



Herman and Candelaria Zapp's modified 1928 Graham-Page at the VVC on 30 September

AutoNews Southern African Veteran & Vintage Association

IN THIS ISSUE – THE MILLER CACHE

Report back to members

From The Chair,

We had a most successful SAVVA AGM on the 15th September and I would like to thank all the clubs for their support in re-electing me as Chairman for another year and for the kind e-mails after the AGM and congratulations.

I would like to extend my sincere thanks to the previous committee for their hard work and dedication, many of the committee have served for a number of years and it is truly appreciated. I would like to introduce you to the new National Council which are as follows:

NATIONAL COUNCIL

President - Eric McQuillian
Chairman - Peter Hall
Vice Chairman - Dave Alexander
Treasurer - James Smith
Secretary - Jean Gobey
Motorsport - Pierre Cronje
Dating Vehicles - Peter Hall
Dating Motorcycles - Roly Tilman

Portfolio Holders

ITAC - Eric McQuillian
FIVA - Brian Lawlor
MSA - Peter Aneck-Hahn

Communication - Alex Duffey
SARHA - Alex Duffey
Gov Liaison - Gary Ronald
Motorcycle Liaison - Mike Milner Smyth
Insurance - TBA

There are a few matters that were discussed at the recent AGM and I am sure that your Club Delegates will provide you with the relevant information; I would however like to raise a few important matters that members need to be aware of thus far.

- It is imperative that clubs provide the secretary with their membership lists together with the indemnities of their members for our records and insurance purposes.
- The introduction of Micro Dotting on vehicles is a new development which affects most of us that restore vehicles, if one restores a vehicle that will need to be added to the Enatis system – prior to obtaining a Police Clearance Certificate one would now need to have your vehicle Micro Dotted.
- SAVVA is running a special on currently dated vehicles for the months October – December depending on demand. We are providing members with an up-dated certificate for R25.00 with their particulars on the certificate as a number of vehicles have changed hands and never been updated. So now is your opportunity!
- Lastly Alex Duffey has taken over Editor of the 'AutoNews' which is a SAVVA publication to all members and clubs so please support him with

The procedure is quite simple in that they can come to you to do the job and it involves them spraying a solution on the vehicle inside the bonnet, the doors, the boot and fire wall. This will displace micro dots onto the vehicle that will be coded and the code is then added to the system. The cost for this process varies from Province to Province and is within the R450.00 – 650.00 depending on the type of vehicle. Motorcycles are the cheapest of the four categories.

articles, information and photographs.

The SAVVA website has been up-dated so please take the opportunity to check out anything that may be of concern and all the relevant documentation needed for events, insurance, dating etc... can be down loaded from the site. There is also a section for advertising, should you wish to sell a vehicle the cost is R70.00 for a three month period.

Yours in motoring
Peter

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

Technical Tip 64

Tail lights

One often hears comments like, they don't build them like they used to. True, perhaps, but.....

One of the modern innovations on new cars we must admire are lights, headlights and tail lights. There is however a fair amount we can do to upgrade the lights on our oldies like fitting more powerful bulbs to the headlights, but what about the tail lights. Many is the time I've been coming home in an oldie on the freeway at night with cars passing me at 140kph and changing lanes with abandon. At times like this I've been very aware of the inadequacy of my tail lights, whilst acceptable in their day, they are way below a modern safety standard. I do a fair amount of night driving and although I keep well to the left I'm still concerned that today's high speed drivers won't pick up my lights.

I set about finding ways to improve them. I started off by looking at one of my modern cars, a Honda Jazz which has brilliant rear lights and they are not much bigger than the oldie I was concerned about. Both are about 8cms across and fitted with 20/6 watt bulbs. The question is why is the one so much brighter than

the other? There were two obvious reasons. Firstly the glass lens on the old car was too thick compared to the Honda's thin plastic one, and secondly, the Honda had an excellent reflector where the old one had an ex-reflector; a rather dull affair which certainly didn't reflect much light.

I started with the reflector. I went to a scrap yard and found two found two headlight units that were in their scrap bin. I think they were having a good day because they gave them to me. They had good reflectors used for the indicator lights which I extracted and glued into the oldies tail lights. The result was absolutely remarkable. The next step will be to find a modern red glass (plastic) lens that looks original and will allow more light to go through. The original thick glass lenses can then be carefully stored away.

The following is the tail light with the modern reflector glued in place.



Technical Tip 65

Servicing radiators

On recent trips, travelling at 120 kph, I noticed the water temperature was a bit higher than normal. I removed the radiator cap to find the radiator was still full of water and therefore further investigation was needed. I immediately thought of head gasket failure and other dreadful and horrible things that can go wrong with a car going on for 50 years old.

Peering into the radiator cap opening I noticed the cores appeared to have gunk in them so to play safe I removed the radiator and took it to the local radiator shop

for a check-up. They found it was over 60% blocked. I explained that was impossible as it was re-cored only a few years back and has been fed copious quantities of the finest radiator additives since then. They checked their records only to find out that 'a few years ago' was in fact 10 years ago – how time flies. The assistant gave me one of those "here's another dumb ass" smile and explained that radiators like other components require "servicing" after a number of years, especially cars that stand for lengthy periods between use. He added that regardless of what additives you feed the radiator over a ten year period there will still be enough corrosion to block the cores. He suggested that every now and again radiators should be professionally cleaned out. Professional cleaning means removing the top and bottom tanks, cleaning out the cores and re-soldering the whole lot together again – cost around R450.00.



He also suggested that every year or so we should remove the hoses and the thermostat and check their condition. At the same time, back flush the radiator and refill it with a good quality anti-corrosion additive. He also pointed out that once it's blocked it's too late for back hosing.

I think this was good advice. We change the oils, hoses, belts etc but pay little attention to the water works – which is a major component of our cars.

INTERESTING FAST FACTS

THE MILLER STUTZ CACHÉ

This is the almost unbelievable story of Alex and Inogene Miller of East Orange in Vermont, USA. They lived on a small farm where they barely eked out an existence. To keep things in order Alex would scrounge rusty nails from burnt buildings to repair his roof. He drove a dilapidated Volkswagen Beetle and wrecks of previous old Volkswagens littered his yards.



Alex Miller's old Volkswagens

Alex Miller died in 1993 and his wife, Imogene followed him in 1996. The local church had to take up a collection so that they could be buried in the churchyard and the state began the process of taking the farm and its contents for unpaid taxes. The rest was left to the local church. That would have been the end of a sad story, except that there is much more.....

While preparing the estate for auction, the sherrif of East Orange discovered a caché of bearer bonds taped to the back of a mirror in the house. That triggered a comprehensive search of the house and outbuildings. What they found was unbelievable and the estate auction that followed would eventually be handled by Christies, and it would bring out collectors from all over the world.

Alex Miller was the son of a wealthy financier and a graduate of Rutgers. He initially lived in Montclair, New Jersey, where he

founded Miller's Flying Service in 1930. He owned a gyrocopter which he operated for mail and delivery service through the 1930s. But he had a secret which needed much room!

Choosing to live low profile and paranoid about tax collectors, he moved to the small farm in Vermont and took his collection with him. Most of his cash had been exchanged for gold and siver bars and coins, which he buried in various locations around the farm. He built a couple of dozen sheds and barns out of scrap lumber and recycled nails on the farm and put his collection in the sheds.

Alex Miller had an obsession with Stutz cars – Bearcats, Blackhawks, Super Bearcats, DV16s and DV32s. He had been buying them since the 1920s. When Stutz went out of business in 1935, Alex bought a huge pile of spare parts, which was also carefully stored away in his sheds. He never drove the cars. He'd simply move them into his storage sheds in the middle of the night, each car wrapped in burlap to protect them from any prying eyes. But there were not only Stutz's. He sometimes also bought other "special cars" such as Locomobiles, a Stanley, a 1928 Franklin, a 1923 HCS and a Springfield Rolls Royce Piccadilly Roadster.



The 1928 Springfield Rolls-Royce.

Collectors in America knew him as a sharp trader, who had good merchandise, but was prone to cheating. His neighbours, however, had no clue at all and they thought that Alex and Imogene were paupers and often

helped them out with charity. Occasionally Alex would sell some parts to raise cash. Rather than dipping into his cache, he would labour for hours making copies of the original parts by hand.



New Stutz parts still in boxes.

Over the years, the farm appeared to grow more and more forlorn, even as the collection was growing.



A '28 Franklin & '23 HCS in a barn

The auction was a three day affair, billed as the "Opening of King Stutz Tomb". The auction attracted celebrity collectors, as well as thousands of curiosity seekers. The proceeds were in the millions, some items went far more than their value in the frenzy. In the end, the Internal Revenue Service took a hefty chunk of the cash for back taxes and the rest went to the church. The final tally was: \$2.18 million at auction; \$1 million in gold; \$75 000 in silver and \$400 000 in stock. Not bad for paupers!



A factory fresh Stutz engine

Here are some of the cars discovered:



1913 Stutz Bearcat \$105 000



1916 Stutz Bearcat \$155 000



1921 Stutz Bearcat \$58 000



1928 Stutz Blackhawk Boattail Speedster \$78 000



1931 Stutz SV16 Sedan \$10 000



1929 Stutz Blackhawk \$7 000



1932 Stutz DV32 Sedan \$27 000



1929 Stutz LeBaron \$68 000



1927 Stutz AA Sedan \$65 000



1925 Stutz Speedway Six \$9 000



1922 Stutz Tourer \$10 000



1923 Stutz Special Six \$50 000

WANTED/FOR SALE

Wanted:

Carburettor for 1927 Triumph Super 7

26 mm, updraft, flange mounted – was probably a bronze AMAC or Zenith

Similar to the Austin 7 but slightly larger bore.

Contact: Graham Goetze

e-mail:

graham.goetze@telkomsa.net

Tel/Fax: 021 939 0812

Cell: 083 658 3339

For Sale

1930 RILEY MONACO (Plus Series)

Known as 'Humphrey' ex Iain Grant-McKenzie.
 Famous for its trip to the then Rhodesia in Iain's hands.
 Recent engine overhaul with new pistons.
 Tidy usable Riley SAVVA dated On reduced licence R72 p.a.
 Price: R60 000- which is what I paid for it in 2008.
 Contact: John Ryall
 e-mail: jryall@southey.co.za
 Tel.: 021 552 6020
 Cell: 083 265 2036



AMAZING BARN FIND



Relatives in Newcastle, England were amazed when their 89 year old uncle, an eccentric old doctor, left them his garage in his will – and they found the world's most expensive car parked there.

The nephew and niece were left open mouthed when they were told they could become overnight millionaires when the 1937 Bugatti Type 57S Atalante, one of only 17 made in the world, went on auction at Bonhams in London.

The 1937 Bugatti had been left to gather dust for 52 years since its last tax disc had expired in December 1960.

Experts believed that the unique car was worth £6 million.

PICTURES TAKEN AT THE VVC ON SUNDAY 30 SEPTEMBER WITH THE VISIT OF THE ZAPP FAMILY FROM ARGENTINA IN THEIR 1928 GRAHAM-PAGE



The Zapp's 1928 Graham-Paige



Fords and Bentleys



Mercedes, 1913 Cadillac & Bristol



The Watson's 1911 Fiat 12/14



A row of magnificent cars



A row of beautiful Cadillacs

SOUTHERN AFRICAN VETERAN & VINTAGE ASSOCIATION 2012/13 CALENDAR OF EVENTS

DATE	EVENT / ACTIVITY	CLUB	AREA
SEPTEMBER	2012 CLUB EVENTS		
16	Piston Ring Swap Meet	PR	Modderfontein
22	The Rock Goes Heritage	BHVEC	Brakpan
24	National 'Drive it Day'	SAVVA	All in S.A.
25	Spring Trail	EPVCC	PE
30	Buick /Cadillac Day	BC of SA	Johannesburg
OCTOBER			
16	Motoring Memories	PR	Modderfontein
28	Studebaker Club Show Day	SCC of SA	Smuts House
NOVEMBER			
12 - 13	Fairest Cape Motorcycle Tour	CVMC	Durbanville
	2013 CLUBS EVENTS		
JANUARY			
18 - 19	International Police Association (CC & EFCC)	Cape	Cape Town
FEBRUARY			
3	Kalk Bay Veteran Run	CC	Cape Town
4 - 8	SAVVA Edwardian - Veteran Run	SCOCC	George
9 - 10	George Motor Show	SCOCC	George
10	CMC Autumn Rally & Pre DJ Run	CMC	Germiston
MARCH			
7 - 9	2013 SAVVA International J-D Motorcycle Rally	VVC	Johannesburg
9	Maluti Antique Auto & Machine Club	MAAMC	Bethlehem
10	Any Dam Wheels Day	CCC	Krugersdorp
17	Swop Meeting	PR	Modderfontein
23 - 24	O.D. Inggs	Albany	Port Alfred
APRIL			
28	Liefie Bosch Memorial Autumn Trail	EPVCC	PE
MAY			
5	Buick Concour d' Elegance - Johannesburg Country Club	BC of SA	Johannesburg
?	Natal Classic	CMC Natal	Durban
19	Pmb 'Cars in the Park'	VSCC	Pietermaritzberg
JUNE			
1	Mampoer Rally	POMC	Pretoria
9	D-J Remembrance Run	JHMT	Johannesburg
10 - 13	Continental Milligan Time Trial	EPVCC	PE
15	Vryheid 'Cars in the Park'	VVCC	Vryheid
16	Cars @ the Mall	LOWC	Nelspruit
JULY			
6 - 7	1000 Bike Show	CMC	Germiston
20 -21	Natal CMC Bike Show	CMCN	Durban
AUGUST			
4	POMC 'Cars in the Park'	POMC	Swartkops
8	Free State 'Cars in the Park'	OFSVCC	Bloemfontein
8	Old Auto Club 'Cars in the Park'	OAC	Welkom
9 - 12	Prowl	DECC	Durban

OCTOBER 2012

SEPTEMBER			
31 – 1	Wheels at the Vaal	VOWC	Vanderbijl Park
14	SAVVA ANNUAL GENERAL MEETING	VVC	Johannesburg
15	PR Swop Meet	PR	Modderfontein
?	SAVVA National Rally & Rendezvous Tour	OFSVCC	Bloemfontein
24	National 'Drive it Day'	SAVVA	All in S.A.
24	Rock Goes Heritage	BHEVC	Brakpan
OCTOBER			
27	Studebaker Club Day	SC of SA	Smuts House
NOVEMBER			
11 – 12	Fairest Cape Motorcycle Tour	CVMC	Durbanville

PLEASE NOTE THE SAVVA NATIONAL RALLY DATE IS STILL TO BE CONFIRMED, BUT WILL BE ORGANISED BY THE OFSVCC AS A COMBINED EVENT.

HIGHLIGHTS FROM THE 44th ANNUAL GENERAL MEETING OF SAVVA HELD AT THE VVC CLUB HOUSE ON 15 SEPTEMBER 2012

CHAIRPERSON'S REPORT

The following main points from the report:

- Periodic testing for vehicles manufactured up to 1965 would no longer require a roadworthy and Peter expressed grateful thanks to Letitia Bothma the Director NDoT for her assistance in this matter. The next step was work regarding vehicles 1966 to 1980.
- For events and fun runs, organisers and clubs must ensure that indemnity cards are issued and Peter suggested that clubs apply for blanket clearance certificates for events for the year, and should other events be introduced during the year, application for clearance must be requested.
- It was imperative that clubs provided SAVVA with the required information on members so that all members could receive news. The details provided were strictly confidential and only for use by SAVVA. He also requested that each club send the secretary the email address of their newsletter editor.
- It had been a decision taken at National Council that duplicate certificates for the dating of cars and bikes would be available at a cost of only R25.00 from September to December 2012.

Noted further that...

- Since the last AGM the production of a quarterly newsletter AutoNewS had been introduced and three issues had been sent to all clubs.
- A new portfolio had been introduced, that of Sponsorship and Communication, and Professor Alex Duffey had agreed to take on this role as editor. Peter requested that clubs assisted by providing information to him.
- Peter had attended many events during the past year and had been impressed with the good organization at these, as well as the turnout of members, cars and the public.

REPORTBACK FROM SAVVA PORTFOLIO HOLDERS:

Motorsport

In presenting his report Theo Stander reported that:

- amendments to the wording of the clearance certificate had been introduced to make it more user-friendly.

- during the year only 21 certificates had been issued to 16 clubs, causing concern that some clubs were running events without the necessary cover.
- a clearance certificate for all listed club activities could be obtained for only R25.00 for the entire year.

Dating of Motor Vehicles

Peter Hall reported that it had been a relatively quiet year for the dating of vehicles, and he thanked all the other dating officers for their competent work in checking the vehicles before sending the applications to him. He expressed concern that many vehicles had changed hands over the years, resulting in the dating certificates being in the name of a previous owner. He encouraged clubs to take advantage of the reduced rate for change of ownership certificates to ensure that the certificate was in the name of the current owner of the vehicle. A SAVVA dating certificate would also be beneficial when registering or re-registering a vehicle. It was also reported that on Monday 10 September 2012 the micro dotting of vehicles had been introduced in Gauteng, and all vehicles that required a Police Clearance would in future require micro dotting.

Dating of Motorcycles

Roly Tilman reported that the same number of bikes had been dated as in the previous year and he complemented the owners on the fantastic appearance of forms and photographs in the applications submitted. He advised the meeting that he was using VMC as a pilot in checking the dating certificates of the bikes and found that in many instances they had not been changed to reflect the name of the current owner. He reported further that six veteran bikes had recently been dated mainly due to the efforts of Brian Wallace in Cape Town, who also organized regular runs once a month where one third of the vehicles were vintage/veteran. As all the old records of dating motorcycles had been hand-written using a manual system, it was a slow process getting the records up to date. He thanked Peter Hall for his assistance in the work of this portfolio.

Secretariat

Jean Gobey expressed appreciation to Peter Hall and all the portfolio holders for assistance and guidance during year, as it had been a daunting and unfamiliar task for her when she took over at last year's AGM. The main challenge to the Secretariat arose with the challenge to set up a SAVVA database containing the membership and indemnity card details of all members of clubs. It had been noted that much information generated from SAVVA never reached those at grass-roots level, and having the addresses would enable important information to be sent directly to members. A pro-forma Excel spreadsheet had been sent to each club requesting the information, but the response had been very disappointing with only nine clubs submitting returns. Even if the returns had not been in the suggested format or had only contained limited requested information, they were accepted and typed into the database.

Noted that according to Section 13 of the Constitution, under SAVVA Subscriptions it stated "that *all clubs are required to provide the SAVVA Secretary, for records purposes, on an annual basis, a full membership list, incorporating the indemnity card numbers.*" The lack of compliance from the majority of clubs could have serious implications on the public liability insurance if SAVVA does not have these lists, and Jean requested that clubs ensure that the information was forthcoming. She agreed to send out a further pro-forma spreadsheet in the near future.

Webmaster

Pierre Cronje reported that John Austin-Williams had done a huge amount of work on the SAVVA Website at no cost, and that he had recently started a Motorcycle and Classic Car Forum. The sites were receiving hits from all over the world. A total of 5500 hits had been recorded on the SAVVA Website.

Trophies

Rai Heinze reported that over the past twelve months there had been the following three SAVVA events at which trophies were presented.

- At the **SAVVA 2011 National Tour** a new trophy, known as The 'Buller' Meyer Trophy, was presented to SAVVA by Colin Meyer in memory of his grandfather, to be awarded for the best finish by a German Car in this event. Grateful thanks were extended to Colin Meyer. Although there were 15 trophies available for this event, only six were requested for presentation.

- Seven trophies were available for presentation at the **SAVVA National Edwardian & Veteran Tour** in April 2012 but only six were awarded.

□ The results of the **2012 National Tour** final results and trophy allocation were not yet available. The following two requests were made by the portfolio holder to enable him to build up a record to assist in preserving the history of each event, namely

i. that organisers of events supply him with a copy of the official results at the end of the event as well as complete the Trophy allocation form plus, if possible, electronic copies of the awards being made at the prize giving.

ii. that participants in events assist the preservation and control of the trophies by returning them to him when requested to do so.

Insurance

Noted that following the resignation of David Hoff in April this year, Peter Hall had taken over this portfolio, and he expressed appreciation and thanks to David regarding the handing over.

Noted the following points from the report.

□ There had been 18 claims during the year with a settlement figure of R146,000.00.

□ Negotiation had taken place between David Hoff and Glen Broadhurst of FNB regarding an additional amount being paid to SAVVA as commission. This, however, was not possible at this stage, but FNB was considering offering Householders and other insurance policies to members in addition to insurance on the old cars, and this could eventually provide more funds to SAVVA.

□ Peter Hall had raised concerns with Glen Broadhurst regarding joint events with SARRA and others and the use of vehicles for matric dances, weddings etc which required a PDP.

OFSVCC raised a further concern in regard to public liability in events like Cars in the Park. Noted that the SAVVA public liability insurance did not cover the non-club food vendors at events. They were required to have their own public liability insurance as well as a Health Certificate.

South African Heritage Resource Agency (SAHRA)

Prof Alex Duffey's report noted that regarding the exportation of vehicles, SAVVA had been given assistance from Eric McQuillan and ITAC because if they considered that a vehicle should not leave the country, they could stop it. It was recommended that owners considering exporting vehicles be encouraged to put the vehicles on public auction in South Africa first. Eric explained that only vehicles with historic value to South Africa were held back

FIVA

Brian Lawlor reported that the draft Turin Charter had been drawn up to protect historic vehicles and would be up for approval in Munich later in the year. He had also managed, through negotiation, to save SAVVA R8000 by obtaining a reduced annual fee. In answer to a question by Mike Milner-Smyth Peter Hall agreed to send out the circular on the Turin Charter again.

International Trade Administration Commission (ITAC)

Eric McQuillan reported that ITAC were continuing to use SAVVA in regard to the importation of collectable vehicles. The only problem being experienced was regarding which vehicles from the Far East could be classified as 'collectable'. ITAC were currently trying to define 'internationally collectable'.

From the discussion noted ...

□ The SAVVA panel does not make decisions and they should not be consulted directly. All applications must go to ITAC.

□ People wanting to import cars must apply for a permit prior to importing a vehicle. There have been cases where vehicles have arrived in the country without permits and had been crunched.

□ Left hand drive vehicles could be imported to the country, but owners would be warned that these vehicles would not be allowed on the road.

Motorcycle Liaison

Mike Milner-Smyth reported that the number of classic motorcycle events was quite strong and he wished to thank the four clubs that organized these. Both the Magnum and Fairest Cape again provided for car entries in their rallies, which gave opportunity to rally drivers keen on regularity type competitions to participate. There were also a large number of non-competitive events during the year and the 1000 Bike Show had a record turnout with more than 400 classic bikes on show.

Noted that ...

- the Commemorative Durban-Johannesburg event remained very popular and efforts were being made to achieve a high number of entries for the 2013 event which would celebrate 100 years since the first DJ race.
- the restoration of vintage motorcycles continued at a good pace but the procedure of having built-up machines registered for road-use remained a laborious and difficult process.
- obtaining a SAVVA dating certificate for these vehicles with the details of the current owner, was most important.

Awarding of the Chairman's Trophy

Peter Hall presented the Chairman's Trophy to Jean Gobey for her assistance and the outstanding work she had done over the past year.

National Events Roster for 2013

SAVVA National Edwardian - Veteran Tour

Noted that this event would be run by SCOCC in George from 4 – 8 February 2013 and it was hoped to attract veteran bikes on this run. The entry fee would include entry to the George Motor Show, and entry forms were ready and would be put on the website shortly.

2013 SAVVA International JD Motorcycle Rally

Noted that this event would be run by VVC from 7 – 9 March 2013 and would commence from the Carnival Mall on 7 March 2013 with the first leg to Newcastle, and the next day to Nottingham Road. A 'free run' to Durban Beachfront on the Saturday was planned, with Police escort, and it was hoped to attract pre-1936 cars on this. Appreciation was expressed to SAVVA for the sponsorship.

2013 SAVVA National Rally

Noted that this event would be run by OFSVCC in conjunction with the Rendezvous Rally in September 2013, with the actual dates to be confirmed. Noted further that as CVMC had also offered to run the event, it was agreed that they would organize and run the 2014 SAVVA National Rally.

SAVVA History

Peter Hall requests that as he is trying to gather all the old records and documentation belonging to SAVVA in order to preserve the association's history, if any members know of or have documents, photographs or information regarding SAVVA events or personnel in the past, to please let him have them.

SAVVA Subscriptions

Noted that the SAVVA Subscriptions would be maintained at R17.00 per member for the forthcoming year.

AN AMAZING BEFORE AND AFTER FORD MODEL T RESTORATION IN THE EAST CAPE



Start of the project in 2006



The final product in September 2011