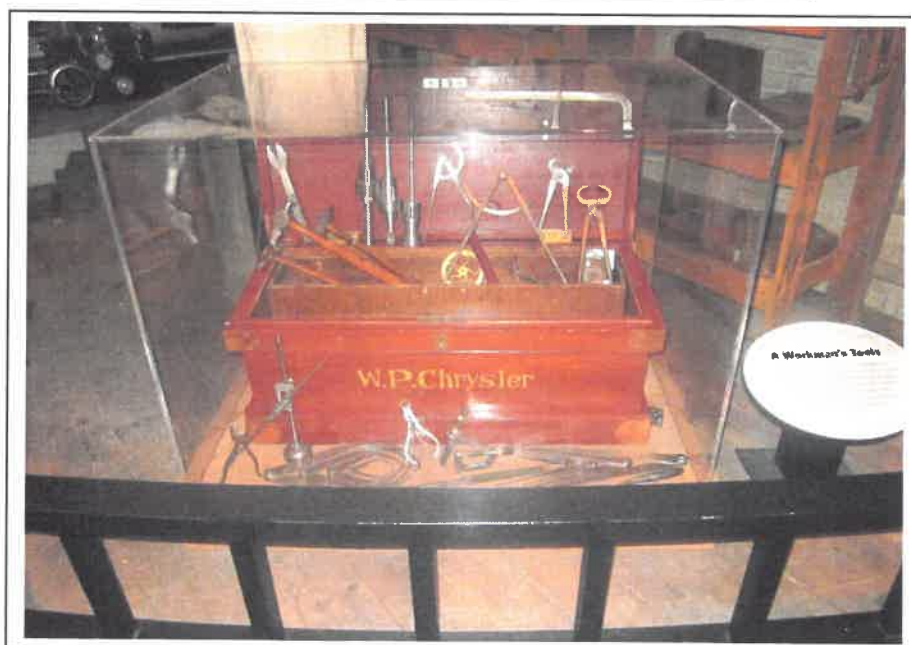
PRETORIA OLD MOTOR CLUB
CARS in the PARK
40 year celebration
4 August
@ Zwartkops Race Track



MAGNUM RALLY
14TH to 17TH August
Hotel Numbi & Garden Suites
Hazyview
Mpumalanga

FRK poster

WALTER CHRYSLER'S ORIGINAL TOOLBOX



CHEERS,

FRED

SAVVA Technical Tip 135 – Moulding small parts.

The following article appeared in the Micro Car Club newsletter and whilst most of us aren't lucky enough to own a Messerschmitt or similar micro car this suggestion could be of use to us for making other parts.

Thanks to the Micro Car Club and to the author of this article Hennie van der Walt from Plettenberg Bay who needed a SACHS cover plate.

To quote from the newsletter:

“If you can borrow an original SACHS plate from someone and you can easily make one out of aluminium. Clean the original thoroughly and spray it with Spray and Cook. Make a plaster mould of it and bake the plaster in the oven to remove all moisture. Get some aluminium pieces e.g. scrap carburetors etc and melt it down. Warm the plaster mold in the oven and then pour the molten aluminium slowly into the mold - end result: your own SACHS cover plate “

This sounds simple enough and with a bit of practice one should be able to make those little parts.

