



1911 DURKOPP IN WORKSHOP FOR REPAIRS

# AutoNews

## South African Veteran & Vintage Association

IN THIS ISSUE – 1884 DE DION

## Report back to members

by Chairman

From the Chair,  
As I write this short newsletter on the eve of Christmas may I convey to those who celebrate this time a Merry Christmas and a Prosperous New Year for 2012 - may you receive the health and happiness that you desire, a time with family and friends closest and happy motoring.

UP-DATING OF RECORDS – Secretary: Jean Gobey

Jean has sent out the relevant template in order to up-date the records of SAVVA. She has not received many of the clubs information.  
**Please assist Jean in this regard as she would like to finalise the process by the end of January.**

WEBSITE – SAVVA Webmaster: Pierre Cronje

The website has been transferred to Afrihost under the supervision of John whom is extremely efficient. The SAVVA webmaster is Pierre Cronje, so please if you have any info, articles and adverts for the savva website please send it directly to [info@savva.org.za](mailto:info@savva.org.za)

ITAC – International Trade Administration Commission  
Representatives: Eric McQuillan, Alan Hogg & Peter Hall

The draft Policy Document has been finalised by the SAVVA delegates and we await a meeting with ITAC in the New Year to discuss the document

further with them so that all parties are happy before it is distributed.

This portfolio however is extremely active with requests on a weekly basis to Eric and ITAC.

SAHRA – South African Heritage Resources Agency  
Representative: Alex Duffey

The MOU [Memorandum of Understanding] has been discussed with the relevant representatives and Alex will be meeting with SAHRA in the New Year for their finality before signing.

**We will keep you informed of the outcome and changes if and/or when we have the information available.**

INSURANCE – Representative: David Hoff

I must apologise due to the fact that in the October edition of this newsletter I made comment that very few clubs make use of this facility. David has pointed out that in fact most clubs use this facility. In regard to the Public Liability Insurance on events, activities etc... should you have any query, please contact David directly so that he may assist.

DATING – All Vehicles / motorcycles

We must apologise for the delay in the last eight dating application forms received during October and November. These have not yet been sent out as I ran out of badges. The quotes to replace these badges were extremely costly, in fact R180 – 195

rands per badge. I have subsequently found another supplier at a more acceptable rate but can only deliver at the end of January.

**Please accept my apologies and I will get them to you as soon as possible.**

FIVA – Representative: Brian Lawlor

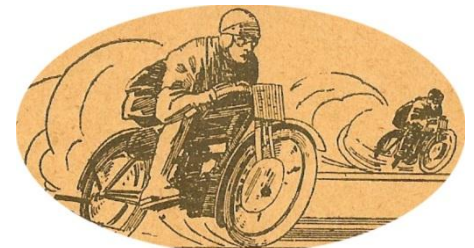
No recent communication from FIVA



MOTOR SPORT – Theo Stander

Theo Stander, Peter Aneck-Hahn and I have been working on certain documents that have become a little problematic and should have the revised documents out soon for all clubs to review.

Yours in Motoring  
Peter



### Durban - Johannesburg

Please remember that entry forms are now available for the 2012 D.J. run and can be downloaded from the website: [www.savva.org.za](http://www.savva.org.za) pg 4

## World's Oldest Car

The world's oldest running motor car, a historic 1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout, sold for an impressive \$4.62 million before a packed house at RM Auctions' sale in Hershey, Pa. The price was more than double the original pre-sale estimate and represents a new world record for an early motor car sold at auction. Page 2



1884 DE DION BOUTON et Trepardoux

Commissioned by French entrepreneur Count de Dion and named *La Marquise* after his mother, the 127-year-old vehicle drew a standing ovation from the audience as it drove onto the Hershey auction stage. Attracting a starting bid of \$500,000 and immediately jumping to \$1,000,000, bidding moved swiftly to applause from the crowd, with the gavel eventually falling at the extraordinary \$4,200,000. The final sales price of \$4,620,000 includes 10 percent buyers' premium.

"We were honoured to have been entrusted with the sale of this most important motor car from the renowned collection of the late Mr. John O'Quinn," said Rob Myers, founder

and chairman of RM Auctions. "The world's leading automotive collectors recognized the incredibly rare opportunity the sale represented, as was reflected in the spirited bidding and impressive result."

The new owner, who was not identified, joins an elite list of five collectors to have claimed ownership of *La Marquise* over its well-documented history. In addition to being the world's oldest running motor car, the car's impressive provenance includes participation in the first automobile race in 1887, where it reached a top speed of 37 mph on the straights, along with a double award at the famed 1997 Pebble Beach Concours d'Elegance. *La Marquise* has also successfully completed four London to Brighton runs in the UK.



From behind the driver seat, it seem a little daunting but in fact is quite simple to drive as it operates as most other steam vehicles.

*I would like to appeal to all clubs to please let us have any articles, reports on events with photographs and interesting facts that we can place in the quarterly AutoNewS to the clubs.*

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### LHD Vehicles

*A note on left hand drive vehicles. A number of members have found their vehicles on ENATIS and been able to process the registration of the vehicles.*

*There has been one instance thus far of outstanding license fees which have had to be settled before proceeding with any registration of the vehicle.*

*LHD vehicles not on the system cannot be registered!*

## International Motor Show 2011 - Nasrec

The recent International Motor Show held at Nasrec was an incredible and world class event with some of the most exciting new vehicles on display.

There were vehicles from R89, 000.00 to R2, 5M depending on your specific wants or needs however your pocket is what finally makes the decision.

There were a number of the newer Korean and Japanese models on the market and at the same time the more expensive models of Mercedes Benz – Gullwing, McLaren, Jaguar and Range Rover. It was quite concerning as to the number of people that were climbing in an out of these exhibits especially the Mercedes Benz stand -in the short time frame of my stay, there must have been around 20 adults and children in and out of the Gullwing and Roadster – 'I am pleased that I am not the prospective buyer of any of these two

vehicles'. Mercedes also had one of the replica Three Wheelers Benz's on display of 1884 together with an original model of 1896 Benz Velo that first arrived in South Africa.



1896 Benz Velo - Nasrec



## FIVA – REPORTS &amp; INFORMATION

## Turin Charter

Talks between the FIVA and the German Association of the Automotive Industry (VDA) represented by the BMW Group, Daimler AG and AUDI AG

By Thomas Kohler on behalf of the Turin Charter Working Group:

The meeting between the two organisations took place in Munich on 7 September 2011. The meeting was initiated by the German automotive industry to clarify open questions relating to the Turin Charter.

The FIVA explained the reasons and the genesis of the Charter. The representatives of the German automotive industry share the FIVA's concern over the unsure future of the use of historic vehicles on public roads. The parties agreed over the necessity of having the tools required for political advocacy.

In the FIVA's view, the Charter is a vision for the preservation and utilisation of our automotive heritage in the future. The Charter is intended to be a public policy and advocacy tool. While FIVA does not aim at getting UNESCO recognition for the Charter, it is nevertheless intended to support the FIVA's bid to become the official UNESCO interlocutor.

The Charter should be viewed as a set of rules with the character of recommendations. Over the medium term, FIVA plans to adapt its various codes and guidelines to the content of the Charter.

A first phase of debate on the Charter generated plenty of discussion and feedback in and from the international historic vehicles community.

The automotive representatives declared that the industry salutes and supports the FIVA's approach. It appreciates the extraordinary energy with which the FIVA pursues its agenda. The industry representatives presented the FIVA with a number of issues which will be reviewed in direct talks with the Charter working group to be included into the second version of the draft Charter at the editors' meeting in Turin in March next year. Another meeting to discuss these issues was scheduled for the spring of 2012.

A discussion about the Charter will also be held at the FIVA General Assembly on 17 to 19 November 2011 in Washington, DC.

In November 2011, the Charter will once more be submitted to the membership for comment. Any suggested amendments will be reviewed and included as may be required. The FIVA

plans to adopt the Charter as its policy paper at the 2012 General Assembly.

Peeter Henning

Director Communications

## TECHNICAL TIP NO: 55

Technical Tips - 55  
Michael Nell

## Number 55

Michael Nell was kind enough to share the details of a person who can refurbish head light reflectors. This appears to be an inexpensive solution to a common problem.

The cost is R275 per reflector and the registered postage was R40 either way.

Metglo can be contacted on 021 981 9802 or email [info@metglo.com](mailto:info@metglo.com)



Before



After

## TECHNICAL TIP - REFRESHER NO: 54

Technical Tips - 54  
Eric McQuillan

## Number 54

Wedding & Function Cars

*I wrote this article some time ago for a club newsletter, however, I believe it's worth repeating as a technical tip as the wedding season is on top of us. Recently, I've had numerous people asking about the possibility of them using their cars for this purpose.*

There are a number of collector car enthusiasts who use their cars for weddings, matric farewells and other functions. I'm often asked what is involved with this type of activity as it is apparently fairly lucrative. Yes, it can be lucrative but one must be aware of the "ins" and "outs".

Firstly and most importantly, be reminded that you are carrying extremely precious cargo. You must therefore ensure that the vehicle is kept in 100% mechanical condition, as clean as a new pin, and that the insurances you carry covers this type of activity. It is also advisable to have the passengers sign an indemnity prior to the event. Check out the route before you leave so you know what exactly where you are going. Don't rely on a GPS or map book alone – use both.

Recently, I had a matric farewell drop-off which required vehicles to drive up a very, very steep narrow driveway for about a kilometer to the function building. On my way back down there was an early 1930's car stuck half way up the hill full of youngsters. It was probably a kind uncle doing his little bit for relatives, however, I doubt if this car has ever had to encounter a hill such as this and it was suffering from some malfunction. Judging by the amount of smoke surrounding it, the clutch was an ex-clutch. Either way, he had dozens of cars behind him that couldn't get past - most embarrassing for the youngsters he was transporting. In the queue behind him trying to get past him - amongst the Ferraris, Porsches, BMWs etc was a circa early 30's Austin 7 or 10 - I don't envy him going up this hill or especially coming down - it must have been quite a precarious exercise. For those of you who have never owned or driven an early Austin - they don't have much in the brake department - in fact, the brakes are often referred to as "speed retarders".

Matric farewell drop-off's can be most tedious for older cars as you could find yourself in a 30 minute queue to enter and escape the drop-off area. On a warm evening a car's temperature goes way up and the oil pressure goes way down. It's not unusual to see cars pulling out of the queue because they are overheating.

Which cars are most suitable for these occasions? Don't even consider open cars - what with unscheduled wind, cold and rain you could be in serious trouble, even with side-screens. My definition of a wedding car would be a large comfortable sedan that is easy to enter and exit. One that can idle all day long and starts easily even when hot. The car must be photogenic and pleasant to look at. Don't forget, when everybody has gone home and the dust has settled the only thing the couple have left are the photographs.

As a driver you must dress the part, preferably a dark blue or navy suit, a white shirt and very plain unobtrusive tie. You must have a variety of coloured ribbons available, preferably broad silk ones - not these horrible skinny plastic things. The ribbons must be washed and ironed after every use.

An assortment of refreshments must be carried in an ice box or better still fit an electric cooler in the boot. Refreshments should include, sparking wine, grapejuice, bottled water and for the bridesgroom a few cans of Red Bull. (he may need it).

So, there you have it. If you don't mind missing the rugby and cricket on a Saturday afternoon to earn a few extra Rands then go for it - just make sure you have the right car. Don't think for one minute it's a walk in the park - taking cleaning etc. into

consideration it takes the entire day to do one wedding and don't forget rule number one - get the payment up front.

## INTERESTING FAST FACTS

### FBHVC – Classic Car Industry

By Ken Wilson - VCC-SA

[Home](#) > [Newsfeed](#) > [General Classic Car News](#) > Classic Car Industry Is On The Up Says Fbhvc

#### Classic car industry is on the up says FBHVC - Silverpop

07 Dec 2011

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The classic car hobby continued to grow in the UK even when the economy was plunged into the teeth of a recession. Its worth to the economy – both internally and through exports – and the number of people it directly employs have never been greater.

Those were the main findings as the Federation of British Historic Vehicle Clubs revealed its latest research into the size and scale of the movement at the Houses of Parliament last night. The title of the research document (below) – A £4 billion Hobby – sums up the rude health of the movement which, though growth slowed noticeably over the past five years, has on the whole escaped the ravages of the global recession. Even then, the Federation warns that all its figures are conservative and the £4.3 billion generated a year may only be the tip of the iceberg.

Key findings of the report were:

- The historic vehicle movement generates £4.3 billion a year – up a billion on the 2006 figure – nearly £1 billion of it in exports.
- A total of 28,000 people earn a living directly from the classic car industry, up 1000 on five years ago.
- 41% of businesses expect to recruit more staff soon.

The survey also revealed a younger, more down to earth hobby than has been previously assumed. Plus, though more than 850,000 vehicles made before 1981 still survive, their environmental impact is minimal, with 82% of them used no more than twice a month and the entire hobby contributing only 0.24% of the UK's annual mileage.

The myth of classic cars as an exclusively wealthy hobby was also debunked, with 31% of historic vehicle owners having a total household income of under £25,000 and, despite the news headlines driven by megabucks classics, a mammoth 68% of classics being valued at under £10,000.

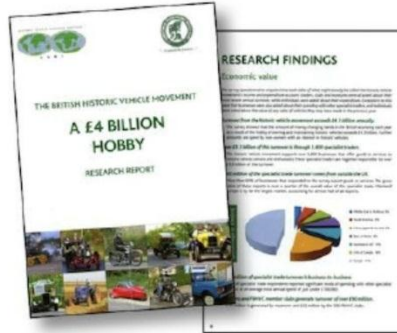
The Federation's research, masterminded by FBHVC vice president, Geoff Smith, was conducted in the summer, focusing on four groups: traders, its 500-plus member clubs, museums and individuals. There were more than 11,000 responses in total.

Some more interesting stats:

- More than £3.3 billion of the hobby's turnover is through 3800 specialist traders.
- Museums and clubs generate turnover of £90 million British enthusiasts spend £3

billion a year on the hobby, or £2900 each.

- More than £505 million worth of classic car sales take place in Britain every year.
- Only 3% of these were over £50,000.
- 35% of historic vehicles have changed hands in the past five years.
- The total value of historic vehicles in the UK is approximately £7.4 billion, an average of £8250 per vehicle.
- 57% of people earning a living from the classic car industry are under 45.
- 55% of all historic vehicle owners are aged under 60.
- Half of all historic vehicles cover fewer than 500 miles a year.



## FOR MORE INFORMATION OR ARTICLES

Please supply any article, information or interesting facts that you feel you would like published to:- [secretary@savva.org.za](mailto:secretary@savva.org.za)



### DURBAN – JOHANNESBURG COMMEMORATIVE RUN

This event is well on its way for next year - if you have not yet put your entry in, I would suggest that now is the time to finalise this.

Should you need any information or advice please contact the Clerk of the Course directly – Pierre Cronje at [Pierre.Cronje@openhand-mobile.com](mailto:Pierre.Cronje@openhand-mobile.com)

After looking through some old records, I came across a few interesting photographs of the 1997 Durban – Johannesburg Commemorative Run and thought that they may be of some interest to current enthusiasts and participants.



Ginger Norquoy on his 1934 Ariel



1911 Durkopp – Peter Spiers taking a well earned break on the 1997 D-J

Peter, now a U.K. resident has visited on a few occasions to participate in the Durban – Johannesburg Runs.



1922 Matchless Combination with Peter Smit

Nedcredit sponsored the DJ for a number of years including 1997 and we can be thankful to those sponsors during the late 1980's and 1990's who so generously assisted in keeping the D-J alive. We as competitors, organisers and enthusiasts should endeavor to find willing and able sponsors once again to assist in this prestigious event. With the rising cost of fuel, accommodation and due to the nature of the event over the great distance it is becoming very expensive for the competitors.

FOR MORE INFORMATION

Please contact [chairman@savva.org.za](mailto:chairman@savva.org.za) alternatively one of the portfolio members.

## FOR SALE & WANTED

To: [chairman@savva.org.za](mailto:chairman@savva.org.za)

### 1928 Cadillac

Vehicle has been in weekly use for the past 17 years after restoration. R550,000.00  
 Contact: Hendrik Joubert - 021 976 4627 or 082 953 6823



### Mercedes Benz 450SL

Good soft top, good matching hard top. No rust, no rattles, good tyres. Mercedes valuation available. 70% mint  
 R79,000.00  
 Ray 073 745 8540

## FUTURE EVENTS

### January:

Nil

### February:

11/12	George motor Show	SCOCC
12	Autumn Rally	CMC

### March:

9/10	Durban-Johannesburg Commemorative Run	VVC
11	Any Dam Wheels Day	CCC
18	SWOP Meet	PR
24/25	O.D. Inggs	Albany

### April:

1-4	SAVVA Edwardian – Veteran Run	Border
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### May:

4-6	Rendezvous Tour	OFSVCC
20	Cars in the Park – Pmb	VSCC

### June:

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

### July:

1	1000 Bike Show	CMC
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# AutoNews South African Veteran & Vintage Association

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## AROUND TOWN

2010 SAVVA National Edwardian – Veteran Run

