



TOOLBOX

NOVEMBER 2014



LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

SEDERT /SINCE FEBRUARIE 2004

UITGAWE NR 114 / EDITION 114

DAGSÊVRIENDE / GOODDAY FRIENDS

Soos jul weet is dit weer tyd om die nuwe bestuur te kies vir 2015. Die skoureëlings is ook aan die gang en sal binnekort terugvoer gee aan lede soos die skoukomitee vorder.

Ons gaan 'n spesiale dag hou vir die enjins om beoordeel te word en dan die karre aangesien ons voel baie lede het karre en enjins en moet êrens iets afskeep omrede hul nie alles gelyk kan vervoer nie.

Ons funksie gaan voorlopig die 6 de Desember wees. Maak asb seker dat jy voor die tyd jou geld betaal en plek bespreek.

Jaarprogram /Yearprogram

6 Nov – Algemene Jaarvergadering 2014

15 Nov – Maluti Enjin Dag

22 Nov – Maluti Concours / Beoordeling - voertuie

29 Nov – Free State Lifestyle show - Harrismith

4 Desember –Maluti vergadering

6 December – Maluti Year End Function

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

8 Nov – Rex Whitehead

20 Nov – Hennie Knoetze

27 Nov – Hannatjie Swart

Baie geluk aan die volgende lede wat verjaar. Mag julle 'n vreugdevolle en geseënde jaar hê! Ons wens elkeen van hierdie persone sterkte toe vir die jaar wat voorlê en verseker hulle van ons deurlopende ondersteuning!



CAR SHOW
HOSTED BY
COUNTRYSIDE CLASSICS
30 NOV 2014
FREE ENTRY
GREAT PRIZES TO BE WON FOR SHOW CAR ENTRIES
IF IT'S A CAR OR CAR RELATED AND UNUSUAL YOU SHOULD COME SHOW IT
ROUTE 24 PUB & GRILL
R24 RUSTENBURG ROAD
MAGALIESBURG
060 437 7071 - JOHAN

Difference between a Beetle and a Super Beetle

If you've been bitten by the VW Bug or plan to purchase your first Volkswagen classic car, you need to know two things. A brief history of it and how to tell the difference between a Beetle and a Super Beetle. No one can argue the fact that these are iconic classic cars.

If you ask classic car collectors that know a little bit about Volkswagen's, what the difference is between a super beetle and a standard beetle, most will tell you that the super version is much longer. This is a true statement to some extent. A Super Beetle is only 2 inches longer than a standard one. This can be really hard to detect with the naked eye. Luckily there are many things we can see easily with our eyes to help us determine the difference between the two.

From a mechanical standpoint one of the biggest differences is the front suspension. A standard Beetle used torsion bars and the Super models were upgraded to a McPherson strut and coil spring type set up. This improvement increased ride quality while improving the Bug's poor turning radius at the same time. The accuracy of the steering and the pleasant ride are easily detected on a road test.

One of the improvements Volkswagen was looking to make with the introduction of the Super Beetle was to increase the storage capacity. This was the automobile's Achilles heel and believed to be hindering sales as North American driving enthusiasts needed room for the family. The modest increase in length allowed the manufacturer to store the spare tire flat in the trunk located at the front of the vehicle. On a standard Beetle the spare tire takes up a lot of the storage capacity. On a Super Beetle the spare is out of the way leaving more room for luggage.

It remains a favorite of collectors because of the amount of support and documentation available. It's also one of the most socially connected cars thanks to a rabid fan base. Beetle ownership comes with the opportunities to join VW clubs or interact with Volkswagen fans on Facebook. It's a great starter car for those wishing to participate in this Volkswagen Beetle History.

Development of this economy car began in the late 1930s and was produced in small numbers until it was interrupted by World War II. You can learn more about Volkswagen prewar history. After the war, mass production began and the automobile was designated as the Volkswagen type I. The term Beetle was a loveable nickname the German people bestowed upon a vehicle that was currently being marketed as the people's car, which is the actual definition of the company name.

The catchy nickname caught on and was used as a marketing tool in Germany and other countries it was exported to. In 1946 the Volkswagen factory located in the newly minted town of Wolfsburg was producing 1000 VW type ones a month. In 1949 the first two units were sold in the United States and said to be delivered to New York City. Although production was limited due to a shortage of materials in the postwar environment, in early 1955 the factory managed to reach more than 1 million vehicles produced. fast-growing hobby

It wasn't until 1955 when Volkswagen of America was formed that the ball really started to roll. The 1960s turned out to be a decade of growth with the addition of four new models. In the third quarter of 1970 the first Super Beetles began to run off of the Wolfsburg assembly line where it all began. These new and improved models would be built in sedan format until 1975 and available as a convertible through 1980. In 1972 the company surpassed the 15 million mark securing the record for the most single model units built. Ford and its model T was the previous title holder.

Here are a few more interesting facts about this car. The early post war models were capable of a top speed of 71 mph making them autobahn ready. Although it would take a long time to reach this speed with its air cooled engine rated around 35 hp the vehicle was capable of posting fuel economy numbers above 30 miles per gallon. Due to the automobiles odd shape, water displacement abilities and tight fitting seams a Volkswagen beetle is capable of floating on the water for several minutes before she gently starts to sink.

SAVVA Technical Tip 90 – Refurbishing Bakelite

Many cars from the late 1940's and into the 60's have Bakelite components; especially dash board and window trim items. Unfortunately, over the years Bakelite takes on a dull unhappy appearance. The question is how do we refurbish it without damaging the original lustre (antique dealers call it patina).

I had this problem and was given the following advice from a restorer of early radios. You may recall radio cabinets from the 30's and early 40's were made of wood then from the 40's into the 50's were made of Bakelite. Bakelite was subsequently replaced by more modern plastic. Incidentally, Bakelite radios, telephones etc have become highly collectable. Bakelite is a brittle product and if broken extremely difficult, if not impossible to repair.

Here is what I was told to do – Firstly, clean all the old junk off by washing with a good solvent like Handy Andy. Then using water, lightly sand it down with a very fine water (flatting) paper. I used 1200 then 1800. Once the old dry powdery surface is removed, dry it and polish it with good old Nugget shoe polish. You may have to repeat the polishing sequence a few times as the polish is initially absorbed into the Bakelite. Buff with a soft cloth and Walla a really nice original looking finish.





1920'S DENNIS FIRE ENGINE IN THE SHIPWRECK MUSEUM IN BREDASDORP

AutoNews Southern African Veteran & Vintage Association

IN THIS ISSUE – FEEDBACK FROM SAVVA AGM

Chairman's Chat

Dear Enthusiasts,

Well the 2014 SAVVA AGM, my first as Chairman, went off well in that there were very few problem areas, and in general consensus on most items. We are fortunate that besides some minor changes in the Motorcycle Liaison and Dating positions, the National Council *en mass* were re-elected unopposed.

I would like to take this opportunity to thank the Club SAVVA Representatives for attending the meeting. It is vital that the Clubs are a part of the organization, and having a representative at the meeting is an important conduit to get feedback to the individual Club Members. If you as Club Members reading the AutoNews wish to know details of any SAVVA related topic, contact your SAVVA Representative and request the information, or feel free to send a mail to any of the National Council.

I have had a busy year so far, trying to attend as many Rallies, runs and Clubs as possible. My apologies for not getting to more, but I promise to try my best to make contact with as many of the Clubs as possible during the next year.

A breath of fresh air was the recent running of the first Oily Rag Run in Cape Town. The concept of the Oily Rag Run belongs to the Automobile Magazine in the UK, a magazine not to be missed by any admirer of mainly pre-war cars. It encourages the "preservation" class being totally unrestored vehicles, the logic being that you can always restore a vehicle, but you cannot "unrestore" one! The local Oily Rag was organized by Dickon Daggitt supported by Jason Furness of Crossley and Webb and Wayne Harley of the Franschhoek Motor Museum. It was a great event, enjoyed by all. There have already been approaches from Kwazulu Natal to run one there, and hope this is followed by other centers, great fun, and attracts cars one would not normally see.

Dave Alexander



Wynand Swanepoel's 1933 Mercedes-Benz.



A Brooklands Riley seen at VVC recently

PLEASE VISIT THE SAVVA WEBSITE FROM
TIME TO TIME AND KEEP YOURSELF
UPDATED OF THE CHANGES.

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

alex.duffey@up.ac.za
secretary@savva.org.za
chairman@savva.org.za

TECHNICAL TIPS - NO: 90

Refurbishing Bakelite

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New Clearance Certificates as proposed by Motorsport and accepted at the SAVVA AGM.

The Proposed increase for a Clearance Certificate application from the current price of R25.00 to a graded costing depending on the type of Clearance required was unanimously accepted at the SAVVA Annual General Meeting held on 20th September 2014

With immediate effect all applications for a Clearance certificate will be as follows:-

- Annual Clearance Certificate – R150.00 – to be applied for in January. This covers all monthly meetings and regular outings such as monthly breakfast runs etc...

This certificate is valid for 1 calendar year

- Once off Clearance Certificate – R75.00. Covering an organized fun run, a convoy of cars visiting another club or a weekend end gathering of vehicles etc...

This certificate is valid for a specific event only & each event requires a certificate

- Cars in the Park, Bike Shows or big special events – R500.00. This clearance is used by a club organizing the event

This certificate is valid for a specific event only & each event requires a certificate

The clearance Certificate issued indemnifies the club and or the organizer/s from a claim relating to public liability providing no negligence on the part of the organizer can be proven.

The Annual and Once off certificates are issued with the wording SUBJECT TO ALL PARTICIPANTS HOLDING AN OFFICIAL SAVVA IDEMNITY CARD.

This card is issued FREE OF CHARGE by the relevant club. A clearance certificate issued for a show does not have the wording included as members of the public attend these shows – it is incumbent of the organizer to ensure that all safety procedures are in place

All applications to be submitted to motorsport@savva.org.za together with proof of payment.

Regards,

PAM HALL.

Please bring these details of the new costs of Clearance Certificates to those concerned in your club.



Peter Hall receiving the Chairman's Trophy from Dave Alexander at the recent SAVVA AGM in recognition of his exceptional efforts for SAVVA over the years.

Interesting old photographs of Old Cars in South Africa from "Veteranantics", the Newsletter of the Veteran Car Club of S.A. in the 1960s.



A 1912 Darracq in Durban



A 1905 Napier – one of the first cars in Durban.

FEEDBACK FROM 46th SAVVA AGM 20 SEPTEMBER 2014

Applications for membership from new clubs

It was noted that all the required documentation for application for membership of SAVVA had been received in respect of the undermentioned two clubs, and had been scrutinized and confirmed by the National Council.

West Coast Old Car Club, and Model A Club of South Africa.

It was then agreed that these clubs be accepted as members of SAVVA.

Temporary Importation of Motor Vehicles for Events

It was noted, that there had been a change of policy regarding the temporary importation of motor vehicles from overseas for events. The AA now requires an individual guarantee for each vehicle making temporary importation prohibitive. Negotiations have taken place with SARS and Customs giving us the dispensation that, with the correct documentation, vehicles could be brought in as 'sporting goods' with no guarantees required. This would be tested with the Riley Rendezvous to be held in October & the Chairman will report back to clubs.

Highlights from the Chairman's Report

Chairperson, Dave Alexander, noted that during the year it had become apparent that many members of clubs did not understand the benefit of being part of SAVVA, and he urged all delegates at the meeting to report back to their clubs on all SAVVA matters, especially on the interface with Government.

Dave also reported that the Preservation Class of vehicles had

now kicked off in South Africa, and this was for leaving vehicles unrestored. The Oily Rag event held recently in the Cape had attracted 23 entries and all completed the 150 km run to Franschhoek. However he emphasized that there was always place for pristine vehicles.

Treasurer's Report

James Smith reported that the financial position of SAVVA was sound and that the financial statements had been audited. The actual accounts and budget for next year were available at the meeting for scrutiny.

He noted that...

|| The financial position had improved over the year with the capital and reserves standing at R537,430 - up R20,186 from last year.

|| Revenue for the year had decreased by R6,890, caused by a drop in the number of paid up members and a decrease in dating fees and motor sport income.

|| All clubs had paid their affiliation fee for 2014.

□ The R40,000 annual policy fee due to SAVVA had not yet been received from FNB Insurance Brokers, but was expected shortly.

James also requested that clubs...

□ ensure that when making deposits and transfers into the SAVVA account that they included a description of what the funds were for, and

□ that electronic funds transfer (EFT) was used.

Dating of Motor Vehicles

Peter Hall reported that the 'Up-Dating Drive' for record purposes had been fruitful but it seemed that quite a few had fallen through the cracks. He apologized for this and requested that members who had not received their certificates or who had

outstanding applications contact him urgently to rectify the matter. Although 1,203 dating allocations had been done, it was noted from the data base that there were still many that had changed hands over the years and remained registered in the previous owner's name.

He noted that...

□ Progress was being made on the motorcycle dating register, and it was hoped to complete this by the end of the year.

| Certificates and plaques continued to be sent by hand to save costs, and Peter thanked Rai Heinze for assisting with deliveries in the Cape.

□ 25 vehicles had been dated during the year - 5 Vintage, 1 Post Vintage and 19 Post 45, and 45 Motorcycle Dating Certificates had been issued.

After discussion on the discrepancy in S licence fees between the provinces it was noted that...

| The Provincial MEC could decide on the fee for his/her province.

| Peter Hall had approached the Department of Transport regarding the possibility of issuing a 'Collector Licence' as in the USA, but this had been thrown out.

| He had also unsuccessfully tried to get recognition for an 'Historic Licence'.

| As it was generally considered that the old car movement was elitist applications in this regard may not be favourably considered. To take the matter further would require application to the National Treasury. Agreed not to take the matter further.

Dating of Motorcycles

Peter Vlietstra reported that...

| 17 applications for dating were received and processed during the period which reflects a 50% drop in application from the previous year. During the same period 14

applications for change of ownership were processed.

□ Of the plaques sent to clubs during the year, 17 had been received, six were lost in the post and 3 damaged. Currently there were only 19 in stock.

Secretariat

Jean Gobey reported that ...

| during the year only six clubs had requested a supply of indemnity cards and these were sent by registered post.

□ Although it was a requirement that all original indemnity forms were held by SAVVA, it was disappointing to note that only 21 clubs had complied to date. Although eight envelopes containing forms had been handed in at the meeting, after the meeting it was confirmed that forms had not yet been received from 21 clubs and that they should address this as soon as possible.

| Requests had been received for RCL stickers, but the National Council would encourage all clubs to have the wording printed on their membership cards.

| Although copies the SAVVA Handbook had been issued to clubs and portfolio holders at last year's AGM there were still a few copies available to clubs who had not received them. Delegates were reminded that when there was a change of personnel, the copy should be handed on.

□ Section 16 of the SAVVA Handbook was updated regularly and Jean requested that all clubs ensure that their contact details on the SAVVA website were correct. Changes should be notified to her as soon as possible.

In answer to a question noted that indemnity forms were legal documents and clubs must ensure that full ID numbers (or passport

numbers) must be on each form. The requirement that SAVVA held the forms was most important when there was an insurance claim.

Trophies

Rai Heinze reported that ...

|| To date this year there had been two SAVVA events at which SAVVA trophies were presented, namely the 2013 SAVVA National Tour and the 2014 SAVVA National Edwardian & Veteran Tour.

□ At the SAVVA National there was only one trophy not presented, that for a lady driver, otherwise 15 trophies had been presented.

|| At the National Edwardian & Veteran Tour six trophies were presented. That not presented was The Concours D'etat for a vehicle manufactured between 1 January 1890 and 31 December 1904.

□ The next SAVVA event would be the SAVVA National and Fairest Cape Tour to be held in November.

□ There had been a noticeable difference in getting the trophies returned this year, and he expressed appreciation to the competitors.

Insurance

Sheridan Renfield reported that the following figures had been received from FNB Insurance Brokers as at the end of June 2014. These were part of their old system, but comprise around 50% of the total, and the figures could therefore be doubled. They were in the process of upgrading their computer programme and should have exact figures shortly.

He noted that

|| there were 397 members on the scheme with 1295 insured vehicles (1216 motorvehicles and 79 motorcycles).

□ During the year there had been 17 claims amounting to R48,120.00.

| Clubs were requested to promote FNB insurance for the old cars with their members.

International Trade

Administration Commission (ITAC)

Eric McQuillan noted that ...

□ ITAC continued to experience problems with the importation of what could be classified as collectable vehicles from the Far East, which were basically cheap imports.

| During the year there were 112 applications of which 81 were approved and 31 turned down.

| It was important for people wishing to import collectable vehicles to ensure that they received the necessary permit from ITAC prior to importation. If not the vehicles would be crushed on arrival. Currently in Durban there were 230 vehicles which had been confiscated.

| The cut-off date for LHD vehicles having to have been registered in South Africa was July 2004.

AutoNews

Alex Duffey reported that it was very important for SAVVA to have a newsletter, but it was a most difficult task if he did not get feedback from National Council, Portfolio Holders and Clubs. He requested that all contributions, articles and news be sent to him at alex.duffey@up.ac.za.

He noted the following deadlines for contributions to be received:

14 December 2014

16 March 2015

15 June 2015

25 September 2015

14 December 2015

Agreed that clubs would send their electronic newsletters to Alex Duffey at the above email address.

TONY'S 1937 CADILLAC IN SOUTH AFRICA

Submitted by Hans Matter



About 10 years ago I went to drop off my friend's kids on a farm near where I live in South Africa. I entered the property and saw a lean-to shed bursting at the seams with junk so I made my way to have a look. You could not see more than two feet into the mess, so I climbed and twisted my way in and saw a mudguard (fender) of an old car. I was very excited and pushed my way through. What I found was an old, very dusty 1937 Cadillac.

I asked the owner, Heinz, if he would consider selling. He told me he owned the car in a partnership with his father-in-law, who was 85 years old. He said he wanted to keep it and restore it for weddings. I tried to convince him otherwise but he would not listen.

For at least two years after that meeting I saw Heinz several times and chatted about the car. He always insisted he would restore it.

However, tragedy struck the family one night when Heinz was traveling down the road from his farm in thick fog and crashed into the side of a logging semi-trailer. Heinz, his wife and one son were killed. The other son lived, but was in bad shape.

I waited for some time to pass and went to visit the other owner of the car. His name was Fred. We spoke about the accident and I asked if he would sell the car. He agreed and said he was too old to work on it.

Fred had owned the car for over 40 years and told me the story of the car when he bought it. He had repainted it from blue to black and worked on the engine and drove it for a while. He told me that when he drove the car to the farm it used to jump out of third gear, so he parked it on the farm and it stayed there for all those years till I found it.

The car was in very good condition for restoration, with little damage and almost no rust. All the door glass and windscreen were broken, but

all other glass -- headlights, gauges were intact. The license plate light lens was missing.

The leather was still intact, but so dry that it had cracked.

We decided on a price and I arranged a flatbed truck. The day came for the pick-up. It was the first time I could see the car in the open.

I was very happy.

Fred used his old tractor to pull the car out of the shed. He pumped air into the tyres and they stayed inflated. The flatbed arrived and up she went, off to her new home. I parked her in my yard and got my friends' kids over to help me wash her. She looked like new, but the black paint was peeling off in strips. I found the boot full of spare parts.

I parked the car in my warehouse and admired it for a few years until one day I needed the room so I found an old car restorer who could handle this type of restoration and sent the car off to him. The car was in the restoration shop for 12 months. It was stripped down to the chassis and every bolt, nut and part sandblasted, plated or painted. I bought new leather from a local tannery and had the whole interior done. I ordered six whitewall tires from the USA. The engine was rebuilt to new. The whole car was brand-new. However, I am still looking for four hub caps.

About two years after I bought the car, Fred was tragically killed by the same tractor he used to tow the car out of the shed. I have used the car for a few weddings and school balls. It has performed beautifully. I have since met Fred's daughter. We found that she works right next door to my warehouse and saw the car parked outside one day and popped in for a chat. I asked her about the history of the car, but all she remembers is playing in the car as a child. She is now in her 50s. I am going to take the car to Fred's widow so she can have a ride in it. If I'm lucky, she might know a bit more about its history.

The car was built for South Africa so it has right-hand drive controls, and is one of only two in the country.



The other 1937 Cadillac in South Africa which belongs to Pierre Diedericks.

OF SOUTH AFRICAN INTEREST

THE JACKSON CAR



JACKSON Cars date back to the 1920's in Durban, South Africa, when Robert W Jackson (1883-1955), a practical engineer, designed and built the first Jackson car, the JACKSON-T which was very similar to the Model T Ford. Little is known about the use and performance of the car however the car was passed onto Roberts's brother who used the engine to drive a windmill and the car, with time, deteriorated into scrap.

INTERESTING PROJECTS

The following photographs show old cars available for restoration:

1925 Dodge Brothers in Botswana



A 1924 Overland in Zimbabwe



A 1925 Overland in Zimbabwe



MORE INTERESTING OLD HISTORIC PHOTOGRAPHS



General Louis Botha's 1914 Vauxhall in South West Africa a hundred years ago.



Mr R.G. Lucas, a well-known pioneer of the Motor Industry in Johannesburg at the wheel of his 1912 Talbot. In this car, he won the Saker Cup at the Transvaal Automobile Club's Hill Climb, Jan Meyer's Hill, near Johannesburg, on 5th May 1912.



A 1910 Daimler converted into a tow-truck towing a badly damaged Vauxhall.



Left to right Silver Ghost (George Huddlestone), Sunbeam (Taffy Owen), F.N. (Chester Bryan), Metz (Dr J.Coller) & Mors (Dr J.Coller) in front of the Veteran Car Club of S.A. new Clubhouse in March 1958.

PRIVATE OLD CAR MUSEUMS IN SOUTH AFRICA

(I intend to regularly publish articles on Private Old Car Museums in South Africa in the AutoNewS from now on and will appreciate it if members can send me information on privately owned Old Car Museums in your environment. I am sure that such articles will not only be of interest to all SAVVA members, but also old car boffins overseas who read our Newsletter – Ed).

CASTERBRIDGE OLD CAR MUSEUM OUTSIDE WHITE RIVER IN MPUMALANGA

This beautiful collection of old cars belonging to the family of the renowned furniture-makers Hans and Louis van der Merwe and Sons is situated at Casterbridge on the road to the Kruger National Park just outside White River. The collection of veteran, vintage and classic cars was brought together in the late 1990's. It has wonderful cars such as a 1912 Overland Touring, a 1911 Swift Roadster, a number of early Austin Sevens and other cars and a great collection of Motor Memorabilia. I understand that many of these cars are now up for sale.



A 1927 Austin Seven



Other early Austins in the Museum



A 1938 Hillman, 1936 DKW and Mini



The 1912 Overland Model 62 Touring



The 1911 Swift Roadster

PAST SAVVA EVENTS**PISTON RING NATIONAL SWOP MEET – SUNDAY 21 SEPTEMBER 2014**

The Piston Ring Club's bi-annual swop meet has become one of the Premier events on the SAVVA calendar and not only draws old car aficionados locally, but from all parts of the country and even from Namibia, Botswana and Zimbabwe. The great variety of stalls cater for all tastes and all aspects of old car restoration and interests are covered. This was once more the case with the club's second swop meet for 2014, which took place on Sunday 21 September 2014 at Modderfontein. Many of the stalls were already put up on the Saturday afternoon with buyers and sellers camping out on the Piston Ring grounds the evening before the event. By 6:30 on Sunday morning trading was well on its way and as the day unfolded literally thousands of swoppers turned up. There were stalls with car parts, stalls with tools, stalls advertising chroming and rubber accessories, stalls with motoring toys, stalls with books on motoring and a whole section devoted to a flea market selling all sorts of bric-a-brac. Towards the north of the swop area enthusiasts parked their old cars – veterans, vintage cars, classics and rods. There were so many of them this year that there was not enough space for them all to park. In the quad in front of the Clubhouse there were the Special invites – some exceptional cars such as the 1928 Bentley and many more. There were model trains in the Club House. If you have not experienced one of these swop meets before, you must surely make an effort to attend one in future – there will be two again next year, first on 15 March 2015 and then again on 20 September 2015. In the past 25 years I have never missed one and have never come away empty handed. So see you there in 2015!



An array of stalls with swoppers and buyers standing around at the Piston Ring's Swop Meet on Sunday 21 September 2014 at Modderfontein.



Two more views of the stalls at the Piston Ring's Swop Meet at Modderfontein on Sunday 21 September 2014.



This beautiful 1928 Bentley in the quad in front of the Piston Ring Club House during the Swop Meet on 21 September 2014.



Two views of a model of a Ford Model T exhibited in the quad in front of the Piston Ring Club House on Sunday 21 September 2014.

FUTURE EVENTS

KNYSNA MOTOR SHOW

Hi to all Classic car / Motorcycle enthusiasts and supporters of the Knysna motor show.

Over the past three years the Knysna motor show has grown exponentially from being a small local event, organized by the Garden Route Motor Club, to now being recognized as a motor show attracting national interest. The environment of classic cars in SA, as well as in Knysna, has changed significantly and the Knysna motor show has followed this trend. The focus of the Knysna motor show has been to attract classic sports cars, modern exotic performance / super cars, specialist and featured one-make models and more recently the inclusion of vintage and classic motorcycles. Invitation to participate in these categories is handled on a personal basis. The focus of the motor show is to attract a variety of quality interesting cars and not necessary volume.

Following the successful motor show held in May this year several questions arose which needed debating among the members of the Garden Route Motor Club. The specifics discussed are summarized below.:

- The positives and negatives of having the motor show one week before the Jaguar Simola hill climb. This would include the impact of the hill climb in attracting vehicles to participate in the car motor show. Is there a win-win formula for both parties?
- Should the motor show be held on the same week-end as the hill climb?
- Should we move the motor show to a date later in the year?
- In conjunction with the hill climb organizers can we create a speed / motoring week in Knysna, similar to the Knysna Oyster Festival held over two weekends?
- Should we move the motor show to a Saturday to avoid it clashing with Mother's Day on the Sunday?

Having completed and evaluated the above points it was agreed at the GRMC AGM held in September to proceed as follows:

- The majority consensus was that it was in the long term best interests of the motor show to remain aligned with the hill climb which will be held one week later. This would have the potential to develop into a week-long motoring event such as the Knysna Oyster Festival over the long term.
- Continue discussions with the hill climb organizers to jointly promote both events to maximize exposure.
- Promote Knysna and the Garden Route as a destination for car club tours to enjoy both events, view the classic car museums,

restorers and enjoy the beautiful Garden Route scenery and activities.

- Continue to focus on the quality of the motor show and vehicles on display, with a target of no more than 300 vehicles in the longer term. A degree of exclusivity should be maintained in attracting the correct mix of vehicles.

- With the limited resources available within GRMC, investigate how best secure the long-term future of the Knysna motor show.

- The motor show will be moved to a Saturday and **THE DATE FOR 2015 WILL BE MAY 9 WITH THE HILL CLIMB FOLLOWING A WEEK LATER ON MAY 15, 16, 17. Please diarize these dates.**

Should you have any comment to the foregoing, please drop me a line. We look forward to seeing you at the Knysna motor show to be held on May 9, 2015.

Peter Pretorius
Chairman – Garden Route Motor Club
082 321 4724

SAVVA EDWARDIAN-VETERAN RALLY 2015



GOODWILL RUN OLD MOTOR SHOW 2015

Please add the Goodwill Run Old Motor Show to your list of events for 2015. This show will take place on Sunday the 12th of July 2015 at President Square Krugersdorp.

Please also note that our email address will change from orders@healthwakeup.co.za to bollepienaar64@gmail.com. This email address will cease to exist on 31 October 2014. Further detail regarding the charity that we will help etc. will be communicated to you during the course of next year.

Herman and Bolle Pienaar
Cell: 084 944 9332
Tel: 011 764 2154
Email: bollepienaar64@gmail.com

CALENDAR OF SAVVA EVENTS FOR 2015

February 8 CMC Autumn Rally & Pre-DJ CMC Johannesburg
February 14-15 George Old Car Show SCOCC George
March 5/6/7 D-J Commemorative Run VVC Durban/Jhb
March 8 Any Dam Wheels Day CCC Johannesburg
March 14 Maluti Midas Show Maluti Bethlehem
March 15 Swap Meet PR Johannesburg
March 21/22 O D Inggs Albany Port Alfred
April 12 Century Run CMC Natal
May 1/2/3 Harvest Festival VOW Vaal River
May 23/24 SAVVA National Motorcycle event &
Natal Classic CMC Natal Drakensville
June 13 Vryheid Vintage Car Club Show VVCC Vryheid
June 14 Cars @ the Mall RGO Rustenburg
June 13 Vryheid Vintage Car Show VVCC Vryheid
July 4/5 Thousand Bike Show CMC Germiston
July 8 – 12 SAVVA Edwardian-Veteran Rally VOWC Jozini
August 2 Cars in the Park VMC
August 7 – 10 Prowl DECC Durban
August 9 Cars in the Park Bloemfontein
September 5/6 Wheels at the Vaal Show VOW Vanderbijl
Sept. 11/13 Rendezvous Tour OFSVCC
Sept. 19 SAVVA AGM SAVVA Johannesburg
Sept 20 Swap Meet Piston Ring Modderfontein
Sept 24 National Drive it Day SAVVA All in SA
October 25 Studebaker Club Show Day SCC of SA Smuts House
November 8-10 Fairest Cape Motorcycle Tour CMC

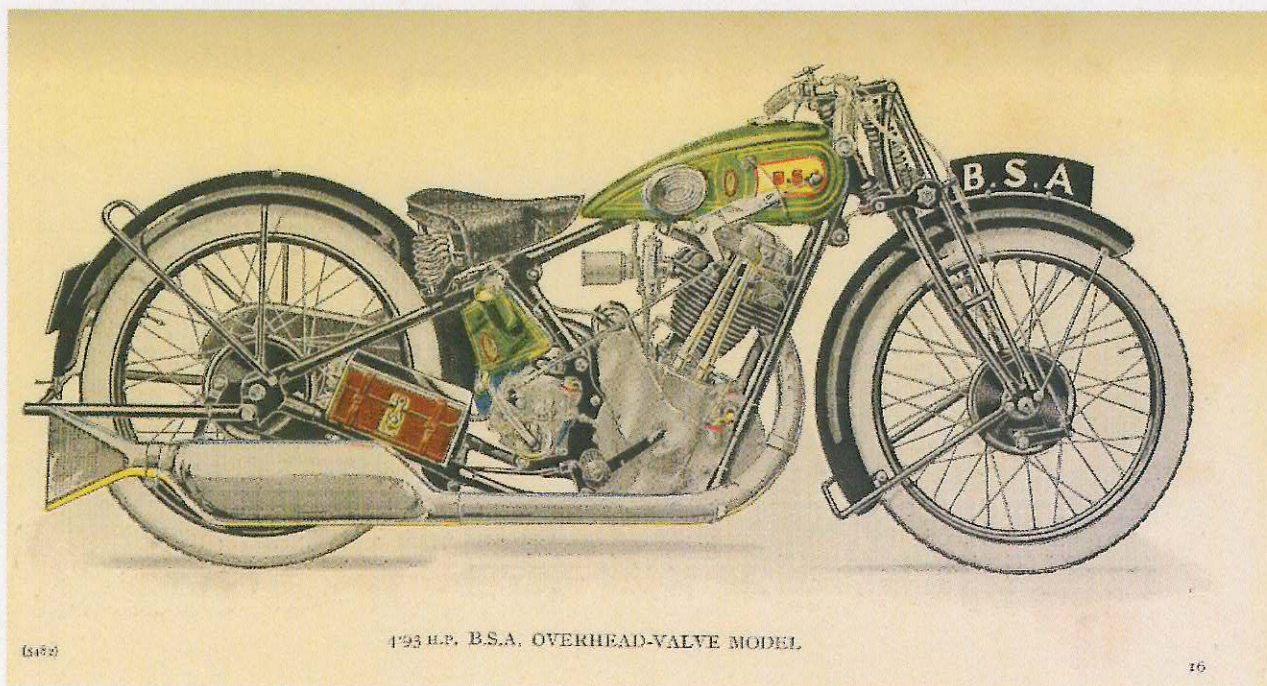
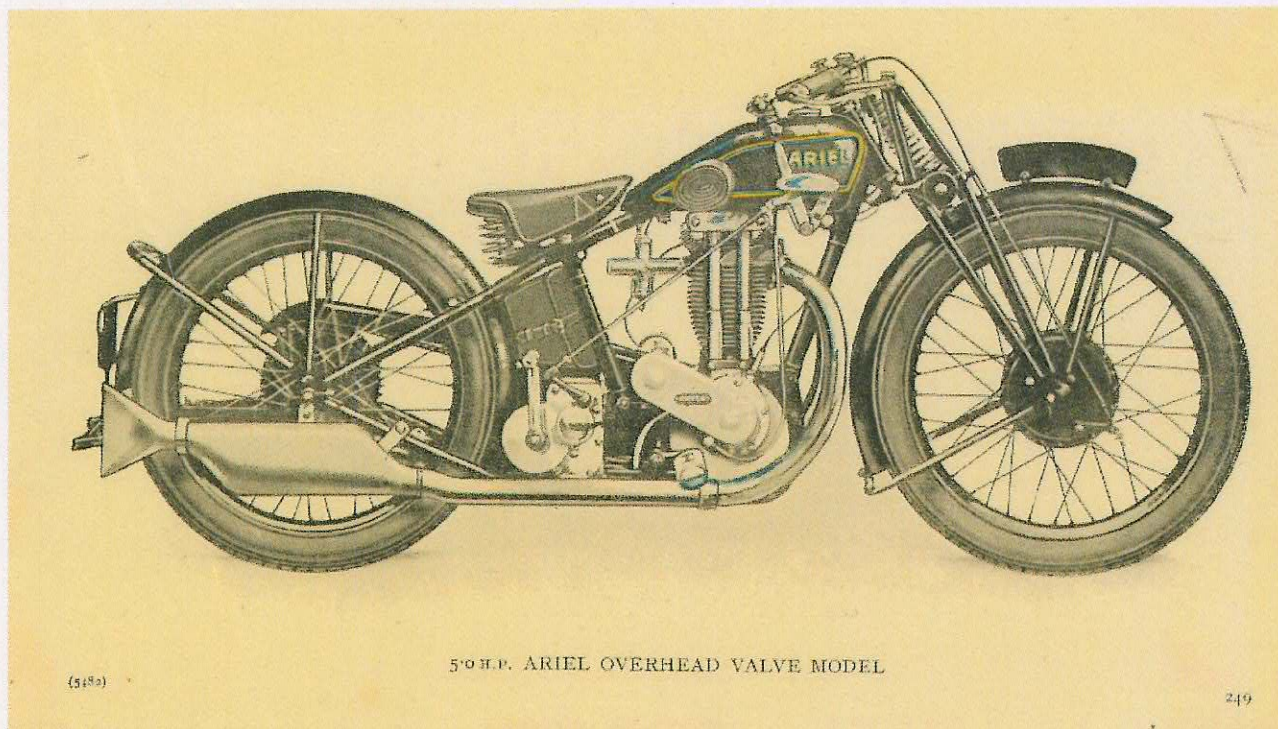


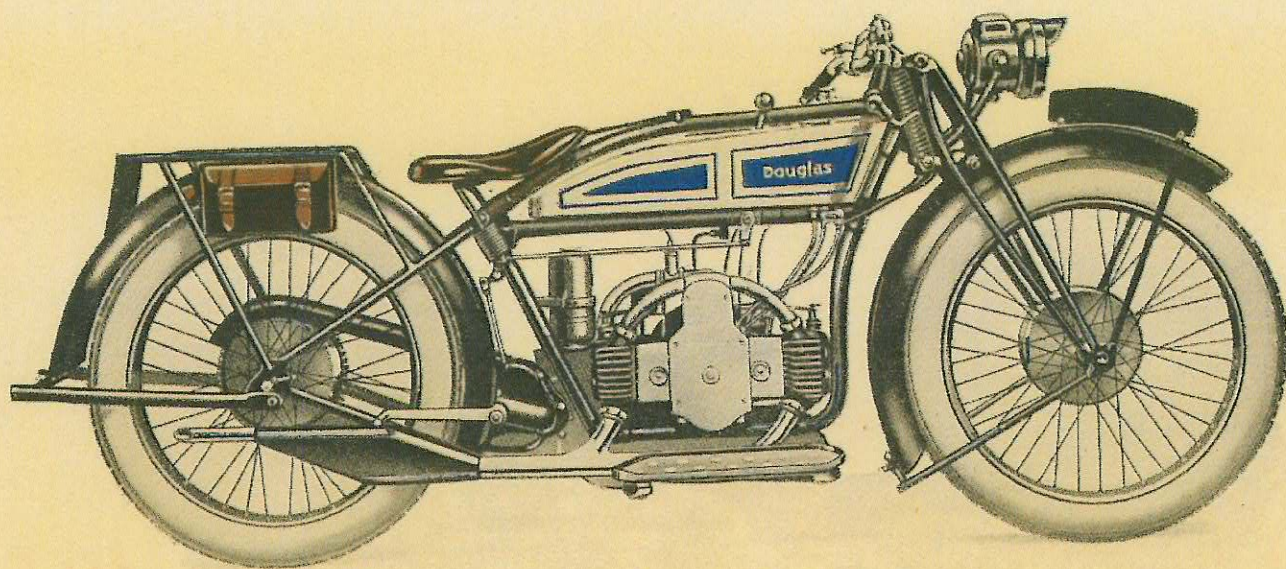
A Wolseley and two Model A Fords at the VVC Clubhouse recently.



Paul Koski with his 1904 Curved Dash Oldsmobile at the VVC recently.

The following beautiful old motor-cycle photographs come from Lord Montagu and Marcus Bourdon's 1928 set of books "*Cars & Motor Cycles*" and are reproduced here especially for our motor-cycle enthusiasts. I assume they are all 1927 model bikes.

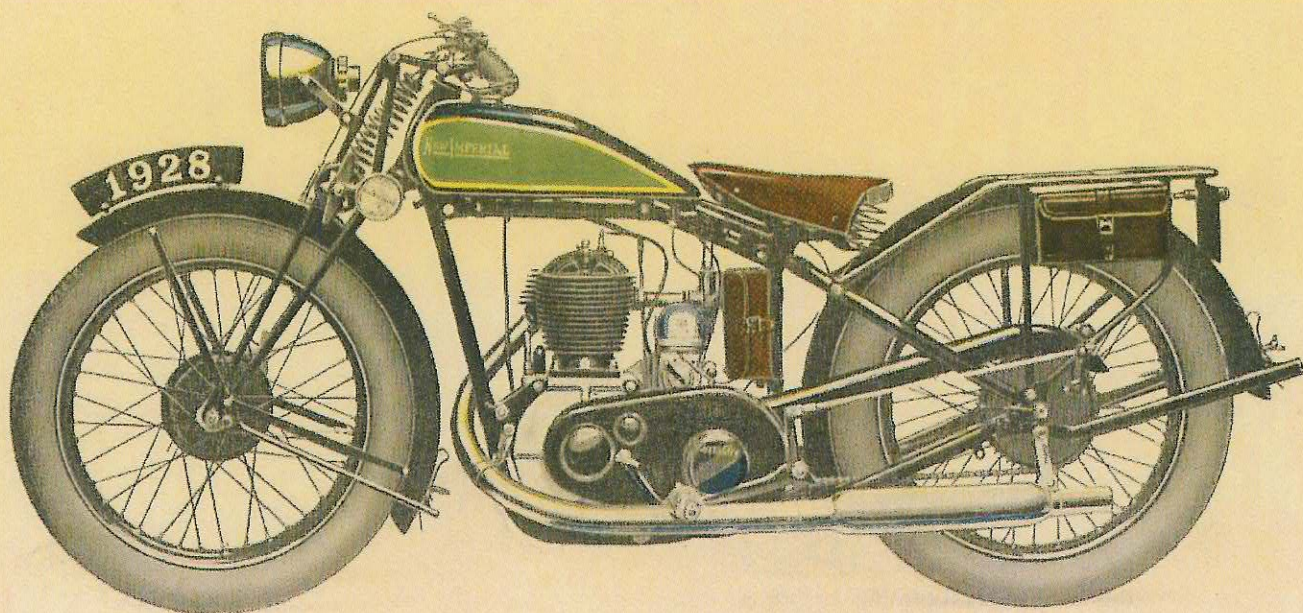




THE E.W. DOUGLAS STANDARD MODEL

57

(5482)



THE NEW IMPERIAL 500 C.C. MODEL

201

(5482)

CLASSIFIEDS

FOR SALE:

I am trying to find a home for my 1951 Kaiser. I live in La Lucia, Durban and will be relocating to the Cape early next year where I will not be able to continue keeping the Kaiser as well as my two Morgan cars in addition to general use vehicles.

The car has been on blocks in a garage for the past 40 years and is in a reasonable condition.

The car has recently been partly restored but still needs some attention although it is running, legally Registered and Licensed with an 'S' disc.

I would appreciate it if you could pass this on to any possible interested members of your various clubs who are welcome to contact me by email or cellphone.

Kind Regards,
Arthur Field
Cell 083 7000 299.



1953 Buick Special Sedan. Original car needs restoration. R35 000 o.n.o. Neil Marais at 012-6602578 or djsandblasting@webmail.co.za.

**WANTED:**

1. Any early veteran chassis, preferably a 1910 - 1915 Overland chassis. Contact Alex Duffey at alex.duffey@up.ac.za or 012 3337891.
2. 1970 - 1974 Buick - Riviera or Electra - Drivetrain. Need a 455 motor and TH400 gearbox. A rolling Chassis if available. Contact deonswan@gmail.com or 076 575 2282.