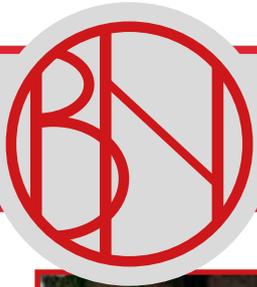


email: [editor@vvc.co.za](mailto:editor@vvc.co.za) • website: [www.vvc.co.za](http://www.vvc.co.za)

# THE WVC VIEW





# EXCEPTIONAL CARS OFFERED FOR SALE



1955 MG TD



1966 Jaguar Etype Roadster



1968 Mercedes Benz 280SE Auto



1977 VW Beetle 1600 SP



1997 Mercedes benz SL320



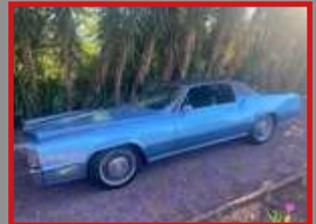
1913 Humberette



1934 Aston Martin 1500 mk2



1957 Austin Healey 100/6



1970 Cadillac Fleetwood Eldorado 8.2L



1968 Valiant Barracuda



1988 Porsche 944 Turbo



1958 MGA Twin Cam

**DELIVERING YOUR DREAMS ONE CAR AT A TIME.**

Brian Noik :: Tel: 082 416 9584 :: [www.oldcars.co.za](http://www.oldcars.co.za) :: [brian@noik.co.za](mailto:brian@noik.co.za)

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**Are you selling an exceptional car? Call us!**



# EDITORIAL

Brian Askew



## GREETINGS FROM THE DAM

We are living in sobering times in 2022. This column – indeed the whole newsletter – is written for the enjoyment and edification of like-minded classic car owners. We try to stay away from politics, pandemics and power outages as much as possible. Once in a while, though, something comes along that cries out for a comment. Such an event is Vladimir Putin's obscene invasion of the Ukraine. I was wondering how to address the issue, when a friend put it perfectly with the lyrics to Imagine by John Lennon.

"Imagine there's no countries  
It isn't hard to do  
Nothing to kill or die for  
And no religion, too

Imagine all the people  
Livin' life in peace  
You

You may say I'm a dreamer  
But I'm not the only one  
I hope someday you'll join us  
And the world will be as one"

The conflict has so far killed some 15 000 people – armed forces and civilians – displaced four million Ukrainians and destroyed countless homes, businesses and public places. All for one man's paranoia. Enough said.

There is much to read in this issue, so the rest of editorial will be mercifully short. Thanks are due to several folks. John Meiring for the tale of a tart, Aubrey Malden for The Good News (and the rest),

Basil Chassoulas for his DJ pictures, Roger Houghton for his DJ report and pictures and Joe Gates for finding a nice conclusion to the Zapp family story.

Drive in safety and fun.

*Brian*

**Cover picture:** The Binder family on the DJ / Roger Houghton

**Picture this page:** Meiring's Mistress



# FROM THE CHAIRMAN'S DESK

Brian Noik



## MEMBERS ONLY?

The VVC is very fortunate to have these wonderful clubhouse facilities - our pub, hall, kitchen, and parking grounds for many years, - which are also utilized by Triumph, Alfa Romeo, Vintage Motor Cycle club and MG Clubs.

We have entered into discussions with the lessor about our club grounds and clubhouse. We have another 13 months left on the lease, so we need to get a plan together as early as possible.

I have done some research and most clubs in similar properties and situations are working on a self-sustaining model. The city wants the lessees to have a model which actually puts money back into the parks, with upliftment, renewal, community engagement and participation. For example, a self-supporting coffee shop or children's playground which returns some profit back to the city. An example of this can be seen across the M1 highway on the Melrose side of James and Ethel Gray Park, Acro-branch, where you can swing from the trees and climb around an obstacle course.

So, what now?

1. Well, either we as a club raise funds to purchase a suitable piece of property, or
2. We pay a larger rent to the city, with more of a plan to be self-sufficient or have more members, or
3. We debate joining the recently formed James and Ethel Gray Park foundation who have been given curatorship of the grounds, - (Please see the article in this newsletter) and we lease from this foundation, which hopefully is now the way to go, as we both have similar aims. The foundation has just invested R20 million rand into the park grounds, and R7million on a fence which you will see being installed.

Now, onto the next part of the club's future growth and survival,

Our club constitution makes no mention of having to own a collectable car

**"ELIGIBILITY OF MEMBERS** Membership shall be open to any person or body corporate, owning a suitable vehicle acceptable to the Committee, or to any person or body corporate, not owning a suitable vehicle but deemed by the Committee to be in sympathy with the aims and objects of the Club. "

Any person can visit our club house, drink in the bar, view the cars, and make use of the facilities without ever having to support or pay anything.

The question I would like to debate is whether we enforce a members only policy, or do we continue to allow the frequent guests to use the facilities? My view is the frequent guests that come to the club on a regular basis without being members should be asked to join the club and pay dues, failing which we should limit their access to the facilities, or alternatively change a gate fee. Many clubs work on this basis, and some of our sister clubs strictly enforce these policies and members are required to sign their guests in on a register. (SAVVA member clubs do however have a reciprocal visitor agreement)

The work and costs that goes into running the club are huge, from the toilet paper and hand soap, to the cleaning and maintenance of the clubhouse, the money has to come from somewhere, and I feel the more members the better and general public should pay a nominal fee at the gate. I certainly do not know the correct solution to these question, but I do feel this should be discussed in the very near future.

May you enjoy this easter surrounded by friends, family, and plenty of chocolate! to our Jewish members "Chag Sameach"

*Brian*



I wouldn't want to belong to a club that would have me as a member — Groucho Marx

# JAMES & ETHEL GRAY PARK



## JAMES AND ETHEL GRAY PARK

Thirty months ago, the James and Ethel Gray Park, was in a derelict condition. The park was characterised by limited community utilisation, non-biodegradable waste and litter strewn across the length and breadth of the park, physical attacks on park-users, three murders, regular illegal entry of commercial vehicles and an increase in home invasions adjacent to the park.

The park has since undergone a significant positive transformation since the inception of the James and Ethel Gray Park Foundation (JEGPF) in 2019. The Foundation has been established as an initiative of the Melrose North Residents and Rate Payers Association (MNRRA) and the Birdhaven Rate Payers Association (BRA), In partnership with the Johannesburg City Parks and Zoo (JCPZ) and the City of Johannesburg. This is effectively a partnership between the adjacent residents associations, the JCPZ and the City of Johannesburg.

After extensive research, the JEGPF developed a pragmatic approach to bolster safety and security efforts for all park users, but especially for women and children. This approach has been informed by a detailed analysis of the park's design, with an emphasis on the physical characteristics of the park. The analysis revealed several critical factors that needed to be addressed. These included the need for perimeter fencing, improved lighting, management of physical and noise isolation, higher visibility, effective access to help, management of concealed areas, regular maintenance and prevention of vandalism. Clear, concise additional signage also emerged as important in the research findings because people, especially women and girls, tend to feel safer when they know how to navigate the park's various open spaces.

The JEGPF, through the work of a volunteer board, has undertaken extensive fund-raising to ensure that the park has benefitted from the following improvements:

- upgrading physical infrastructure (through the provision of ClearVu perimeter fencing).
- installation of ClearVu gates at the Athol-Oaklands entrance, as well as the following entrances- Edgewood street, Melrose Street, North Street, Acrobranch and Porter Avenue
- provision of park signage,
- augmentation of cleaning schedules by the JCPZ,
- establishment, purchasing and electrifying of guard huts at strategic entrance points in the park
- activation and securing 24-hour physical guarding in the park, with canines and two-way radios,
- developing a partnership with CAP to enable all guards with panic buttons, thereby enabling rapid armed-response in the park,
- crown-lifting of trees for greater all-round visibility,
- installation of floodlights in certain areas, including the entrance to the park closest to Melrose terrace,
- upgrading of walking trails,
- weekend river clean-ups and maintenance,
- dam rehabilitation and wetland conservation,
- planting of hundreds of trees
- providing support to funding establishment for the fencing of parks in Abbotsford and Highlands North
- establishment of a monthly newsletter, find the latest copy attached here => James & Ethel Gray Park is Open! (mlsend.com) ,
- Establishment of a volunteer volunteer WhatsApp group: <https://chat.whatsapp.com/CYITHbB6al9HGeHjsD5rIb>, which has rapidly gained momentum and which now has more than one hundred & fifty (150) volunteer members registered from across the length and breadth of Johannesburg

As a result of the efforts of the Foundation and a large group of community volunteers, park usage and visitor numbers have soared exponentially, and the community has become actively engaged in the affairs of the park. To date, the JEGPF has been able to mobilize community volunteers, working with the JCPZ and the CAP Green Team, to an extent that thousands of hours of volunteer time has been logged to upgrade the park with the support of local

# JAMES & ETHEL GRAY PARK

business and entities of the City of Johannesburg.

In its activities to upgrade the park and to create an urban green space that is valued by the community and which contributes to health of the environment, the Foundation has been in contact with a wide range of residents' associations, local parks, international parks such as Central Park in New York, urban green space development organisations, initiatives such as Jozi Trails, the City of Joburg, Gauteng Provincial Government, Department of Environment, Forestry and Fisheries, the private sector, international organisations and other stakeholders. These engagements have allowed the Foundation to benefit from many lessons learned by other green space initiatives. It has also facilitated access to specialist expertise and skills which are not always locally available.

The park has been voted as the number one(1) picnic destination in Gauteng, in 2021 by Getaway Magazine.



**JAMES & ETHEL GRAY  
PARK FOUNDATION**

# NEW MEMBERS



Karen Kaiser

## NEW MEMBERS FOR THE MAY 2022 NEWSLETTER

This month I welcome Franschoek Motor Museum with curator Wayne Harley. Wayne participated in the 2022 DJ rally on the 1926 AJS 350 – the same bike which was ridden to victory by Cranley Jarman in the 1936 DJ Road Race.

The subscriptions for the 2022/23 club year will be due on the 1st of July 2022. I will start sending out subscription renewal forms by e-mail at the end of May beginning of June. The subscription fee will revert to the pre-covid amounts: R425 and R300 respectively for ordinary and country members – e-mailed newsletters. R600 and R475 for ordinary and country memberships printed newsletters. Thank you to the members who have already made the payments.

**The Banking details are:** The Vintage and Veteran Club, Nedbank Benmore Gardens, Branch Code 197305 Account number 1973038617. Please use your name or membership number as reference.

On the 1st of May the Sunbeam Sports Car Club is again inviting us to join them at their annual Dam Busters Rally. It is a rally (not regularity) over approximately 120km. It is normally lots of fun even for the entrants who insist that they are not competitive. You will be given a route schedule with a number of questions to which you will hopefully find the answers on route. You can find the advert for the rally in this Newsletter and contact the organiser or myself for an entry form. The event is followed by a lunch.

Please note that I have got stock of the light blue short sleeve VVC shirts for both ladies and men. The dark blue jerseys as well as dark blue caps will soon be in stock again.

We are saddened to have received the news that Thelma the wife of Stewart Cuninghame passed away on the 18th of April. Our sincere condolences to Stewart, the children and the extended family. Funeral arrangements have not yet been finalized.

Hope to see you at the Wheels and Waffles event on Club Sunday 24th of April

*Karen Kaiser*

# BIRTHDAYS

Karen Kaiser



## Happy Birthday

**Mary Brodie (3)**

**Leon Hoffman (4)**

**Steve Renecke (13)**

**Cecil White (11)**

**Guido Kaiser (15)**

**Marcin Wertz (8)**

**Julian Wills (20)**

**Wulf Krahnmann (26)**

**Gianni Mariano (28)**

**John Pearce (6)**

**Peter Waldburger (13)**

**Doron Saffer (8)**

**Russell Haselau (15)**

**Abilio Da Silveira (29)**

**Christian Meyer (23)**

**Darryl Mitchell (19)**

**Trish van Zyl (20)**

MILK BAR IS OPEN! - see you Friday evenings for a few rounds.



# EVENTS



## 2022 CALENDAR OF EVENTS

(Subject to amendment - See Magazine, Website, and noticeboard for current information)

### April

Sunday 24th Wheels and Waffles at the VVC

### May

Friday 13th Beer and Wine tasting afternoon at the VVC

Sunday 29th Post 45 Cars

### June

Sunday 26th German cars

### July

Sunday 31st Italian Day

### August

10-14th Magnum Rally

Sunday 28th Annual General Meeting and your Favourite Car/Bike

### September

Sunday 25th American Cars and Buick, Cadillac and Oldsmobile Club

### October

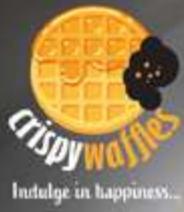
8 - 9th VVC Fun Run

Sunday 30th Bike Day with the VMC and CMC

### November

Sunday 27th Sports Cars and Motor Bikes

# EVENTS



Join us for

# *Wheels and Waffles*

Come and enjoy a freshly made Belgium waffle!  
And coffee

*Sunday 24th April from 9am*

Time- from 9am • Place: VVC Club House



# EVENTS



*May Day! May Day! May Day!*



**On 1<sup>st</sup> May 2022**

**A Multi-Club Event**

**10<sup>th</sup> MISSION of the**

**DAM BUSTERS FUN RUN**

**ENTRY FEE R150.00 per car**

**Start & End at Maggies Farm, Pelindaba Road, Lamseria**

**ENTRIES & ENQUIRIES TO**

**Andrew 083-442-5388, OR Jaco 083-948-0982 OR Godfrey 082-924-1662,  
secretary@sunbeamclub.co.za**



# VVC MARCH 2022



# VVC MARCH 2022



# NURSING THOUGHTS



Anne Askew

## A FAR-REACHING AMENDMENT

In his speech on April 4th, President Ramphosa noted: "While the pandemic is not over, and while the virus remains among us, these conditions no longer require that we remain in a National State of Disaster. Going forward, the pandemic will be managed in terms of the National Health Act. The draft Health Regulations have been published for public comment. Once the period for public comment closes on the 16th of April 2022 and the comments have been considered, the new regulations will be finalised and promulgated."



This sounds like a huge relief to the country, its citizens and its commerce. However, a reading of these draft regulations gives rise to some major concerns. There are four sections to this gazette, but the first one is notably the one that will affect us most. Entitled "Regulations Relating to the Surveillance and Control of Notifiable Medical Conditions: Amendment" it proposes to grant the government permanent emergency powers that should be only permissible during a state of disaster.

Inter alia, this Amendment gives government the following powers:

(1) the legal authority to force you into a state-run quarantine, isolation facility against your will – with total control of release.

(2) the legal authority to instruct police to collect you at your home and transport you or a family member to an isolation facility. The requirements for self-isolation are onerous.

(3) the legal authority to enforce any medication – including vaccinations – it deems necessary – which you cannot refuse. No one is held liable for possible side-effects.

The primary argument against this Amendment is that it grants government permanent powers to suspend and severely limit the constitutional rights and freedoms of anyone who is even suspected of having contracted a listed medical condition. It goes beyond the Disaster Management Act which was activated and enforced only during our recent national health crisis and was not a permanent control mechanism.

If you would like to check the Amendment out for yourself, the link to the gazette on the government website here:

**[https://www.gov.za/sites/default/files/gcis\\_document/202203/46048gon1882.pdf](https://www.gov.za/sites/default/files/gcis_document/202203/46048gon1882.pdf)**

*Anne*

**"Safely Cared For"**

**Sister Anne Askew**

**Cell: +27 82 604 5806**

**Email: [anne@sisteranne.co.za](mailto:anne@sisteranne.co.za)**

**Website: [www.sisteranne.co.za](http://www.sisteranne.co.za)**



# WHAT'S IN THE TOOL BOX TODAY?



Aubrey Malden

## TEN TIPS FOR STORING YOUR CLASSIC CAR OVER WINTER



None of us wants to put away our favourite car over winter, or for that matter our favourite motorcycle. Who wouldn't far rather keep on driving, keep on hearing that engine, keep on working the gears and leaning on those tyres? Sadly, winter happens. And with winter comes wet weather, salt spreaders, icy bends and all the stuff that the majority of us wish would go away so we can bring out our toys and play. Fear not, though, because by following this car storage advice you can rest assured your car will remain in good health.

Carrying out certain pre-hibernation checks to make sure your classic goes into its winter storage in the best condition possible will help it emerge from its slumber in good shape. Here are some straightforward tips that anyone can easily follow. And if you don't have a garage, fear not.



### 1. Get rid of grime

When it comes to car storage advice, rule one is to clean your car. Bird poo, dirt and dead bugs can be acidic and slowly eat away at paint and chrome work so wash, polish and wax thoroughly. Clean the wheel arches and undercarriage, and if you have one, use an air compressor to blast away water beads. During this process water can settle inside door jams, around rubber seals, trims and mirror surrounds so check these areas and if necessary use a microfibre towel or hair dryer to soak up the excess. Also use the opportunity to clean and feed any leather surfaces.

### 2. Reduce its rodent appeal

Your vintage valet duties also include carrying out a sweep for food that's been forgotten about. If you don't find it, a hungry rodent looking for a place to eat and sleep, will. Mice and rats have a taste for insulation and air filters too, so block entry points such as the exhaust pipe with steel wool, and close all air vents. Evicting unwelcome visitors in spring is not a job you want to be doing.

### 3. Get a handle on humidity

Ask anyone for car storage advice and they'll tell you moisture is an invisible enemy – and by the time you've discovered the damage excess damp can do, it's too late. Storing your car in a garage with air flow will help, and so can a dehumidifier, but don't set it too high as it can draw the moisture out of everything around it. A relative humidity of 55% is recommended by vehicle storage businesses. Consider placing silica gel packs, or a container of baking soda, in a footwell to absorb moisture and leave a window open to prevent condensation or a musty smell. If your classic has a soft top roof, don't fold it away as this is a perfect environment for growing mould. If you use a car cover, make sure it's lightweight, breathable and preferably tailored to your car, or elasticated to fit snugly.



# WHAT'S IN THE TOOL BOX TODAY?



Aubrey Malden



## 4. Inflate the tyres

Going nowhere takes its toll on tyres, but there are several ways to prevent what's known as flat-spotting – where the tyre loses its shape. The easiest is to pump them up to the maximum recommended air pressure. Alternatively, jack the car up and put it on axle stands so that the wheels no longer make contact with the ground – this also takes the pressure off bearings. This is also a great opportunity to inspect the condition of the tyres.

## 5. Don't use the handbrake

It goes against your instincts, but if you leave the handbrake on you risk fusing the brake pads to the discs. Use wheel chocks to stop your classic from rolling away, check your brake fluid, and leave the car in gear.

## 6. Do change the engine oil

This is probably the most important task to tackle. During regular usage the impurities that build up in oil as a by-product of fuel combustion are driven off, but if left to linger during the hibernation period they will do their corrosive worst. Change the oil and the filter, check the level then run the engine to circulate.

## 7. Top up and treat the fuel, or leave it empty

This is a topic that divides enthusiasts. Some say it's best to fill the tank to minimise the amount of petrol exposed to the air, and add a stabilising product which will help to ward off corrosion, oxidation and keep the fuel in grade. Others, including the RAC and the likes of Hexagon Classics suggest leaving the

tank as good as empty, then add a splash of fresh fuel when bringing your car out of storage, before filling it entirely.



## 8. Disconnect or charge the battery

A battery will naturally discharge over time. The low-tech solution to stop it from losing its oomph is to disconnect the battery. Alternatively, purchase a trickle charger.

## 9. Anti-seize and antifreeze

For specific grease points refer to your car manufacturer's handbook or workshop manual. The common ones include steering components, prop shaft, spring shackles and suspension ball joints. You also need to treat rubber seals with silicone grease to help maintain their sealing properties and lubricate locks. It's also important to check the level of anti-freeze in the coolant, and go through the car's service history or records to check when it was last changed and whether that is in keeping with the manufacturer's recommended timeframe.

## 10. Lift wipers from glass

Our final tip for car storage advice is as simple as they come. Rubber has a tendency to fuse itself to glass when left unattended so it's vital to keep the two apart when being left alone for so long – otherwise the rubber will deteriorate and become useless for wiping away rain. Either lift the wipers up and off the windscreen entirely, or insert a piece of cloth or paper to create a barrier between them.

Charlotte Vowden / Hagerty

# THE GOOD NEWS & THE BAD NEWS



Aubrey Malden

## I URGE YOU TO JOIN

A couple of issues ago I introduced the membership of the Club to the new Specialist Vehicle Association (SVA). A world-wide organisation run out of the UK for the benefit of the classic car fraternity, the trade and classic car owners and enthusiasts.

The organisation was introduced to me via a very well-respected ex F1 Grand Prix World Champion who is an accomplished businessman whom I have known, and worked with for some years.

Membership of the Organisation is free and quite special. For reasons I do understand a number of members of our Club have jumped at the chance and joined (as have others from other clubs I have spoken to) yet others, for reasons I do not understand have not.

Why? I don't know.

Please, at least log onto the site, scroll down the menus and click onto the massive and various opportunities that present themselves to you.



Click onto the "Member's" drop-down and see the treasure chest of help available for you as an enthusiast, or trade member. And as a trade member the SVA regularly posts content about you online, they re-post what you send them and display you in their E-Newsletters and across popular social media businesses.



SVA Main About Us Members Clubs Oracle News Contact Us [Join Here](#)



# THE GOOD NEWS & THE BAD NEWS

Aubrey Malden



The Specialist Vehicle Associates (SVA) is a Trade Association set up with a view to build a fraternity of members who benefit from a shared strength in numbers. What is unique about them is that they are completely free to join. Go to [www.specialistvehicleassociates.com](http://www.specialistvehicleassociates.com)

## Protect the future of classic cars.

I get nothing out of it other than the joy of helping you get the best out of your hobby with the help of an impressive international networking organisation which loves reaching out to us in South Africa, and proffering a massive handful of contacts and genuine help for building or maintaining your hobby, or expanding your business relationships. And importantly protecting the future of classic cars.

The SVA has increased its trade and enthusiast membership, and significantly so. In the first part of 2022 it has many more trade members and enthusiasts and owners than last year. There's a real spurt on to join. Some from of us here in South Africa have joined, and now many more in Australia and a whole host from a renewed influx from the good old U.S of A. As such it is even easier to network your hobby or business globally, because the SVA is bigger. So, expand your mind, as an Owner, Collector, Enthusiast, or Business. Perhaps to find or sell a car, import, or export, or find a product or service you desperately need (but didn't know it existed) or help to help you plan a motoring trip overseas. And all of it is FREE OF CHARGE to enthusiasts and there's currently NO FEE to join as a trade member as well.

## Members of the VVC have already joined and benefitted.

As I mentioned earlier members of your own Club here have joined as enthusiasts, and trade members, and have had problems sorted in having some cars imported and exported, temporarily or permanently.



*Our Club and members have already been featured. And South Africa has built a strong reputation for its cars and the businesses and the enthusiasts that keep the cars and public smiling. Read the "News" page on the SVA's drop-down menu and see how well we do!*

Others have found buyers overseas and suppliers of spares. Others have quite simply found just plain good old-fashioned advice. For nix, zilch, zippo, mahalla... for free.

So, from buying cars to searching for a replacement steering box, to transportation, publishers, specialist upholsterers, repairers, auctioneers, engineers, hoods and fabrics, rally and travel experts, new tools and products, enthusiast forums and clubs, to retailers and detailers you can find it all on the SVA Member Search engine.

Go to [Specialist Vehicle Associates.com](http://SpecialistVehicleAssociates.com) and log on, tune in, and get into a global treasure-chest of help.

## More good news.

The Historics Auctions, who are members of the SVA had their Ascot event on 12th March. With some

# THE GOOD NEWS & THE BAD NEWS

Aubrey Malden



excellent classic and modern collectible cars on show and for sale. From Bentley GT's at well under R400k to very affordable and owner friendly classic cars, without reserve! (That means if you were the only one bidding, you probably got it for a song!) There were over 170 cars on sale at the show with something for everyone, including affordable Ferrari's to 80's action cars and more.

Good Classic and Collectible car values, with a well-documented history continue to rise world-wide. South Africa cars usually based in the Highveld catch a premium overseas. Yet here in SA we are stuttering and spluttering but there are shining examples of where cars in SA, sold in SA have increased in value. Surprisingly so. Buying the classics for long-term asset value or just to own and enjoy continues to be a joy that pays off, in pleasure and into the pocket. Our friends at Hagerty who are also Associates at the SVA have an excellent valuation tool at Value my Car <<https://specialistvehicleassociates.us20.list-manage.com/track/click?u=3d9d3b56d0cdb9645f7106f2a&id=d-207b11c49&e=f9a022e835>>.

We also have people in the Club like John Allison (now an SVA member) who will give you an honest appraisal for your car, so you can make sure your car is properly insured for the right value. And if you ever sell it, make sure you get the right price.

Oh dear, the bad news!

Prices of everything as we know have been going up and will continue to do so for a while, and with the fuel issues and general increases in pricing hitting us all, living and owning, and especially buying a classic and collectible car is going to be more expensive. So, think carefully when buying your next car, because values aside it is no fun owning a car that will cost a buttock clenching number of weak Rands to fill up, and even more to maintain. There is a wide range of affordable and easily maintainable

cars in the rare, and good iconic auctions we have here, so do your research wisely and you can buy well. I know, I have. So does my financial director, Ronnie, my wife!



*Classic car prices powered through the pandemic. Robert Glover Ltd agree with the SVA that despite Covid-19 or in fact due to the pandemic, it's still a great investment to buy into Classic metal, BUT it's all about timing and provenance and enjoying your journey!*

**And the ugly.**

War has come to Europe. And the ugly face of mankind (or let's say, "One-of-a-kind," to be more accurate and brutally honest) is raging in Ukraine, with the rabid Russian aggression fuelled in the form of the shameless and unrepentant Putin. No matter how unrelated it may seem, everything is going to be disrupted, so plan ahead. Fill up your car because fuel will be impacted again, I'm sure. The avaricious government wants more tax (so they can "trouser" more money) and the petrol boys want more profit for their greedy shareholders (and their executives' bloated bonuses) and Putin's puss-ridden antics give everyone the excuse to jump on this creaking bandwagon inexorably travelling to and from the glitz of "Greedsville." Check any international shipping and pricing of spares, or transportation of vehicles you are planning.

# THE GOOD NEWS & THE BAD NEWS

Aubrey Malden



Check that they will not be affected by embargoes, or those sneaky added ad valorem taxes. Good shipping agents can advise you. Again, if you don't have one, turn to the SVA website.

## But this will pass.

Martyn Raybould, the MD of the SVA said that many years ago when he was struggling, he was handed a written note by a close friend and confidant. The note simply said, 'This will Pass'. If life feels tough at the moment, no matter what the pressures are, it is a period that will pass. Get that car out and polish so it reflects your happy demeanour, one of "Contentment," a shining example of love and passion - a sign of happiness and a job well done. It will look good and make you smile and feel good. And when others see it, they will smile too.

If we all did that (and by my calculation of the number of cars the Membership has between us) that would put another 800 smiles on the roads and streets!

And that's something to be proud of.

A small start to something bigger perhaps?



So says the SVA in the UK, "Classic Cars in South Africa are hotter than ( their) July!" Around the world and here, classic and collectible cars

*continue to be hot properties to buy and collect. Do your due diligence, get good advice and a second opinion before you jump into the driver's seat though!*

I wish you safe and well in your journey further into 2022. And urge you to sign-up with the SVA. Create new friends. It costs not a single devalued Rand to make them, and membership will give you much pleasure, to read what others are up to and what helping-hands you can get from our world-wide passion for owning and driving classic cars.

*Aubrey Malden*

# AUSTIN SEVEN

## A BRIEF HISTORY OF THE AUSTIN 7 – EVERYTHING YOU NEED TO KNOW – PART 3

### Austin 7's Built Under License

The Austin 7 was discovered by people throughout the British Empire and the little cars were packed into cargo ships and travelled to all sorts of exotic places. Australia, after the First World War, was keen to establish its own car industry, recognizing not only that Australians were going to be adopting cars en-mass, but also that the Nation needed to learn the lessons of the First World War and ensure that she was self-sufficient in her ability to produce not only arms and ammunition, but also vehicles for military service. To this end the Australian Government imposed tariffs on imported cars but not on imported rolling chassis.

The government realized that it was too tall an order to simply create a complete car industry from scratch, but that it was possible to springboard a coachbuilding industry and then use that foundation to establish full blown car production.

The Austin 7 played a major role in this and the rolling chassis were imported and then fitted with bodywork by Holden's Motor Body Builders (Which later became GM Holden and built Australia's first completely independently designed and built car). There were quite a number of coachbuilders working on Austin 7's in the major cities of Melbourne, Sydney, Adelaide, and Perth.



### Austin 7 Western Australia

Not only did the Austin 7 achieve popularity in Britain and the British Commonwealth but it also was made in Germany, France, and Japan. In Germany AWE (Automobilwerk Eisenach) assembled their first 100 Austin 7 based cars from CKD (Completely Knocked Down) Austin 7 kits imported from Austin in Britain. They then manufactured their own version under license which enabled them to produce 2,000 cars per year.



### BMW Dixie

These cars were marketed under the name "Dixi" and when BMW bought AWE in 1928 they initially marketed the car as the BMW Dixi. Subsequently they were given the model name DA-1 3/15PS, the "DA" standing for Deutsche Ausführung (i.e. German Version), the "3" indicating the licensing category, and the "15" the actual horsepower (as opposed to the RAC rating).

# AUSTIN SEVEN



*Rosengart Seven*

In France car maker Lucien Rosengart obtained a license to make Austin 7's. His factory was in Paris and he called the car the LR2. The Rosengart LR2 was in production from 1927 until 1939, but the factory was destroyed by the invading German forces. Lucien Rosengart spent the war years in the United States and returned to Paris at the war's end and attempted to re-start his car making business, without success.



*American Bantam Austin 7*

The little Austin 7 also made its way "across the pond" to the United States where a company named American Austin Car Company was established in 1929. So the Austin 7 was made in American style.

The company was re-organized in 1935 and re-named American Bantam. This was the company that created the first Jeep prototype, and one of the American Bantam Jeep models was discovered by the invading Japanese forces in the Philippines during the Second World War. That car became the design inspiration for the Toyota Landcruiser.

Prior to the Japanese using an American Bantam as their source of design inspiration, back in the 1920's, they also used the Austin 7 as the basis for an early Nissan car, the Datsun Type 11. In October and November of 1929 Austin's Chief Engineer had visited Japan and presented a paper titled "The British Light Car" which provided quite complete technical details. The Datsun Type 11 appeared in 1932 and was fitted with a 495cc DAT in-line four cylinder side-valve engine and three speed manual gearbox.



*Datsun Model 11 Phaeton*

Herbert Austin was sufficiently concerned about the potential infringement of his patents that he purchased a Datsun car in 1935 in order to examine it. He did not pursue a complaint and that might be for a number of reasons, including Japan's militarization at that time. They were by then already at war in China.

**Jon Branch / Silodrome**



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# 2022 DJ REVIEW

## GAVIN WALTON WINS FIFTH DJ RALLY FOR CLASSIC MOTORCYCLES

Gavin Walton scored his fifth overall win on the DJ Rally for pre-1937 motorcycles on March 11-12. This year's win follows victories in 2009, 2017, 2018, and 2019.

This was the 51st regularity trial for motorcycles that would have been eligible for the road race between Durban and Johannesburg, which was staged between 1913 and 1936. Riders are required to stick as closely as possible to average speeds set by the organisers and are penalised for early or late arrival at the control points, with the data being collected by the electronic loggers carried by each rider.

The 2022 edition of the DJ had attracted an entry of more than 100 riders. The 700 km course from the start in Hillcrest, outside Durban, on the Friday to the finish at the Benoni Northern Club the next day followed the general route of the original road race. The 2022 rally took its usual toll on the old machinery with only 58 of the 84 starters being classified as official finishers of the two-day event.

Walton, who says this year's win was the toughest of his five, rode to victory on his trusty 1936 500cc AJS once again. He has only ridden one other motorcycle on the DJ and that was a 1929 500cc OHV Ariel loaned to him by Hew Hollard for this first DJ in 2005. Walton not only won overall, with 228 penalty points, but also had the lowest score on Day 1, from Durban to Newcastle, and the third lowest score on the second day, from the overnight stop to the finish in Benoni.

Walton, who retired from the synthetic diamond manufacturing industry in 2015, now concentrates on restoring classic motorcycles and running his business in Springs retailing replacement parts for British motorcycles.

Gavin Walton's brother, Kevin, also kept the family flag flying high with a fine fourth overall on a 1931 500cc BSA. Kevin was also fourth on Day 1 and fifth on Day 2 as well as winning his class in his BSA's age category.

Second overall was Mike Ward on a 1935 500cc Velocette, who had won the DJ in 2004 and is usually at the sharp end of an extremely competitive field. Martin Kaiser took third place on a 1935 500cc Sunbeam. Competition was tight with only 238 seconds separating Walton in first place from Neville Nicolau and Samantha Anderson who share ninth position.

The entry of South Africa's two MotoGP riders, brothers Brad and Darryn Binder, attracted a great deal of public interest. This was the second successive year that they have competed in the DJ Rally, and they have completed the course on each occasion. This year Darryn finished 21st on a 1936 500cc Ariel, with Brad taking 45th spot on a 1935 500cc Sunbeam.

Their father, Trevor, a DJ Rally regular, had to retire during the first day due to a problem with the rear brake of his 1925 600cc Indian. Repairs were carried out in Newcastle, and he rode the second day with his sons, putting up an impressive performance, collecting only 357 penalty points on Day 2.

Unfortunately for the large crowd at the finish in Benoni the Moto GP duo made a fairly quick exit after reaching the final control as they did not want undue exposure to possible Covid-19 infection before flying out to their next race in Indonesia. They did manage to meet and greet some fans and signed memorabilia for them before leaving.

Wayne Harley, curator of the Franschoek Motor Museum, was a very happy man at the finish in Benoni as he completed the demanding route riding the museum's 1926 350cc AJS that was the winner of the 1936 Durban-Johannesburg handicap road race,

# 2022 DJ REVIEW

ridden on that occasion by Cranley Jarman, of Nigel, This was the last year that these races were staged before the authorities deemed this type of racing dangerous for both the competitors and other road users as traffic between the two cities increased over the years. The last time this motorcycle took part in DJ Rally was in 2002 when restorer Hew Holland rode it.

"The bike performed faultlessly, and it was a privilege to have had the opportunity to ride this piece of South African motorcycle history on yet another DJ Rally after a 20-year absence," commented Wayne Harley.

"The 2022 DJ Rally proved a tough test of man and machine, as it has over the years," commented Hylton Allison, the Clerk of the Course who headed up a committee with members from various clubs to organise this prestigious international event on behalf of the Vintage and Veteran Club of South Africa.

"One problem we have each year is the deteriorating condition of the roads, which are tough on these old bikes, while this year we also had to contend with a civic protest in Pietermaritzburg which required competitors to deviate from the planned route to avoid the blocked roads. Thankfully, there were no accidents."

## RESULTS

**Overall:** 1, Gavin Walton (1936 500cc AJS), 228 penalty points; 2, Mike Ward (1935 500cc Velocette), 258; 3, Martin Kaiser (1935 500cc Sunbeam), 271; 4, Kevin Walton (1931 500cc BSA), 277; 5, Ralph Pitchford (1934 500cc Norton), 324; 6, Ryan Duncan (1934 500cc Norton), 357; 7, Ryan van Heerden (1936 350cc Velocette), 436; 8, Allan Cunningham (1936 500cc Velocette), 439; 9, Neville Nicolau (1935 500cc Norton) tied with Samantha Anderson (1929 350cc AJS), 466.

**Day 1:** 1, Gavin Walton, 132; 2, Martin Kaiser, 134; 3, Mike Ward, 151; 4, Kevin Walton, 170; 5, Ryan Duncan, 197.

**Day 2:** 1, Ryan van Heerden, 87; 2, Ralph Pitchford, 93; 3, Gavin Walton, 96; 4, Rikki Maizey (1935 500cc Velocette), 99; 5, Kevin Walton tied with Neville Nicolau 500(107).

**Other awards:** Best performance by a pre-1926 motorcycle: Bill Lance (1925 600cc Indian). Best performance by pre-1930 motorcycles: Up to 350cc: Samantha Anderson (350cc AJS); 350-500cc: Tony Lyons-Lewis (1928 500cc Norton); Over 501cc: Howard Marks (Ariel); Sidecar combination: Brian Lange (1928 1000cc AJS). Best performance by pre-1936 motorcycles: Up to 350cc: Ryan van Heerden (1936 350cc Velocette); 350-500cc: Kevin Walton (1931 500cc BSA); Over 501cc: Gawie Nienaber (1935 750cc BMW); Sidecar combination: Adrian Hollis (1936 600cc Sunbeam). Best performance by a lady rider: Samantha Anderson. Best performance by a first-time rider: Achim Bergmann (200 cc DKW). Best Ariel: Grant Vacy-Lyall (1931 500cc). Best Norton: Ralph Pitchford (1934 500cc); Best Velocette: Mike Ward (1935 500cc); Best Triumph: Kevin Kohler (1934 350cc; Best BMW: Gawie Nienaber (1935 750cc); Best Sunbeam: Martin Kaiser (1935 500cc). Oldest motorcycle to complete the course: Hans Coertse (1924 1000cc Harley Davidson). Oldest rider to complete the course: Rod Thomas (82 years old riding a 1928 350cc OK Supreme. Youngest rider to compete the course: Darryn Binder (24 years old riding a 1936 500cc Ariel). Club team: Vintage Motorcycle Club (Mike Ward, Ralph Pitchford, Ryan Duncan). Most DJs completed: Tony Lyons-Lewis (38 DJs and this year he rode a 1928 500cc Norton CS1).

**Roger Houghton**

# 2022 DJ REVIEW



Hylton Allison (left), Clerk of the Course of the 2022 DJ Rally, presents winner Gavin Walton with the famous Schlesinger Vase at the prizegiving held at the Vintage and Veteran Club in Johannesburg.



The 2022 DJ Rally podium (from left) Gavin Walton, Mike Ward, and Martin Kaiser.



The Binder family with Brad's 1935 Sunbeam.



The Binder family before the start in a Hillcrest shopping centre, outside Durban.



Bev Jacobs, a DJ regular, was one of two lady competitors in the 2022 DJ Rally. She finished 40th riding a 1935 250cc Triumph.



Brad Binder on the DJ Rally riding a 1935 500cc Sunbeam carrying his famous MotoGP No. 33

# 2022 DJ REVIEW



Brad pumps the rear tyre of his Sunbeam to 2 Bar before the start in Hillcrest.



Brian Lange rode one of only two sidecar combinations on the 2022 DJ Rally. The motive power came from a 1928 1000cc AJS and his passenger in the chair was his brother, Steve. They finished 37th and won their class in the category for motorcycles made between 1926 and 1930.



Hans Coertse's 1921 1000cc Harley Davidson was the oldest motorcycle to complete the route of the 2022 DJ Rally



Darryn Binder on the DJ Rally riding a 1936 500cc Ariel carrying his MotoGP number 40



Trevor Binder on his 1925 600cc Indian

# DJ GALLERY – BASIL CHASSOULAS



No10-Bill-Lance-Po19



No16-Gavin-Walton-Po1



No11-Billy-Thomas-Po22



No45-Larry-Smeyatsky-PoDNF



No60-Tim-Hammerich-Po27

# DJ GALLERY – BASIL CHASSOULAS



No74-Ryan-van-Heerden-Po7



No78-Marius-Malherbe-Po29



No80-Wyne- Harley-Po51



No82-Iain-Skinner-Po25



No85-Rikki-Maizey-Po15

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# LADY H

John Meiring



## LADY HAMILTON (LADY H)

So where to begin? At the beginning!

Lady Hamilton, borne to illiterate parents, baptized Emily in April 1765 and as many historians will note, she was quite a lady. (Surnames were seldom used, but conflicting records give Emily's parents as Henry Lyon and Mary Kidd).

She was beautiful 'with a large measure of sex appeal' and is said to have been a shop assistant, a barmaid, companion to woman of ill repute and to have been on the streets herself. She had many lovers and was mistress to Sir Harry Fetherstonhaugh (her child by him - 'Little Emma'), Greville and others including Sir William Hamilton - who she eventually married. After having met him through her friend Greville in 1784, when he was on leave from his post as Ambassador at the Court of Naples. Lady Hamilton enjoyed her time in Spain, entertaining lavishly, more often than not her events, hosting society and title were well 'over budget' grand affairs.



Sir William was a friend of Nelson's - Yes, THE Lord Nelson). When visiting Nelson in London in 1798, Nelson fell in love with Emma. She, for the rest of her life, while still married to Sir William, was Lord Nelson's mistress and bore two children by him - one of which died at birth. The other a daughter (Horatia), survived and stayed with her to her death in

France. Sadly, Emma died in France, a pauper, on 15th. January 1815. Horatia returned to England, married and lived to be 80.

Emma (Lady Hamilton) died in poverty, having been shunned and ignored by the English 'establishment' after Nelson was shot in the spine on board his battleship Victory on 21st. October 1805, during the Battle of Trafalgar -- he died soon after hearing of the British victory.

BUT although "She might have had a pitiable funeral - The mates and captains of every English ship in the harbour of Calais that day, put on his best clothes, came ashore and followed her to the grave. Stern, hard-bitten, sentimental men, not much concerned with gossip. Nelson was their hero, and she had been - would always be - his beloved Emma" (extract from "Emma Hamilton" by Norah Lofts).

Emma was buried in an oak coffin.



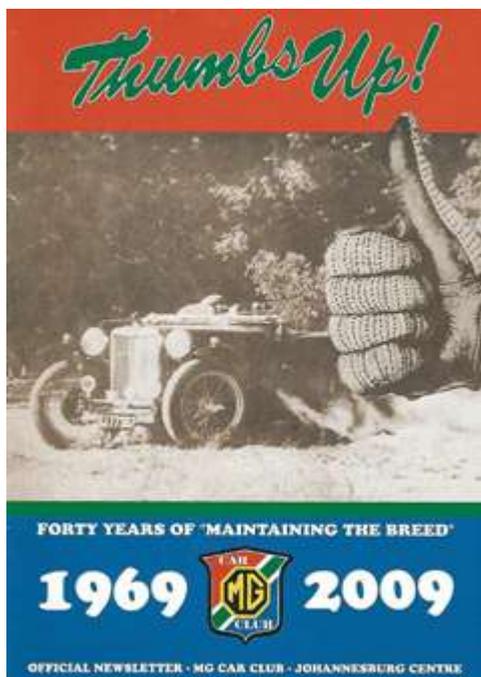
As was our 1949 MG TC - Like Lady Hamilton, a tart too, always has been and is even proud of the fact. So, why's the TC called Lady Hamilton? You may ask. My 1st. encounter with other MG TC's was prior to the establishment of the MGCC in 1969, we a few mates and I saw a row of TC's out on a Sunday drive on DF Malan in Northcliff. We managed

# LADY H

John Meiring



to stop the convey and too my surprise one of the TC's was driven by a lady. Who I just had to kiss – I mean a chic driving a TC! – managed to duck the slap and she introduced herself as Ruth Whitaker (sadly deceased) – subsequently elected as the 1st. MGCC secretary and later Clive Bezer's wife and called her TC Lady Godiva, so what better that Lady Hamilton for our TC?



Our acquaintance (Lady H's and mine) began in 1966, when a mate Sam Weber, who owned a green TC and I found her on the pavement (tart?) in Hillbrow, Jo'burg. We traced the owner to a flat above and negotiated the R250.00 to take her away. He was from Rhodesia (now Zim) and needed the money for a deposit on a Basil van Rooyen Cortina Savage. (Sam's 'TC' was sold to Fred Kolbe prior to the MGCC inauguration) and is now with John Fry in the UK – John and Fred, both previous members of the MGCC Jo'burg Centre)

The following week, we returned to the flat in Hillbrow, with an envelope into which the Nedbank teller had counted 25 x R10,00 notes - all my savings! Handing the envelope to the TC's owner's girlfriend,

we went downstairs to check her bodily fluids (the TC's that is) and to start her. Satisfied, we went back upstairs to collect the registration papers etc. It was then that the girlfriend advised us that the bank had given us one too many ten-rand notes.

Even though this was probably expected of good citizens back then in the 60's, we were certainly pleasantly surprised and extremely grateful to have an extra ten bucks in our pocket.

Downstairs again – we started my 'new' dream car (my first sports car!) and drove around the corner to the Shell Garage, filled the ten-gallon fuel tank with Shell super, changed the oil on the forecourt (with the assistance of the proprietor) and had sufficient change from our ten rand note for a few pints at Ye' Ol' Castle Inn, in Kotse Street.

Growing up in the 60's was a pleasure, in all respects. Best girls, honesty (?) - "yes I will still love you in the morning", great music, great cars, freedom and so much more!

We, my mate Sam and I, toured RSA that yearend in our TC's – Jo'burg to East London, down the Wild Coast to Cape Town and back through the Karoo – 3 000 miles in three weeks not a single hassle AND lots of fun at each stop. Meeting TC owners and great chicks in each city.



# LADY H

John Meiring



In Cape Town, Lionel Gelinsky, who became a good friend through the MGCC Jo'burg Centre later, stopped us in Camps Bay and commented on all the broken spokes sticking out of each of the car's spare wheels. He understood why when we explained the fun we'd had crossing Bloukrans Pass, a few times in each direction!

On returning to Jo'burg it was decided to remove and have the radiator flushed to assist the cooling – well, as many classic car owners will attest – while removing the offending item (the radiator) many 'other' items get in the way or in need of attention, are identified --- and so the 'student funded' ground-up rebuild began.

Going to work and or college for the next year (summer and winter) was on a 50cc moped. Girl friends were for the time being, of necessity, selected and depended on, for mobility and not just size and shape.



After achieving the necessary Iscor sponsored - Engineering Diploma qualifications (only just) and finally able to enter the real world – we moved Jo'burg – Lady H and I .

"To be continued."

**John Meiring**



# ZAPP FAMILY

## ARGENTINE FAMILY COMES HOME AFTER 22-YEAR DRIVE AROUND THE WORLD

**GUALEGUAYCHU** - An Argentine family is about to finish the trip of a lifetime: They have covered five continents in a 1928 jalopy on an adventure that began in 2000, while bringing into the world and raising four kids who are now adolescents.

The Zapp family -- Herman and Candelaria and those children -- have driven a total of 362,000 kilometres and have now stopped off in this town on the border with Uruguay before their scheduled arrival Sunday back where they started on 25 January 2000 at the Obelisk, a monument in downtown Buenos Aires.

"I have very mixed feelings. We are ending a dream, or fulfilling a dream," Herman told AFP. "What will come now? Thousands of changes, thousands of options," said the 53-year-old, who is already thinking of sailing around the world.

Candelaria, who was 29 when the trip began and is now 51, said her biggest and best discovery was the people encountered along the way.

"People are wonderful. Humanity is incredible," said Candelaria. She said the family visited no fewer than 102 countries, although sometimes they had to take detours because of wars or other kinds of conflict.

### 'Good in cities'

The couple had been married six years, had good jobs and had just built a house, with plans to have kids, too, when wanderlust hit. Their round-the-world journey began with a backpacking trip in Alaska.

And somebody offered them a car, a 1928 model of an American make called Graham-Paige. The engine was bad and the paint looked terrible. "It would not even start," said Candelaria Zapp. "The seats are not great, nor is the muffler. It does not have air conditioning, either. It is a car that you have to keep your eye on. It does not look comfortable, but it was marvellous," said Herman. "It was good in cities, in mud and on sand," he added.



# ZAPP FAMILY

They went through only eight sets of tires in 22 years and only twice needed to do major engine work.

Herman shows off the roadster by opening up a canvas on the top that forms a sort of tent for the kids to sleep under when it was time to camp out. "It is nicer now than when it first came out," he said of the modified uber-vintage vehicle.

While out on the road, and with the first two kids born -- Pampa, now 19, came into this world in the US and Tehue, 16, during a visit back to Argentina -- they enlarged the car by actually cutting it in half and adding 40cm of length and another seat.

That made room for the arrival of Paloma, now 14 and born in Canada, and Wallaby, 12, down under in Australia. The last additions to the family were a dog named Timon and a cat called Hakuna during a stay in Brazil, where the Zapps were stranded for a while in 2020 because of Covid-19.

More on that car, which looks like something out of a gangster movie: the trunk acts like a kitchen storage area, and the heat of the engine is used to cook or heat water. Clothes and tools are stored under the seats. And for all these years, it was home sweet home. "It is a small house but with a huge backyard, with beaches, mountains and lakes. If you do not like the view, you can change it," Herman quipped. On the side of the car is a sign that reads "A family travelling around the world."

The Zapps usually stayed as guests at people's houses -- they estimate around 2,000 altogether. "Humanity is incredible," Candelaria said of people's hospitality. "Many helped just to be part of a dream."

But it was not all easygoing. Herman once caught malaria, the family drove across Asia during the bird flu outbreak and had to deal with Ebola in Africa and dengue fever in Central America.

## 'A lot of friends'

Here on the streets of Gualeguaychu, people honk their horns when they see the Zapps' old Graham-Paige. Vintage car buffs have their picture taken with it.

And some buy a copy of the book the Zapps have written about their adventure, entitled "Catching a Dream." They have sold about 100,000 copies and say this is their main source of revenue for all this travelling.

For the record, they did the Americas, Africa, Oceania, Asia and Europe.

They touched Mount Everest, ate duck eggs in Asia, danced with native people in Namibia, entered the tomb of King Tut in Egypt and sailed across many a sea.

For the kids, it was an unforgettable experience. They did their studies remotely and with home learning with Candelaria.

Now, in-person classes await them in Argentina. "What I most want to do is make a lot of friends," said Paloma, the 14-year-old.

## France24.com

This article kindly supplied by Joe Gates, who notes that "Some members may recall the Zapp family visit to VVC a couple of years ago." I certainly do and have a valued copy of their book in my library.

**Ed.**

# CLASSIFIED

## THE FOR SALE TABLE

Don't forget there is a table at the back of the hall for items members would like to dispose of.

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# TECHNICAL TIP



## SAVVA TECHNICAL TIP 174 – 12 TO 6 VOLT CONVERSIONS

The following very informative article was sent in by Christo Tompson. Thanks Christo and apologies for taking so long to publish it – let's blame computers.

### 6 Volt Brandstof meters

Met die onlangse aanskaf van 'n 1946 CJ2 Jeep, het die evaluering van wat alles oorgedoen/reggemaak/werk gemaak moet word, begin.

My Jeep is met 'n Toyota 2C diesel enjin toegerus maar verderaan heeltemal standaard. Die enjin voel nogals 'n plus maar aan die minus kant was die oorspronklike meters wat nou op 12 volt funksioneer (of nie funksioneer nie!)

Die ampere meter word nie deur die 12 volt geaffekteer nie. Net so werk die oliedruk- asook die temperatuur meters. Hoe, weet nugter maar die hitte dui 'n konstante 70 grade celsius aan wanneer hy warm is en die oliedruk wys maksimum wanneer koud, wanneer warm laag wanneer hy luier en lekker hoog op spoed.

Soos dit op die oog af lyk, het die "ombouer" bloot die Jeep se meters aan die Toyota enjin se senders gekoppel en siedaar...niks het opgeblaas nie.

Die brandstof meter het egter glad nie gewerk nie. Ek het die "sender unit" uit die tenk gehaal om te kyk of daar nie dalk fout gekom het nie (hy moes nou diesel aandui in plaas van petrol). Die (kurk)flotter het losgekom van die armpie af en het in stukkies bo-op die diesel gedryf. Dit is vervang en skoongemaak maar nog steeds niks.

Toe kom die stroombaan aan die beurt ...en Latie [Lategan] se boeke wat toe aandui dat die metertjie 'n volt sensitiewe een is. 12 volt sou hom dus uitbrand! Gelukkig was die ombouer nie elektries vaardig nie (ek ook nie) en het die stroombaan totaal verkeerd gehad...soveel so dat die stroom nooit by die "sender unit" uitgekom het nie. Daar het dus gelukkig nerens stroom gevloei nie.

Maar hoe nou gemaak....sodra die stroombaan gekorrigeer sou wees, sou ek verseker die meterjie beskuldig het.

'n Goeie vriend (en kundige) van die (ou ) Kaapse tegnikon (cput), het met 'n pragtige idee vorendag gekom. Volgens hom was hierdie ou tipe voertuie almal met 'n tipe van stroom balanseerder toegerus. Dis om te keer dat die brandstof meter nie meer (of minder) wys wanneer mens anders dan gelyk ry nie of wanneer die battery pap is nie.

Maar om dit te bou vir 'n 12 volt na 6 volt aanwending, is nie onmoontlik nie, maar dis nie koste effektief nie. Wat hy voorgestel het was 'n verstelbare weerstand. Ek het

# TECHNICAL TIP



verneem dat daar 'n raat is in die vorm van 'n vaste 39ohm weerstand tussen die battery en die meter. Dog die kundige het bevestig dat dit nie oor die weerstand waarde gaan nie, maar hoeveel volt aan die meter kant van die weerstand uitkom.

Ons het besluit op 'n 47ohm weerstand as begin. Koppel die stroombaan op soos wat hy veronderstel is om te werk met die weerstand tussen die battery en die meter ingebou en begin op die laagste verstelling (die weerstand werk en lyk, nes 'n radio se volume beheer). Dan draai jy hom stadig oop en hou die meter dop. (ek het die jeep se tenk vooraf half vol gemaak en seker gemaak dat die "sender unit" ooreenstem daarmee) Soos die weerstand dan oopgedraai word (maw weerstand word geleidelik verminder) vloei daar al hoe meer stroom deur. Ek het aangehou net totdat die brandstof meter half aandui. Direk daarna is die volt uitset aan die meter kant van die weerstand getoets. Dit het net kort onder 6 volt gemeet. Die weerstand is toe nog 'n knertsie oopgedraai om presies 6 volt te meet.

Die rede daarvoor was omdat die meter nie dadelik registreer met die aan en afskakel van die voertuig, indien die lesing onder 6 volt is nie. Maar nou is die "preset" van so aard dat die lesing effens styg (na 7 volt) wanneer die enjin loop maar met geen nadelige gevolge vir die meter nie. Dit wil dus voorkom asof mens dan, na gelang van eie keuse, die volt toevloei na die meter na 'n waarde onder 6 volt kan laat sak met die oog daarop dat dit sal styg wanneer die enjin aangesit is....net om die meter te beskerm.

Omdat die brandstof meter so min stroom trek, is die ander aspekte van die elektrisiteits formules, watts en ampere, glad nie van toepassing nie.

En dit werk goed vir my. Al wat nou pla is die feit dat die meter nie daal nie. Eers gedog daar is tog maar iewers 'n fout. Maar dis toe al die tyd die Toyota enjintjie wat so uiters suinig met die verbruik is.

Nou nog net om van daai lastige diesel vibrasie (op luierspoed) ontslae te raak.....

# CONTACTS

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<b>DJ Finance:</b>	Bert Lopes	hcsllopes@gmail.com	083 637 5171
<b>Ex-officio Portfolio Holders</b>			
<b>Editor:</b>	Brian Askew	brian@quaestor.com	082 601 3021
<b>Social Breakfasts:</b>	John Hassall	jh29@pixie.co.za	011 487 0385

## CORRESPONDENCE

All correspondence to the club should also be addressed to: [info@vvc.co.za](mailto:info@vvc.co.za)

## PLEASE NOTE

Deadline for articles for the next issue is the **7th of the previous month**

**Please do keep your articles coming in. Your contributions are appreciated!**

When submitting photographs please ensure that they are high resolution, to do justice to the pictures, particularly in the printed version.

## VINTAGE AND VETERAN CLUB ANNUAL SUBSCRIPTION 2019/2020

Joining Fee: R125.00 (including Name Badge) Extra name badges R60.00

## ANNUAL SUBSCRIPTIONS:

### Ordinary Members:

R600 including monthly printed Newsletter

R425 including monthly emailed Newsletter

Honorary Life Members: FREE

### Country Members: (outside of Gauteng)

R475 including monthly printed Newsletter

R300 including monthly emailed Newsletter

**Banking Details:** Vintage and Veteran Club, Nedbank, Benmore Gardens Branch 197305.

Account No. 1973 038 617



**Affiliated to SAVVA**

**e-mail:** editor@vvc.co.za • **website:** www.vvc.co.za

**mail:** P.O. Box 35129, Northcliff, 2115 • **clubhouse:** 3 Athol Oaklands Road, Oaklands, Johannesburg

# VVC SUPPLIERS

## RECOMMENDED SUPPLIERS

We are drawing up a list of recommended suppliers, please feel free to add to this list or make recommendations, notify me on chairman@vvc.co.za

### Body repairs and painting

\*Shield Panelbeaters, Manny Bairos (084) 506 7237,

### Restorations & General Workshop

\*Brian Style (082) 330 1688  
 \* Heritage Workshop, John Allison (072) 108 4280 / (082) 336 3949  
 \* Charles Goodman (082) 449 6901  
 \* Tony Watson (011) 875 2101

### SAVVA Dating Club Vehicles

\* Brian Noik

### Car Covers:

\*Pat Barclay (011) 698 3166 / (073) 263 7982

### Powder Coating

\*African Powder Coating, (011) 452 3345  
 13 Fountain St. Eastleigh, Edenvale. John

### Plating

\* African Electroplating - Peter Posniak (082) 553 5032

### Auto Trimmers:

\* Nev's Auto Trimmers Neville, (011) 472 0392 / (083) 284 94008

### Engine & gearbox etc. mountings (same day service.)

\*Nick Mountings, Wynberg (082) 445 1489

### Seat Springs:

\*Seat, compression, tension springs etc.,  
 Weblor Springs (011) 452 8686/7

### Instrument Repairs:

\*Sports Car Centre, Alan Uzzell (011) 646 1631  
 \* Nigel Ridley, Clocks and Instrument repairs, (011) 803 1319

### Insurance:

\*SAVVA Insurance,  
 Glenn Broadhurst,  
 Yolande Erasmus Cell: (087) 736 2222 / Fax: (011) 699 0783

# VVC SUPPLIERS

## **Brake, Clutch & Accelerator, speedo cables**

\*Cablecraft (011) 394 4865  
 \* Martin Peach (011)787 2995 / (082) 492 7794  
 9 Hilma Road, Bordeaux

## **Brake hoses, cables, electric window repairs**

\*TK Cables (011) 029 5366 / (086) 552 5514  
 627 Ondekkers Road, Delarey

## **Piston Rings**

\*Made to size, Industrial Piston Ring Manuf. (011) 622 2546/7  
 David Godwin, (011) 334 9525  
 \*Cord Rings  
 5 Kruis St. Johannesburg

## **Lenses (reproductions)**

\*Duke's Car Lenses (083) 655 3657

## **Vintage tyres:**

\*Jeppe Tyres, Roy Greenburg, (011) 614 0462 / (082) 491 2025

## **Refurbishing Woodgrain on steel and wood:**

\*Ivan Cotton (076) 034 9482

## **Chev and Ford Part importers**

\*Mike Leisegang: (082) 857 8733

## **Ford Parts (F Series)**

\*Gary Dixon (011) 609-3631

## **Carburettor Services**

\*Frank Hackney (011) 493 7000  
 Carburettor Services frankhackney@mweb.co.za  
 22 Loveday Street South  
 Johannesburg

## **Batteries**

Battery Orbit  
 Le Roux Ave &, Richards Drive  
 Halfway Gardens, Midrand, 1686  
 Ask for either Colin or Nielan (011) 466 9411

# SOME BAD PUNS



## Some Bad Puns – Part One

How does an attorney sleep ?

First, he lies on one side, then he lies on the other side.

I have a few jokes about unemployed people, but none of them work

Will glass coffins be a success ?  
Remains to be seen.

Two windmills are standing in a wind farm.  
One asks, "what's your favourite kind of music?"  
The other says, "I'm a big metal fan".



Heard about the new restaurant called Karma?  
There's no menu - you get what you deserve.

What do you call a bee that can't quite make up its mind ?  
A maybe.

I tried to sue the airline for losing my luggage.  
I lost my case.

If and when everything is coming your way, you're in the wrong lane.

She had a photographic memory, but she never ever developed it.

Is it ignorance or apathy that's destroying the world today ?

I don't know and I don't really care.

I wasn't originally going to get a brain transplant, but then I changed my mind.

Which country's capital has the fastest-growing population ?

Ireland of course. It's Dublin everyday

My ex-wife still misses me,  
But her aim is starting to improve.



The guy who invented the door knocker got a No-bell prize.

I saw an ad for burial plots, and I thought: "that's the last thing I need !"

I used to be indecisive; but now I'm not so sure.

Sleeping comes so naturally to me that I can do it with my eyes closed

What did the grape say when it got stepped on?  
Nothing. But, it let out a little whine.

What do you call a very articulate dinosaur with a good vocabulary ?  
A Thesaurus, of course

**Alec Mackie**

# NOTICE BOARD

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## BRAAI

Braai fires are lit on Club Sundays and members are welcome to bring and Braai

## EVENTS

The events are published in the newsletter every month and will also be announced at the Sunday Club meeting held on the last Sunday of every month. There is a breakfast meet on the 2nd Sunday of the month at various venues around Johannesburg. These are truly enjoyable and kindly arranged by John Hassal. If you would like to be on the invite list for these please send John an email on: [jh29@pixie.co.za](mailto:jh29@pixie.co.za) or Karen on: [karennkaiser@gmail.com](mailto:karennkaiser@gmail.com)

## FACEBOOK

Note that you can also join the club's Facebook: The Vintage and Veteran Club VVC. It is a closed group. If you join, Paul will accept you as a member. There is a lot of other interesting content posted from around the world. Karen Kaiser.

## SHIRTS AND REGALIA

Wearing a club shirt. There is a blue short-sleeve shirt with the VVC badge above the pocket and also white polo shirt with the VVC badge. They will be on sale at the Sunday Club meetings.

There is – ready for winter – a club sweater with the logo on it. R300.

Also, check our cabinet by the bar entrance for VVC badges to enhance your classic car and person.

If you would like to place an order kindly contact Karen on: [karennkaiser@gmail.com](mailto:karennkaiser@gmail.com)

The club encourages you to make use of the newsletter to move some of the belongings you have accumulated. With so many members sizing down and moving you are welcome to advertise here. Remember "one man's junk..."



# ADVERTISEMENTS



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**CONTACT**

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