



ALI VAN JAARSVELD'S 1931 ROESCH TALBOT 105 "BROOKLANDS" TOURER

AutoNews Southern African Veteran & Vintage Association

IN THIS ISSUE – NEW BARNFIND IN FRANCE

Chairman's Chat

Dear Enthusiasts,

Looking back over a year is a very sobering activity. It's a chance to reflect on all that has been good, bad and everything in between. Once again, a year has disappeared at a pace faster than ever before! Activity in the Old Car movement has been as hectic as always in the Western Cape. A never ending stream of events including the annual Crankhandle Houwhoek Run, the SAVVA National (report elsewhere) and Fairest Cape Tour, Morgan Tour, International Riley Rendezvous in the Northern regions and many other Shows etc., really make our hobby an interesting one.

Speaking of the Riley Tour, the movement received a good bit of publicity when Carte Blanche decided to feature the Tour on their Sunday evening prime time slot. The expected minute or two of coverage extended to over ten minutes, and in my mind was brilliantly portrayed. Thanks to presenter Derek Watts, Producer Kate and Cameraman Jonathan for their interest and company. It was amazing how many comments I received from non-car people who saw the clip, mostly along the lines of "it was really great to see something fun and lighthearted as opposed to the crime and corruption".

As we approach the end of the year, I would encourage all members to drive cautiously when using your classics, and if you are travelling to a holiday destination, be safe. Wishing you all a wonderful Festive Season, whatever you may celebrate, and a Very Happy New Year.

Dave Alexander



Paul Koski's 1904 Curved-Dash Oldsmobile.



Brian Hart's 1927 Buick Model 25 Tourer



John Jacobs' 1952 Cadillac de Ville Coupe.



Kobus Mostert's 1959 Buick Electra Coupe

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:

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TECHNICAL TIPS - NO: 91

Wheel spanners

Have you ever had the experience of trying to remove wheel nuts with the little wheel spanner the manufacturers invariably supply with a car? These spanners may work under perfect conditions - like when the car is brand new, but once you've had new tyres fitted and the wheel nuts tightened by those very special chaps at the tyre shops - add to this a bit of age, dust, rust and rounding off of the nuts - you invariably have no chance of loosening the nuts with the spanner provided. A suggestion is to carry a telescopic or a square wheel spanner. Unfortunately, in recent years, I have had poor results with the square spanners as they seem to be of a very poor quality and invariably only available in metric sizes.

An alternative is a telescopic spanner. They are of excellent quality, 30 cms long extending to 50 cms – so much easier to use. Apart from the added length, the telescopic spanners are much stronger and are slightly offset to clear the wheels rim. They also have a decent rubber grip on the handle. They come supplied with a variety of metric sockets usually from 17 to 23mm, however, as they use a ½ inch drive one can use imperial size sockets suitable for our older cars.

These telescopic wheel spanners are freely available from most accessory shops. The one I'm looking at is made in Germany and sells for R85.00. In addition to using them on wheel nuts they are ideal for heavy work like loosening cylinder head nuts etc.



The photo is a comparison of a closed spanner and an extended one. The black one is typical of one supplied with a Rootes product car (it's a joke).

Conclusion – a worthwhile investment - especially when you're sitting on the side of the road and can't get the wheel nuts loose.

ATTRACTING YOUNGER MEMBERS INTO SAVVA AFFILIATED CLUBS

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Attracting younger members into affiliated SAVVA clubs is a topic discussed at club AGM level and at the SAVVA AGM.

At our recent BHVEC AGM we also had a look again at the issue. Although SAVVA clubs do get young members from time to time. The number entering per year is less than the number of older members

exiting due to ill health, very advanced age and death. That shortfall is normally balanced by new older members joining. Most young members join because their fathers are members and in some cases the whole family joins the club. But not all young people in a member's family are interested in old vehicles.

But there are young members joining non-affiliated SAVVA club in larger numbers. Many Join SAMCA affiliated clubs as they cater for the modern vehicle as well. Many join one marque non-affiliated clubs more like fun clubs as most of the members are normally considered young and they accept slight to medium modified vehicles. For heavily modified vehicles they would join a street rod club. A lot of the non-affiliated SAVVA clubs have a well-developed motorsport section which make the club more attractive to the young member like Lotus, Alfa, Cobra, Renault, MGCC (youth

program) and Mercedes-Benz, which I hope will start soon.

The reason for this diversification is that the younger member including myself likes a older vehicle, but must be practical for him to use in modern traffic with lower running costs. Modifying an older vehicle with one generation newer motor to me is a very practical approach if the vehicle is far too slow to use in today's traffic. Yes the authentic older vehicle is very important to us all and we should keep them authentic if we can. Out of all the young old vehicle enthusiasts only a small number are keen on authentic older vehicles, most are interested in modified older vehicles. Something that's old and has speed.

The classical SAVVA affiliated club will not get many younger members and can eventually die off.

A club affiliated to SAVVA and has opened up to street rods and fun clubs at its monthly meets is The Piston Ring, and there you see all ages of people milling around. Another example is POMC "Cars in the Park", there you see about half the exhibits being modified, attracting much interest from the younger fans. What also helps very much to educate and create interest amongst the young and middle aged public is for all SAVVA affiliated clubs to run at least one show-day a year. A lot of clubs do, but there are some that have stopped or have never run a show.

While writing for the last 20 years and still for three magazines on and off like the early "Classic Car Africa", the "Mercedes-Benz Benz-Lenz" and "SACARCLUBS" and now for "AutoNewS" I could see from the readership age groups which magazine is read by which age groups. Example in "Classic Car Africa" we covered stories on authentic vehicles and motorsport history and our readership was mainly the older people. In "SACARCLUBS", where just club news is covered for all clubs, the readership is all ages leaning towards the younger people. Both these bigger magazines have a role to play in our Historic Vehicle movement and they are not in direct competition to each other, so please

do support them as well. This article is not a full solution to the problem, but just a viewpoint of SAVVA affiliated clubs to become more diverse than what they now are. But your views are most welcome.

2014 SAVVA NATIONAL RALLY

Dave Alexander



Bentley, E-Type and MGB at the start.

Organized by the CVMC in conjunction with their annual Fairest Cape Tour, the 2014 SAVVA National held recently at Goudini Spa was a resounding success. Organizers Gavin Allison, Chris Cutler and Eddie Kirkwood did their Club and SAVVA proud by running an excellent event, with accommodation packages to suit every budget, and scenic routes on generally excellent road surfaces. The combined events were well supported with almost 40 entries.



MG TD and Austin Healey at a stop-over at Montagu

After the CVMC allowed cars on their traditional Fairest Cape Motorcycle rally for the first time in 2011, interest from the four wheeled brigade has increased each year. The Crankhandle Club, with a bit of prodding, came up with around 9 entries. Entrants had the option to enter either the FCT or the

SAVVA National, and individual prizes were awarded for both events.

Day one took competitors over Du Toits Kloof pass via Paarl and Franschhoek and the Franschhoek Pass to Elgin for lunch and thereafter back to Goudini via Villiersdorp, in very windy but dry conditions. Top three entrants on the SAVVA National at the end of day one were Ryall, Schonken, and Mills.

Day two had us along Route 62 to Robertson for tea, and onwards via some lovely back roads to Montague for Lunch and back to base at Goudini Spa. Scores were once again very competitive with only 22 seconds separating the first three positions. Overall final positions for the event being as follows-

1. John Ryall and Megan Woodward 172 points
2. Una Schonken and James Schonken 182 points
3. Roddy Mills and Johann van Blerck 194 points.



Megan Woodward & John Ryall receiving their trophy



James & Una Schonken receiving their trophy.

If there was a "Most Meritorious" award, I would have given it to the Model T driven by Adrian Denness for doing the full route, nogal with Brian

Wallace navigating, broken foot and all!

Yours truly kept his speech at prize giving short after Chris Cutler pointed out the vast number of SAVVA Trophies to be presented! Maybe this is something we need to look into? With Rally entries dwindling over the past years it was great to have a healthy entry, and I would extend a huge thank you to all of you who entered, and especially those who travelled long distances to attend. It was good to spend a few days with an enthusiastic bunch of fellow petrol heads!

SOUTH AFRICA'S FIRST NATIONAL RALLY - SIXTY YEARS AGO IN NOVEMBER 1954

In November 1954 Bill Milligan, a fund raising member of the Port Elizabeth Red Cross saw the potential of a Veteran Car Rally as a fund raiser. He organized a successful five day rally from Cape Town to Port Elizabeth which was the start of the annual National Veteran and Vintage Rallies.



This old photograph shows Roy Case and Jock Simpson on their way in a 1904 Humberette. In spite of a broken crankshaft they completed the 500 mile rally.



Finish of the First National Rally in Port Elizabeth in 1954 - 17 Model T Fords participated.

An incredible treasure trove of rusting classics worth R216 MILLION is found languishing in a French farm garage after 50 years



The Ferrari (left), once sat in by Jane Fonda, was found under newspapers in an outbuilding on the French farm, alongside a Maserati A6G 200 Berlinetta Grand Sport Frua - one of only three in the world

A R216 million treasure trove of 60 rusting classic cars left languishing on a French farm since the 1970s has gone up for auction. The cars were collected from the 1950s to the 1970s by entrepreneur Roger Baillon, who dreamt of restoring them to their former glory and displaying them in a museum. However, his plans were dashed as his business struggled, forcing Mr Baillon to sell about 50 of the vehicles. Since then his collection has sat dormant in makeshift corrugated iron shelters and outbuildings on the farm. Mr Baillon died about 10 years ago and his son, Jacques, who inherited the collection, died last year. Mr Baillon's grandchildren had no idea of the extent of the collection, calling in car specialists Matthieu Lamoure and Pierre Novikoff of auctioneers Artcurial Motorcars to estimate its value. The haul of motors, which includes dozens of vintage sports cars, was found gathering dust under piles of newspapers in garages and barns on a farm in western France.



The collection has sat dormant in makeshift corrugated iron shelters and outbuildings on the farm since the 1970s. Pictured: Facel Vega (left) and a Talbot-Lago (right)

They found a 1956 Maserati A6G Gran Sports with coachwork by prominent designer Frua, one of just three in the world, which is estimated to sell for just under R18 million. But the auctioneers' greatest discovery was that of a 1961 Ferrari 250GT SWB California Spider with covered headlights, which was hidden beneath piles of newspapers. The car was previously owned by French actors Gerard Blain and Alain Delon, who was photographed in it with Jane Fonda and Shirley MacLaine, and is expected to attract attention from Ferrari collectors with an estimate of R171 million. Only 36 of the particular model of Ferrari were ever made, including the one in the barn and another bought by Chris Evans in 2008 for an estimated R95 million.



Some of the vehicles may be too rusted to be restored, but many of the cars are worth hundreds of thousands of pounds



Talbot-Lago T26 Cabriolet owned by Egyptian King Farouk is also among the vast haul of classic cars found on the farm

A Talbot-Lago T26 Cabriolet once owned by King Farouk of Egypt was also found. The Egyptian King's extravagant lifestyle included owning hundreds of prestigious cars.



The cars were collected from the 1950s to the 1970s by entrepreneur Roger Baillon, who wanted to restore and display them in a museum.

Car specialist, Mr Matthieu Lamoure commented that these sorts of finds do not happen often and that this was no doubt a once-in-a-lifetime discovery. On entering the gates of the property, they had no idea what they would find. They had to go in through the gardens at the rear of the property, to get a first look. Across three hectares, they could see different makeshift structures. From there, they realized that this was something big and that there were dozens of cars parked underneath. They also soon realized that some of these had been put there 50 years earlier and left untouched. Wooden posts, between the cars, supported the fragile roofs. The sides were open to the elements. They still didn't realize exactly what they were faced with; the number of cars, the marques, their condition. While some of the cars are in a rusty and decrepit state, others have been well-preserved.



King Farouk was known for his extravagant lifestyle, which included owning dozens of expensive cars such as the Talbot-Lago

Pierre Novikoff of auctioneers Artcurial Motorcars said: "I'm not sure I have ever seen so many exceptional cars together in one collection; Bugatti, Hispano-Suiza, Talbot-Lago, Panhard-Levassor, Maserati, Ferrari, Delahaye, Delage. Roger Baillon saved these cars and succeeded in his task - to trace the history of the automobile through the finest examples. A collection like this can't fail to arouse the passions of those who love automobiles, as well as art and history enthusiasts. Never again, anywhere in the world, will such a treasure be unearthed." The collection will be sold by Artcurial Motorcars in Paris on 6 February 2015.





HERE IS A FULL LIST OF THE 60 CLASSIC CARS FOUND ON THE FARM THAT ARE NOW FOR SALE:

1. Amilcar C6 Berline: An open-top classic, this car, built in 1927, sells for up to R720,000 in good condition.
2. Amilcar CGS: The 30 horsepower, lightweight car, made in 1924, can reach speeds of up to 75mph.
3. Ariès Coach: Coach by name, coach by nature, this classy vehicle, manufactured in 1935, was often driven by chauffeurs.
4. Auto Union Cabriolet: A front-wheel drive saloon car cost R22,662 including taxes during the early 1960s.
5. Avions Voisin C15: Won the prestigious Concours d'Elegance competition in 2002.
6. Avions Voisin Limousine C15: The C15's commanding presence was further extended for the limousine model.
7. Avions Voisin C7 par Gallé: The stylish 93 horsepower C7 can reach speeds of 89mph.
8. Ballot Limousine: The eight-cylinder car had an open-topped driving compartment, but passengers enjoyed a hard-top roof.
9. Barré Torpédo: Only five of these cars, built in the village of Niort, western France, are known to exist.
10. Berliet Coupé Chauffeur: A popular car in the late 1920s, the motor comes with a spare wheel attached to the side of the vehicle.
11. Berliet Type VIGB Taxi Landauet: From 1906, this Berliet, with unmissable red leather seats, could reach 40mph.
12. Bugatti 57 Ventoux: Same model sold for R2.9 at auction in September.
13. Citroën Trèfle: The three-seat model has room for a single passenger in the rear.
14. Delage D6: The six cylinder car was produced both before and after the Second World War.
15. Delage D8 Coach: Parisian manufacturers fitted different elegant bodies over the years the car was produced.
16. Delahaye 135 Cabriolet Faget Varnet: Regarded as one of the best custom-bodied cars from the immediate post-WWII era.
17. Delahaye 135 Coach Chapron: The 1947 car could reach 100mph from 125 horse power.
18. 3x Delahaye 235 Coach Chapron: Regarded as two expensive, this car did not perform well on the market in the 1950s.
19. 2x Delahaye Type 43 Coupé Chauffeur: The model was recognizable by its flame-shaped rims.
20. Delahaye GFA 148 L: Known for being narrower at the rear than the front.
21. Delaunay Belleville Limousine VL8: The 1908-1910 four cylinder model had just 10 horse power.
22. Facel Vega Excellence: Luxury saloon was unveiled at the Paris Auto Show in 1956 to rave reviews.
23. Ferrari 250 GT SWB California Spider: Only 36 were ever built. This one could sell for R171 million.
24. Ferrari 308 GTS: The mid-engined sports car was manufactured by from 1975 to 1985.
25. Ferrari 400: Released in 1976, it could reach 0-60 in 7.1 seconds.
26. Ferrari Mondial 3.2L Cabriolet: The only production mid-engined car with four seats that is fully convertible.
27. Hispano Suiza H6B Cabriolet Millon-Guiet: The 1929 winner of the Course d'Elegance.
28. Hotchkiss Cabriolet: The two-door luxury car was made between 1950 and 1954.
29. Innocenti S Cabriolet: Based on the Austin-Healey Sprite, as it used the same suspension, steering, drivetrain, and engine.
30. Jaguar type S 3.4 L: The Mark 2 was introduced in 1959 and sold throughout most of the 1960s.
31. La Buire 12 A: The French cars, all made before WWII, are a rare find.
32. Lagonda LG45 Cabriolet: Models in mint condition can sell for up to R1,120,000.
33. Lancia Thema 8.32: While it looks normal from the outside, the Lancia packs a V8 Ferrari engine.
34. Lorraine Dietrich B3/6 Plateau, Lorraine Dietrich B3/6 Torpédo par Grumman, Lorraine-Dietrich Torpédo: The three Lorraine Dietrichs have been seen in recent years taking part in Le Mans classic car races.
35. Maserati A6G 2000 Gran Sport Frua: Only three were ever made, making it worth nearly R18 million.
36. Mathis FOH: The short-lived model had a 3l straight-eight-cylinder engine.
37. Packard Cabriolet Super Eight: 4,250 were made, marking the end of the Super Eight series.
38. Panhard-Levassor Dynamic Berline X77: Better known as the 140, this car was introduced at the Paris Auto Show in 1936.
39. Panhard-Levassor Dynamic Coupé X76: The slightly smaller model was better known as the 130.
40. Panhard-Levassor Limousine X72: The earlier model could reach speeds of 75mph.
41. Porsche 356 SC ex-Sonauto: The German company's first production car.
42. Renault AX Torpédo: Mostly used by taxi drivers during the First World War.
43. Renault Vivastella Cabriolet: Introduced at the 1928 Paris auto show as a more luxurious version of the Renault Vivasix.
44. Sandford Cyclecar 3 Roues: Despite the name, the three-wheeled car was powered by a 1,098cc engine, not pedal power.
45. Singer Cabriolet: Made in Coventry by bicycle makers Singer.

- 46. Talbot-Lago 11/6 Cabriolet: Similar to other Talbot-Lagos, but with a shorter chassis.
- 47. 2x Talbot-Lago Baby Cabriolet: The car was commonly sold as a four-door sedan, but a two-door cabriolet was also offered.
- 48. Talbot Lago Cadette 11: The 6-cylinder 2,696cc car was revealed in 1937.
- 49. 2x Talbot Lago Coach: A coach built special of the T26.
- 50. Talbot Lago T26 Grand Sport Coupé Saoutchik: The sport edition of the T26 was re-released throughout the 1950s.
- 51. Talbot Lago T26 Record Coupé Saoutchik: Regarded as one of manufacturer Saoutchik's finest designs.
- 52. Talbot Lago T26 Cabriolet Saoutchik: The smaller cabriolet version was produced from 1946-1955.

OFSVCC
"CARS IN THE PARK"

2014 OFSVCC RENDEZVOUS TOUR : LADYBRAND DISTRICT

Hennie van der Walt sent me some photographs of vehicles displayed at the OFSVCC "Cars in the Park", which was held on 9 August 2014 at Bobbies Park in Bloemfontein.

Photographs of entrants in the Orange Free State Vintage Car Club's 2014 Rendezvous Tour, which was held in the Ladybrand district in September 2014.



Mr Baillon's grandchildren had no idea of the extent of the collection, calling in car specialists Matthieu Lamoure and Pierre Novikoff of auctioneers Artcurial Motorcars to estimate its value



1958, 1959 and 1960 Chevrolet Convertibles belonging to Louis Coetzer.



Janet Coertzen with her and husband Leon's 1930 Ford Model A Coupé.



Fanie van Rensburg's 1911 Ford Model T.



Martin Schofield and Charmaine Ahrens in the 1972 Lancia Fulvia – Winner of the Concours for cars post 1955.



Pierré Maartens' 1956 MGA and 1947 MG TC.



Colin and Anne Meyer of the BVCC in their 1959 Mercedes Benz 190 SL – Overall winners of the Rendezvous 2014.



1948 Chevrolet Fleetline belonging to Theo Potgieter



Pierré & Lydia Maartens' 1947 Citroën Light 15 and Jan Hugo & Judy Odendaal's 1953 Citroën Light 15.

**PHOTO DISCOVERIES OF
EARLY CARS IN SOUTH
AFRICA**



A 1906 Renault in Pretoria



A 1906 Humber near Cape Town



A 1914 Chenard-Walker in Cape Town



A 1919 Leyland truck in White River



A 1903 Georges-Richard in Parktown, Johannesburg.



A 1905 10 h.p. Alldays & Onions in Johannesburg.



A 1914 Swift cyclecar in Cape Town.



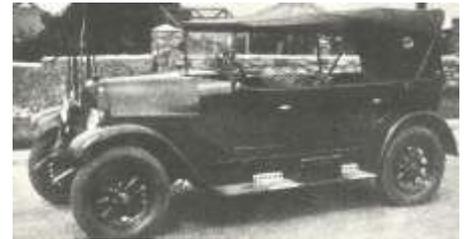
A 1915 Cadillac crossing a river



A 1912 Swift in Johannesburg



A 1903 Darracq in Port Elizabeth.



A 1925 Fiat 502 in Durban



A 1927 Chrysler 52 in Johannesburg



A 1936 1.5 litre Singer Sports 4-seater.



An early Rudge-Multi with an interesting sidecar.



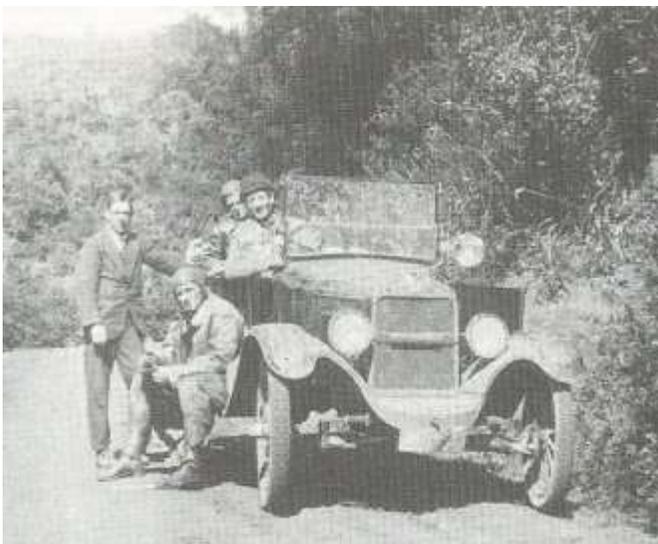
A row of 1914 Hupmobiles in Port Elizabeth.



A 1947 Hudson Coupe in Grahamstown.



An interesting aerial photograph of the editor's father's Motor Scrap yard between Nelspruit and White River in 1960. Just look at some of the old cars there!



A 1924 Overland light 4 in Zululand



A De Soto upside down

PRIVATE OLD CAR MUSEUMS IN SOUTH

E O.D. INGG'S COLLECTION

Although the motorcar collection of Mr Oliver Douglas Inggs of Grahamstown no longer exists, this was one of the pioneer automobile collections in South Africa and needs to be revisited.



A row of O.D. Inggs's old cars in his garage in Grahamstown in the early 1960s.



Oliver Douglas Inggs in 1968.

Oliver Douglas Inggs, or "O.D." as he became universally known, was born, one of six brothers and one sister, on a Douglas farm near Kimberley on 14 January 1909. His father was the town clerk. One of his elder brothers earned a living delivering post and parcels to the Kimberley diamond fields. Business must have paid off for the family because in 1912 they purchased a new Model T Ford. When O.D. was 14, he attended school in Douglas and when his father became ill he had to learn to drive the Model T and help his brother deliver the post from the Orange River to Hopetown and Douglas. Here his life-long love affair with the motor car started. After completing his schooling in Kimberley, O.D. started his apprenticeship as a motor mechanic. He then went to work for his brother, who ran a motor dealership and garage in Douglas, specializing in Dodge and Ford cars. Here he gained excellent knowledge in repairing Model T Fords. In the early "thirties" he married Flo Will and in 1933 he was approached by his uncle to join the family Funeral Parlour business in Grahamstown. He accepted and moved to Grahamstown with his wife and daughter, where he bought a property in 73 Hill Street. He also started a motor scrap yard. Through his funeral business he became aware of the location of many old cars that he managed to acquire and save. All over old motor cars were collected and scraped.

Before his death on 30 June 1997 at the ripe age of 88 years many rare and exotic cars passed through his hands, which included Rolls Royce, Arrol-Johnson, Flanders, Jowett, Rugby, Overland, Sunbeam, Vauxhall, Talbot, Wolsley and Hupmobile. At one time O.D. Inggs had no less than

134 old cars in various stages of repair in his collection. In the "fifties" it was no problem for O.D. to move up to 20 old cars to Port Elizabeth, East London or Bedford for parades or weddings. This meant having an organised team of drivers who were available and capable of handling the various old cars.



O.D. Inggs amongst some of his early cars in Grahamstown

In his later years he remarked that his hobby of collecting and rebuilding antique cars was his penance for all the old cars he had destroyed in his early period as a scrap dealer. In this regard he always mentioned that one car he could not bring himself to strip was a 1911 Arrol-Johnson. In 1944 he was bringing it to his scrapyards when he noticed a large gathering of people admiring the old car. Instead of scrapping it, he rebuilt it and drove it all around Grahamstown. This is where his collecting spree started. The most notable of all the cars that he restored was a 1908 Metallurgique. He discovered it as an incomplete wreck on the farm of a Mr Coetzee in the Kromme River Valley near Bedford. Most of the crucial mechanical parts of this rare car were tracked down on this and adjoining farms and taken to Grahamstown. When restoration was started he realized that the radiator and its surround were missing – they had been given to a certain Mr Nel of Bloemfontein, who had drilled for water on the farm many years before. Soon after starting the restoration of the Metallurgique O.D. was visited by a Mr Nel from Bloemfontein looking for suspension parts for a Ford Prefect. He found out that this was the very same man who had acquired the Metallurgique radiator so many years before and that it was still lying in his garage at home. It was duly acquired and returned to the car to which it originally belonged to complete the restoration. Amongst the early cars in his collection there was a 1912 Hupmobile, a 1910 Clement Talbot, a 1912 Renault, a 1911 Austin, a 1911 Studebaker and a number of Model T Fords dating between 1910 and 1914. One of his favourites was a 1920 Rover Sport Coupe.



O.D. Inggs photographed with his 1908 Metallurgique.



The 1908 Metallurgique as it was found.



The 1908 Metallurgique after restoration.

O.D. Inggs influenced and assisted countless enthusiasts in this country over many years. His generosity knew no bounds when it came to helping fellow enthusiasts, but unfortunately there were those who abused this generosity.



Three views of Mr O.D. Inggs's 1921 Rover Coupe.



The 1912 Renault leading a procession of cars through Grahamstown's streets.



Inggs cars participating in a wedding with the 1925 Rolls-Royce leading.



An overview of the Inggs Car Collection before it was sold to a Pretoria syndicate

The breaking-up of the Inggs Motor Car Collection is a story on its own. In August 1968 nine Pretoria Old Motor Club businessmen, namely Eddie Dixon, Sakkie van der Wat, Johan van Dyk, Dewald Botha, Blackie Swart, Danie van den Berg, Erwin Kuschke, Chris van Rensburg and Mr van der Walt, decided that they wanted to buy specific cars from the Inggs collection. They established the Veteran Car Association of Pretoria, brought together the necessary funds and sent Eddie Dixon, Blackie Swart and Danie van den Berg to Grahamstown to buy the cars. They spent a whole Saturday morning with O.D. trying to convince him to sell them the cars, because as they deceptively stated they wanted to start

a Motor Museum in Pretoria. When he refused they told him that they were going out to lunch, but would return later to hear if he would accept their offer and then give him the cash. Late that afternoon they were back on their way to Pretoria with a contract to buy 34 of the cars in their pocket and Mr Inngs with money in the bank.



The Inngs cars in two rows on the grounds of Mr Van der Walt's small-holding in Montana, Pretoria in October 1968.

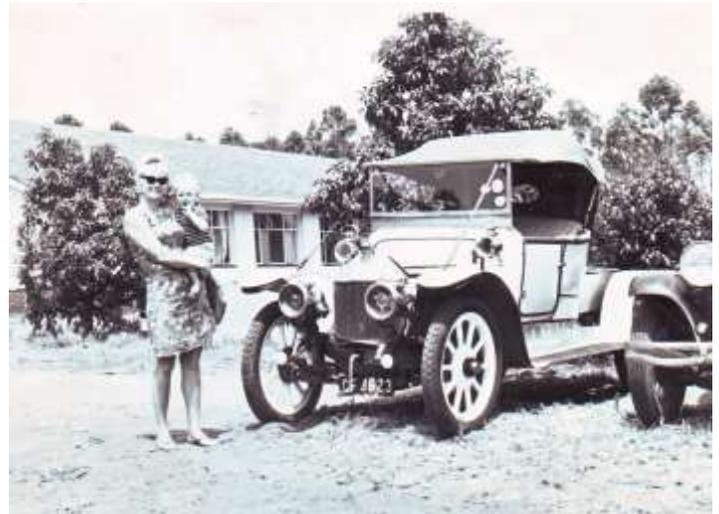
Eventually the nine businessmen together bought 34 of the 61 cars that O.D. had at that time. These dated from 1909 to 1931. Twenty-nine of these cars were brought to Pretoria by means of motor trailer transport. The other five namely a 1928 Buick, 1925 Rolls Royce Phantom I, 1930 De Soto, 1931 Chrysler Coupe were driven to Pretoria by Sakkie van der Wat, Dewald Botha, Johan van Dyk and Blackie Swart respectively, followed by Eddie Dixon with his Valiant pulling a trailer with a Model T Ford on it. It took them three days of hard driving and many breakdowns to reach Pretoria. The businessmen then took nine of the vehicles for themselves before instructing Mr. George Bernardi of a local auctioning firm to arrange an auction of the remaining 25 vehicles. All the cars were taken to Montana and parked in rows in the grounds of the small-holding of Mr. Van der Walt. The sale was advertised for Saturday 19 October 1968 and more than 300 collectors and enthusiasts from all over South Africa, South West Africa (Namibia) and Rhodesia (Zimbabwe) came to inspect the vehicles. There was even an American couple who expressed an interest in the sale.



The 1917 Ford T tourer between a Chev and a Hupmobile.

The sale lasted for an hour and a half and eventually a total of R28 000 changed hands for the vehicles. The businessmen, who had taken the nine vehicles for themselves before the auction had to also put in the money they valued their cars at. In this way a 1937 Rolls Royce was sold for R5 000 to Eddie Dixon, a 1917 Ford Model T Turtledeck Roadster went

to Erwin Kuschke for R4530, the 1919 Wolsley Doctor's Coupe went to Danie van den Berg, while a local collector and brother of the auctioneer, Mr. Angelo Bernardi paid R 3250 for a 1908 Metallurgique tourer. Another collector paid R625 for a 1909 Peerless truck.



The 1908 Metallurgique which was sold for R3250 to Mr A. Bernardi at the sale.



The 1925 Rolls-Royce and 1916 and 1927 Ford Model T's

At the sale itself the bidding was brisk and enthusiasm ran high. A 1936 Austin Seven, which must originally have cost about £175, was sold for R2000. A more unusual 1928 Essex sedan fetched R2550. A 1917 Oldsmobile tourer went for R1000, a 1920 Dodge Brothers tourer for R1400, a 1916 Ford Model T tourer for R1300 and a 1927 Ford Model T tourer for R1000. Prices obtained for the other vehicles were:

1918 Hupmobile tourer	R700
1928 Ford Model A tourer	R600
1926 Buick sedan	R700
1929 Chevrolet sedan	R400
1928 Chevrolet tourer	R550
1920 Hupmobile tourer	R650
1929 Ford Model A coupe	R450

1926 Dodge Brothers roadster	R800
1924 Hupmobile tourer	R800
1930 De Soto sedan	R250
1930 Dodge Brothers sedan	R400
1931 Chevrolet sedan	R375
1929 Dodge Brothers roadster	R425
1930 Chrysler tourer	R400
1931 Chevrolet sedan	R350
1920 Chevrolet chassis	R275
1931 Chrysler two-seater	R600.

Apart from about 15 cars which were in good running condition, but lacked papers, there were about nine old wrecks in scrap condition, but highly sought after because of the spare parts they could provide. One 1924 Chrysler, originally a sedan, but which had been altered and at some time "had had the fowls sleeping in it, went for R300.



The 1912 Studebaker being pushed in the streets of Grahamstown.

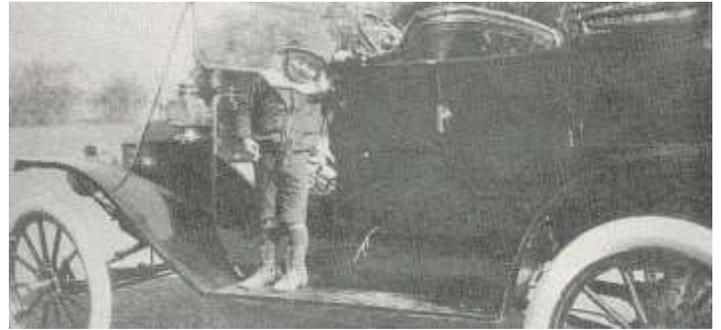


The 1925 Rolls-Royce with Mr Ingg's behind the wheel.

After the sale the auctioneer, Mr. Bernardi said that the prices obtained for the cars were "realistic". Several of the buyers, however, remarked that they had obtained "bargains".

Today we know very little about the whereabouts of these vehicles. Many of them must have left the country. Mr. A. Bernardi's 1908 Metallurgique, for instance, went to Australia. The 1909 Peerless truck was recently sold to Mr. Wolff Mole in the Freestate by Mr. Johan van

den Hoven. Can any of our older members throw any light on the whereabouts of any of these old vehicles?



Oliver Douglas Ingg's as a child on the running board of a Model T Ford.



O.D. as everyone who visited him knew him – surrounded by memories.

WOULD LIKE TO KNOW?



Leon sent me the following note:

The assembly plant in East London, was Car Distributors Assemblies, which started with the assembly of the American Nash.

Attached is a photograph of the period with examples outside the original plant.

The plant is now Mercedes Benz of South Africa and I would like to know if an example with a CDA number exists in a member's collection or anywhere?

Could you kindly include the attached picture and the question in your next newsletter?

PAST SAVVA EVENTS

THE FIRST BOB JOHNSTON MEMORIAL RUN, SATURDAY 4 OCTOBER 2014

Derek Stuart-Findlay
The Crankhandle Club, Cape Town.



Astounded tourists grabbed their cameras a month ago as, in perfect weather and in great style, a cavalcade of vintage cars negotiated the awesome cliffs of Chapman's Peak. As the cars rounded the corner at the top they were waved aside to be photographed at exactly the same spot occupied by Bob and Jean Johnston's 1921 Rolls-Royce Silver Ghost when he captured the moment on their honeymoon in 1952. That morning the procession had started at Constantia Village with a cruise through the Tokai forest, views of the whales from Boyes Drive, the sights of Simon's Town and a delightful coffee stop at Seaforth Restaurant. The cars had then cruised on past Miller's Point, through Kommetjie and Noordhoek to Hout Bay, and soon afterwards some 80 Club members and their guests were tucking into a superb buffet lunch at Quentin's on the road up to Constantia Nek.

Bob Johnston would have loved it. This grand old man, world expert on early motoring, author, raconteur and Past President of the Crankhandle Club, died in February 2010 at the age of 87. He left a substantial bequest to the Club and for some time we've been debating how to recognize his generosity. Bob was always convinced that we are merely the custodians of our mobile works of art, and drove his beloved Silver Ghost for 62 years until a few months before he died. Eventually, after Malcolm Stuart-Findlay had proposed that the Club should organize a memorial run in Bob's name, Hans Zwets and Andre du Toit picked up the challenge. The team felt strongly that the Club should build on the very successful annual Veteran and Edwardian run for pre-1919 cars and motorcycles organized by Harvey and Hilton in February each year. This is virtually the only club event in South Africa for really old cars and attracts a number of national and international entries each year. Members of the Club living in metropolitan Cape Town own well over 100 cars of the 1920s, '30s and early '40s era in running condition. It was decided that the Club should encourage the owners of these cars to get them out on the road, so the memorial run was aimed at these pre-1946 models. At least a third of the possible entries participated, and 34 of the 39 cars on the run represented the pre-1946 category.

Bob's Memorial Run immediately achieved international status when Australian Riley enthusiasts Phil and Beth Evans joined us in Ralph Thomas's 1932 Gamecock en route to the national Riley Rally. A warm

welcome was given to John Kosterman's 'Oily Rag' 1926 Buick roadster which simply devoured the miles in its first successful outing in decades. Shrugging off the odd flat tyre and a few overheating problems, all the cars made it through to the lunch venue to create a truly impressive line-up in the restaurant car park.

Congratulations to the organizers, all of those who participated are convinced that the Bob Johnston Memorial Run must become a fixture on the Club's annual diary. We were delighted to have Ali van Jaarsveld's extremely rare 1908 Ford Model S moored in our clubhouse recently. The adventurous Ali is determined to bring Bob's Silver Ghost down from Johannesburg to participate in next year's Memorial Run. Go for it, Ali, we'll organize Mike Watson and Harry Calver to escort you along the route in their Silver Ghosts and usher you into the photo spot for an exact re-enactment of Bob's famous photo taken all those years ago.



Richard Middelmann and family present to us the 1930 Graham Paige Carbiolet.



The 1932 Chevy Fire Truck was a firm favorites amongst the Middelmann clan.

The First of Many
THE BOB JOHNSTONE MEMORIAL RUN



Porsche leading along Boyes Drive.



Many hands make light work ! Clint Husemeyer's 1929 Austin Chummy gets a wheel change half way up the hill... Rumour has it he is looking for an MG !



Chapman's Peak overlooking Hout Bay. Talbot, Sunbeam, Model A and Chev.



The line-up of cars to the sights of historic Simon's Town. A delightful coffee stop at Seaforth Restaurant.



The lunch venue was Quentin's at Oakhurst. It provided the weary travelers a well- earned respite...



The Armstrong Siddeley of Peter Truter



The Kosterman 1926 Buick is beautifully captured by Viv James on the Bob Johnston Memorial Run..

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 bolliepienaar64@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 Bollie Pienaar
Cell: 084 944 9332
Tel: 011 764 2154
Email: bolliepienaar64@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

More beautiful old motor-cycle photographs taken 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.



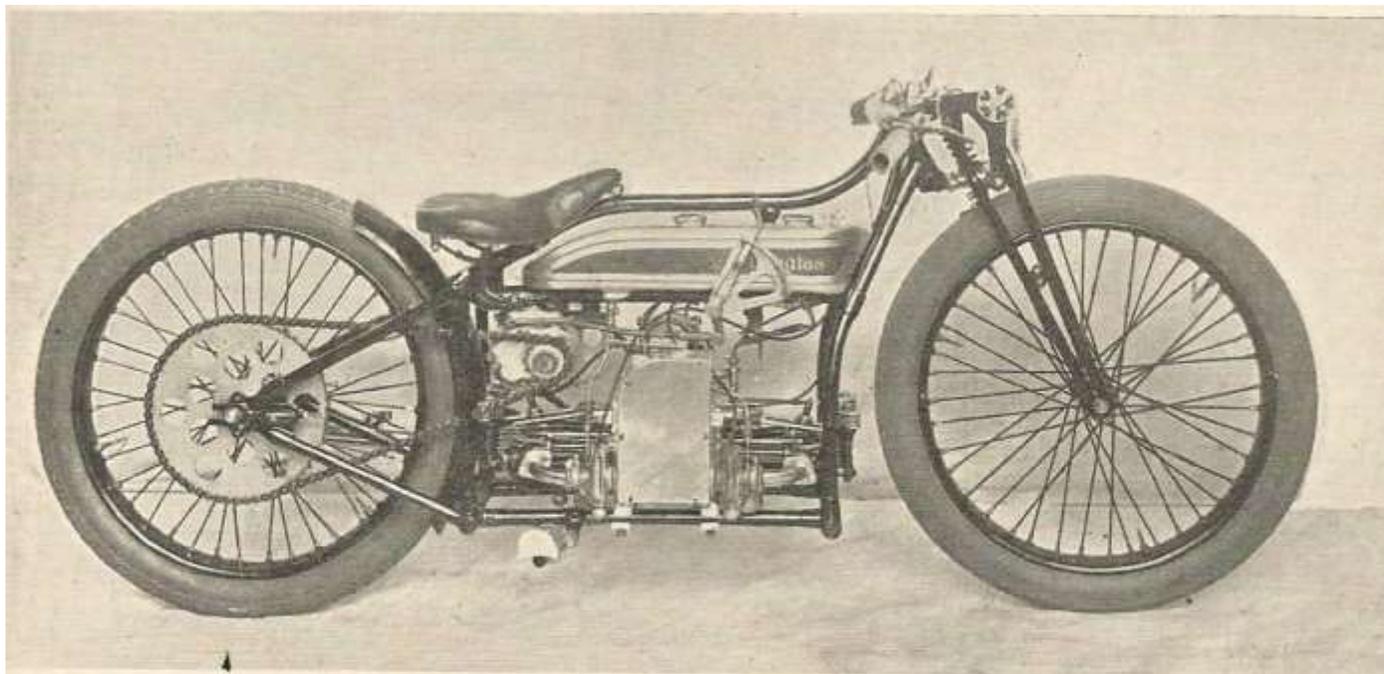


FIG. 99. THE DOUGLAS DIRT TRACK MODEL

This mount can be bought either as a 500 c.c. or a 300 c.c. machine. It has been specially designed throughout for the needs and stresses of dirt track racing, and is to be seen in the hands of the crack riders at most dirt track meetings

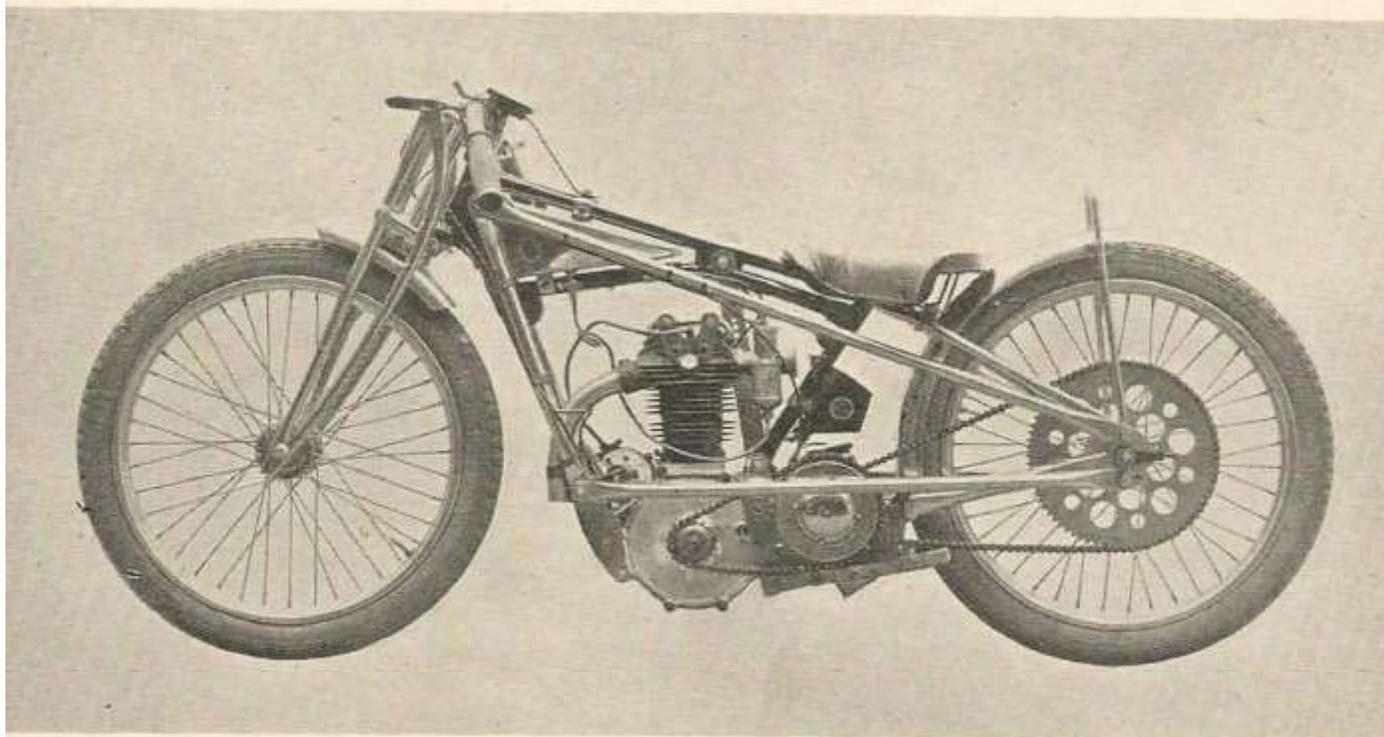


FIG. 100. THE RUDGE WHITWORTH DIRT TRACK RACER

This is a greatly modified version of the well-known four-valve Rudge Sports. It has a specially designed frame with extra torsional resisting members, and is guaranteed to stand up to some very hard work

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.



Buicks for Sale. 1971 Buick Riviera GS Boat-Tail & 1934 Buick Model 60 Sedan. Prices on enquiry. Neil Marais at 0824174558 or djsandblasting@webmail.co.za.



WANTED:

1. Any early veteran chassis with sub-frame for engine, preferably a 1910 - 1915 Overland chassis. Contact Alex Duffey at alex.duffey@up.ac.za or 012 3337891.
2. Cylinder head with manifolds, rockers and top rocker cover for 1934 Daimler Light 15. Contact Alex Duffey at alex.duffey@up.ac.za or 012 3337891.
3. 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.