

The Automobilist

Official quarterly newsletter of the Southern African Veteran and Vintage Association



SAVVA
SOUTHERN AFRICAN
VETERAN & VINTAGE
ASSOCIATION



<https://savva.co.za/>



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4th Quarter 2025

Chairman's Chatter

Gavin Youngman

Tempus fugit – time flies and it's the end of the year already. The last three months have again been a testament to our shared passion for historic motoring heritage, with monthly club Natters, shows, and events that brought our community together across the country.

The 38th Fairest Cape Tour (9-11 November) organised by the Cape Vintage Motorcycle Club – this regularity rally was a highlight, drawing historic vehicles to Rawsonville and celebrating our rich motoring traditions.

Upcoming events include the Classic Car & Bike Show (17th-18th January 2026), Kalk Bay Veteran Run (1st February 2026), Vettour (12th-13th February 2026), George Old Car Show (14th February 2026, DJ Rally (13th-14th March 2026), and Piston Ring Swap Meet (15th March 2026).

These events not only celebrate our motoring heritage but also strengthen our association's role in preserving and promoting the legacy of veteran, vintage, and classic vehicles. I look forward to continuing this momentum and working with all our clubs to ensure SAVVA remains a vibrant and welcoming home for enthusiasts across the country.

SAVVA Council continue to have monthly meetings to discuss the challenges our movement faces. Council plan to meet with the Department of Mobility to discuss legislation related to our movement and problems encountered by club members. On the admin side, Hanneljie Kuschke is fully up to speed as the new SAVVA Treasurer. I remind all clubs to complete the Annual Remittance Form and Clearance Certificates. Forms and fees must be submitted by the end of January 2026. The SAVVA Public Liability insurance policy has been renewed for 2026, so clubs can rest easy that their club activities listed on the submitted Clearance Certificate are covered.

Internationally, FIVA held their General Assembly on 21st-22nd November 2025 in Brazil. Alberto Scuro was elected as the new FIVA President and Natasa Jerina Grom as the first woman to serve as a Senior Vice President.

Thank you for your continued support and involvement. I hope you all enjoy a wonderful holiday season filled with joy and relaxation. If you are travelling, stay safe on our roads!

Gavin Youngman

Cover photo: The 5hp Argyll Voiturette manufactured in Scotland in 1900.

Notice: The opinions expressed in the newsletter do not necessarily reflect the views of the editor, SAVVA club members and officers or advertisers in this newsletter

From the Editor

Phillip Rosser

Looking at the event feedback for the last quarter, it is satisfying to see that the old car movement is very much alive. Events are organised throughout the country both on a club level and a national level. Looking at the London to Brighton Run in the UK which is also covered in this edition, it is good to see such a large number of very old vehicles participating in an event under trying conditions in other parts of the world as well. In 2022 a group of ten Germans travelled across the USA from New York to San Fransico in five Model T Fords. The journey of just over 7000 km was done without any backup vehicle. This also shows the determination and guts that people have world-wide to complete such a journey in 100-year-old vehicles.

We are fortunate that our roads, especially in the Western Cape are in a good condition, allowing us to freely use our old cars. In this edition is feedback on the Welkom Cars in the Park, Houw Hoek Rally, the Riley Rendezvous Tour and the Fairest Cape Tour, just covering some the larger events. So let us do everything in our power to keep those old cars running!

Remember to visit SAVVA's social media platforms, the website & Facebook page by clicking, while holding the "Ctrl" button, on the links on the front page or towards the end of this newsletter. Show your interest in the social media by "liking" and "sharing".

Thanks again to Roger Houghton for his regular contributions and also to others that have submitted contributions on events during the last quarter. Please remember to send me articles of your club events, especially national events and shows. My e-mail address is: editor@savva.co.za Please submit all articles in MS-Word format to make the layout of the newsletter easier.

Take note of the forthcoming events and support these initiatives that keep our old car movement alive.

I wish all club members and their families a blessed and safe festive season!

Phillip Rosser

Forthcoming Events

Please advise the editor of future club events that you would like to bring to the attention of other clubs, especially events such as car shows etc.

- **17 to 18 January 2026** – Classic Car & Bike Show at Timour Hall, Plumstead, Cape Town.

- **01 February 2026** – Kalk Bay Veteran Run. Organised by the Crankhandle Club.
- **12 to 13 February 2026** – 20th VetTour from Prince Albert to the George Old Car Show. Organised by the Southern Cape Old Car Club.
- **14 February 2026** – George Old Car Show. Organised by the Southern Cape Old Car Club.
- **13 to 14 March 2026** – DJ Rally from Hillcrest to Benoni. Organised by the Vintage and Veteran Club. For more information contact Leo Middelberg on +27 83 677 2334 or coc@djrally.co.za
- **15 March 2026** – Modderfontein Swap Meeting. Organised by the Piston Ring.

See the SAVVA website at: <https://savva.co.za/events> for more information on club events.

Event Feedback

Welkom Cars in the Park 2025

'n Kleurryke Viering van Vriendskap, Motorpassie en Gemeenskap.

Op 4 Oktober 2025 het die Welkom Old Auto Club weer sy jaarlikse Cars in the Park-uitstalling aangebied — 'n geleentheid wat vas in die kalender van motorliefhebbers en die breër gemeenskap gevestig staan. Wat oorspronklik in die 1990's in Van Riebeeckpark begin het as skoue soos British Day, American Day en Cars in the Park, het in 2004 saamgesmelt tot een groot, gesamentlike viering van vervoer en samehorigheid, en sindsdien elke jaar motors en mense van landwyd getrek.

Hierdie ikoniese skou, beskryf as 'n gemeenskaps- en vriendskapfees, vind plaas op die grasgroen terrein van Goudveld-Hoërskool in Welkom en laat 'n merkbare indruk op almal wat dit bywoon. Die lewendige atmosfeer, die verskeidenheid voertuie en die duidelike kameraadskap tussen uitstallers en besoekers maak dit werklik 'n hoogtepunt op die plaaslike kalender.

'n Ryk Verskeidenheid van Voertuie

Vanjaar se skou was 'n indrukwekkende vertoning van sowel klassieke as moderne voertuie. Ongeveer 185 voertuie, 18 motorfietse, drie brandweerwaens en 19 insleepvoertuie is uitgestal, met deelnemers wat van plekke soos Rustenburg, Pretoria, Middelburg, Johannesburg en vele Vrystaatse dorpe af gereis het om hul trots te wys. Hierdie uiteenlopende vertoning is 'n ware viering van die passie vir voertuie van alle ouderdomme en style.

Melinda van Dyk, voorsitter van die Welkom Auto Club, het beklemtoon dat Cars in the Park veel meer as net 'n uitstalling is — dit is 'n platform vir leer, deel en kuier, waar motorliefhebbers kennis en stories uitruil en die gemeenskap in 'n vriendelike omgewing saambring.



Gemeenskap en Liefdadigheid

'n Sleutelkenmerk van die gebeurtenis is die gemeenskapsaspek. Die dag se opbrengs word grotendeels aan liefdadigheidsprojekte geskenk. Hierdie samewerking tussen motorentoesiaste en gemeenskapsorganisasies maak die skou nie net 'n visuele fees vir die oog nie, maar ook 'n bydrae tot die welstand van ander.

Familievriendelik en Herinneringswaardig

Cars in the Park is ontwerp om die hele gesin te betrek — van die jongste motorfan tot die ervare restaurateur. Die gevoel van kameraadskap, die klanke van enjins en die geure van kosstalletjies en kuierareas dra by tot 'n dag wat lank in die herinneringe van besoekers bly. Dit is werklik 'n gebeurtenis wat families en gemeenskappe nader aan mekaar bring.

'n Baken in die Motorkalender

Die Welkom Old Auto Club se Cars in the Park bly een van die mees geliefde en verwagte motor-aktiwiteite in die streek, moontlik gemaak deur die harde werk van vrywilligers, klublede en ondersteuners. Vir baie is dit nie net 'n uitstalling nie, maar 'n tradisie wat jaarliks voortleef — 'n viering van die passie vir voertuie en die geestelike bande wat daarmee geskep word.

THE 2025 HOUW HOEK RALLY

By Jean le Roux

Photos: Marc Lunau, Di Dugmore, Viv James

Article supplied by the Crankhandle Club



All the entrants lined up at Hey Joe, our tea stop.

The eagerly awaited morning of 4 October 2025 finally arrived. I left Stellenbosch early in the morning to join my rally partner, Marc Lunau, at his house in Claremont. His beloved 1963 Mercedes-Benz Fin tail was already checked with German precision, and we immediately left for N1 City, the official starting point for the rally.



Brian James' 1980 MGB, Oliver Collins' 1972 VW Beetle John Ryall's 1988 Ferrari 328 Ron Gush's 1964 Triumph Spitfire and Marc Lunau's 1963 Mercedes.



Viv James' 1959 MGA next to Brian James' 1980 MGB.

We arrived on time at the N1 City parking area, and we had the opportunity to enjoy the arrival and display of an interesting selection of cars. As with all Crankhandle Club gatherings, the variety and calibre of meticulously cared for older vehicles was amazing!

Marc and I have only done a Club rally once before. It was the 2023 Houw Hoek rally. I was the driver then but this year it was my turn to take the navigator seat. In order for us not to get it completely wrong, Marc had organised us some training. A big thank you to Harvey Metcalf for staying on after the September Natter and coaching the two of us as to how not to totally embarrass ourselves during the rally! There was a lot of information to absorb, and no time left to practice for perfection.

Upon receipt of our rally notes we took a few minutes to strategise. I realised that when the going gets tough and I cannot remember a thing that Harvey taught us, a "quick and dirty" plan is needed. It boils down to juggling the speed of travel according to the time on the stopwatch and the known beacons on route (spoiler alert: it does not always work) Regardless, we arrived in good time at the tea stop venue at Hey Joe Brewery Co just outside of Franschhoek. The refreshments were a life saver as all the excitement had created a real need for an energy boost!

We heard about a stop and go en route to the Franschhoek pass and decided to leave the tea stop venue earlier than the others to arrive in time at the starting point for the second leg of the regularity. Little did we know that the waiting time at the stop and go entrance would

be much longer than expected. After also missing the Jan Joubertsgat Bridge signboard completely, we decided to at least achieve an own goal of finishing the rally in the time prescribed in the notes. This meant testing the possible top speed of the Fin tail and ignoring random lights flashing on the dashboard! We arrived at the lunch stop just two minutes late.

Lunch at the huge Dassiesfontein farm stall was delicious. While there is such a lot to browse through, we immediately tucked into their mouthwatering homemade pies and deserts. It is one of those places where you will literally find anything. Most participants left Dassiesfontein as the next highlight for the day as the rugby at Twickenham was scheduled to start soon. Luckily the Springboks did not disappoint by beating Argentina 29 -27 after a nail-biting match.

A brief prize-giving ceremony was held during pre-dinner drinks on the stoep of the Houw Hoek Hotel. The announcement that the second half of the rally was not taken into account when arriving at the final scores was met with relief by most. Well done to the participants who achieved the first three places on the final scoreboard! The day was enjoyed by all.

The day concluded with dinner in a specially reserved room for the Rally participants. The dinner buffet had something for all tastes and will be remembered by many.

A big thank you from all the participants to Steve and Shirley Woodward for organising the 2025 Houw Hoek Rally. You guys set the bar high! Well done.



Louise Farrell plotting the route.



Kudos to Shirley and Steve Woodward for a well organised Rally.

John Ryall's 1988 Ferrari 328 with Dave Alexander's 1974 Mercedes.





Harvey Metcalf's Chevrolet with the Middelmann Ford Bakkie and Marc Lunau's Mercedes.



The 1963 Porsche 356 has Harvey Metcalf and Matt Middelmann enthralled. Annabel Middelmann navigates for the first time!



The Roux Rally Team chat to Nick prior to setting off in the MG.



Sandra Middelmann in the 1934 Pickup next to Doug Cuppleditch in the MGC with Viv James and Harvey Metcalf close behind.



The Middelmanns show just what a great family activity classic car events can be.



2025 Houw Hoek winners Jen and Bruce Eastman with event organisers Steve and Shirley Woodward.

Results:

1st place - Bruce and Jenny Eastman

2nd place - Ron and Pam Gush

3rd place - Harvey Metcalf and Johann Rust

RILEY RENDEZVOUS VII– 2025 – UPINGTON

Through the eyes of Ralph Thomas



The Riley Rendezvous VII (RRv7) started for many participants in different places. For the Cape Town crowd and CHC members it was Hout Bay, Rondebosch and Port Owen. The Crankhandle Club was represented by three past Chairmen, one present Trustee, two Honorary Life members and two members. Included in the visitors were Aussies from Sydney and Adelaide. There was a solo drive from Port Elizabeth to Upington to meet some visitors from the UK. Then there was the crowd from Koedoeskop in Limpopo including some more Adeladian Aussies. Other UK visitors landed at Upington. One Gautenger unfortunately had to cancel at the last minute. This made a solid contingent of 22 participants split roughly equally between ZA, Aus and UK fitting into eight Rileys (5 pre-war and 3 BMC Rileys) one Morris Minor and two back-up moderns with trailers. Everyone had a long journey there and back.



From the starting point in Upington the first half of the tour followed the Quiver Tree Route. We stayed in wonderful accommodation and needless to say were well fed and watered. This included such features as the Ou Skool Guesthouse, the Augrabies Falls and staying at Lake Grappa, where clear skies were arranged to observe the lunar eclipse. The next day was a visit to Bushmanland Minerals. Spa treatments followed and then the surprise of the tour – a traffic cop blitz - happily this was a pre-arranged prank and we were escorted to our overnight destination with blue lights. That evening we watched the sunset on Sakkie se Arkie – a cruise boat on the Orange River.





The second section was the Kalahari Red Dune Route. This included discovering some of the traditions and history of the San people, near Askham. From the Molopo Lodge the cars were driven to the Koopan, where besides snacks and drinks a miniature gymkhana was set up. If the cars had not already been tested, they were tested on a pan, similar to the pan where Bloodhound SSC will hopefully once again attempt the land speed record. Mini busses were waiting the next morning to take us to some of the sights in the area including Salt manufacturing and a Camel dairy. Next onward to the Kgalagadi Transfrontier Park, via the Meerkat sanctuary and then to a sunset experience in the dunes. This is not really Riley territory, suffice to say, the four-wheel-drive tractor got stuck in the loose sand. The visit to the park was restricted to covered vehicles, so hire cars were used as well as the back-up vehicles. This provided some incredible sightings, including a cheetah with four cubs at the side of the road. Now the return journey starts with an overnight “glamping” stop.



The people undoubtedly had a good time. There was some grumbling about not having electricity to charge cell phones. The last night was definitely chilly. But for the remainder it was shorts and T shirts and plenty of sun block.

The five pre-war cars went well with only minor issues. The 1932 Gamecock had an issue with the starter solenoid, the 1934 Lynx did not come out of top gear seamlessly, the 1934 Monarco had a wiring issue, the 1936 Lynx had a battery issue, the 1937 Kestrel waited until 100km from home to develop a distributor issue. All are back in their respective garages. The One-Point-Fives also fared well. The blue one the least well and was left in Upington for the second half of the rally, the green one had a puncture (only flat at the bottom) and the red one seemed to sail through all issues.



To the participants from all over – thanks for making the effort to be there. But a huge vote of thanks goes to Roland and Louise van Tonder for the organising the RRv7 and sharing this special corner of Southern Africa with us.

The Riley Club of Southern Africa was conceived on RRv6 in October 2022, with the purpose of attempting to create a register of Rileys in Southern Africa as well as provide continuity between events. We are affiliated to SAVVA and look forward to the next Riley Rendezvous – RRv8 – suggested to be held in an area of South Africa not yet on the RRv itinerary – the Orange Free State and surrounds, in October 2028.

Brush off those cars and get them fettled – it promises to be another cracker.

38th Fairest Cape Tour 9 – 11 November 2025

By Gavin Youngman

The 38th Fairest Cape Tour, hosted by the Cape Vintage Motorcycle Club, was highly successful with 63 competitive entries and 4 in the follow-on touring class.

The tour kicked off on Sunday 9th November, with participants completing registration / scrutineering, and then checking into the Goudini Spa accommodation – the base for the next two days. The day ended with the traditional braai social gathering.



Goudini Spa villa accommodation.

The field consisted of 19 cars with navigators and 42 bikes. There were many vintage bikes in the field – 12 in fact. Bikes from the golden era of motorcycling making an appearance – Henderson, Rudge, Norton, AJS, Ariel, Triumph, Royal Enfield, Harley Davidsons (with side cars), and a New Imperial. The oldest being Hans Coetse on his 1922 Henderson. Post war and classics dominating the rest of the bike field – BSA's, AJS, Ariel, Triumph, DKW, Kawasaki, Yamaha's, Honda's, and twelve ever reliable BMW's. The oldest car in the field was Ron & Pam Gush in their 1934 Austin 10, and then Harvey & Tess Metcalf in the 1937 Chev Coupe. Then came the post war and classics – Lancia, Citroen, Mercedes, MG's, Morgan, Morris, Austin Healy, and a Cadillac Eldorado.

Monday morning early start at 7am, the participants lined up at the start, ready to be sent on their way at 1-minute intervals. The circular route for Day 1 was from Goudini Spa – Slanghoek - Ceres – N1 – Montagu – Ashton – Robertson – Rawsonville – Goudini Spa. A total distance of 306,63km. The lunch stop was at the Montagu Country Hotel.

Tuesday's start was a little later at 8am. The circular route for Day 2 was from Goudini Spa – Bains Kloof Pass – Wellington – Malmesbury – Riebeek West – Tulbagh – Goudini Spa. A total distance of 220,39km. Lunch was served at Marass Wines in Riebeek West.



John Ryall in his 1962 Lancia Appia.



Mark Rupert on his 1959 BSA B31.



Billy Thomas – 1970 BMW R50/5.



Catherine & Andrew Lewis – 1972 MGB.



Bruce Stewart & Adrian Denness
in the 1947 MG TC.



Danelle Kotze tucking in on the
1980 Honda CX 500 on Bains
Kloof Pass.



Ron & Pam Gush in their 1934 Austin 10.



Neville Nicolau having fun on his 1968 BMW R69S on Bains Kloof Pass.

Participants enjoyed clear Western Cape skies, scenic drives / rides on very good roads, two days of competitive regularity rallying, and three days of camaraderie.



Dave Alexander and Di Dugmore receive the Vic Procter Trophy for 1st place overall.

The event was won by Dave Alexander / Di Dugmore, Gavin Walton was second, and Harvey Metcalf & Tess in third position. Trophies were awarded at a gala dinner evening where participants enjoyed a three course meal and live music. There were 126 people at the prize giving dinner and as usual, Goudini Spa went out of their way to make this a gala occasion.

All picture credits – Patrick Vermaak.

Many more pictures available – search Patrick's Facebook posts on Witzenberg Motorklub.

International Events

London to Brighton Veteran car Run

Organised by the Royal Automobile Club

2 November 2025

Sunshine greets 340 Veteran Car Run finishers in Brighton

As dawn broke over autumnal London, 384 pioneering veteran cars, their intrepid drivers and passengers, and crowds of early-rising well-wishers gathered in Hyde Park this morning (Sunday, 2 November). Despite pre-dawn rain, spirits remained high as everyone eagerly awaited sunrise to signal the start of the 2025 RM Sotheby's London to Brighton Veteran Car Run – the latest staging of the world's longest-running motoring event.

This magical annual institution is the largest and most remarkable gathering of veteran vehicles on Earth. It's also a true celebration of the life-changing benefits that accompanied the birth of motorised transport at the end of the 19th century.

It is now 129 years since the original Emancipation Run of 1896, which celebrated the passing of the Locomotives on Highways Act. That landmark legislation raised the speed limit for "light locomotives" from 4 to 14 mph and abolished the requirement for a man to walk ahead waving a red flag.

Evoking that freedom, today's much-loved homage began, as always, with the symbolic tearing-up of the red flag – a pre-dawn ritual that this year also marked the 125th anniversary of the game-changing 1000 Mile Trial of 1900. That audacious 22-day journey introduced the new-fangled motor car to communities across the nation.

To honour this milestone, the red flag was torn up by racing driver and broadcaster Alex Brundle and presenter Charlotte Vowden, who had the privilege of leading the field away from Hyde Park driving a very special 1899 Wolseley 3.5hp Voiturette.

Affectionately known as OWL (after its registration plate), this Wolseley belongs to the British Motor Museum collection in Gaydon. It is the only working survivor from the original 1000 Mile Trial.



As daylight arrived on an unseasonably warm – if wet – morning, the Run's curtain-raiser featured a group of pre-1905 motor and pedal cycles, also bound for Brighton. Notably the brave penny-farthing riders drew admiration as they set out for the Sussex seaside resort's Madeira Drive.

Precisely at 7:00am, with the sun rising, the first batch of pre-1905 'horseless carriages' was flagged away by Duncan Wiltshire, Chairman of the Royal Automobile Club, which has lovingly curated the Run since 1930.

The oldest Victorian 'light locomotives' led the cavalcade as an extraordinary variety of ancient cars chuffed and wheezed their way through Wellington Arch and down Constitution Hill, past Buckingham Palace, through Admiralty Arch, and into Whitehall. Then it was edging Parliament Square and across Westminster Bridge beneath the gaze of Big Ben. Here, the 60-mile route divided in two to ease traffic flow in south London.

Half of the participants followed the traditional A23 route via Kennington, Brixton and Streatham Common, while the other half travelled across Lambeth Bridge, through Vauxhall, Clapham Common and Tooting. With the weather improving, the two routes merged again on the A236 north of Croydon, reuniting the cavalcade as it headed towards the South Downs in Surrey and West Sussex.

As ever, vehicles set off in age order, with the earliest starting first in OWL's wheel tracks, allowing the first pioneers the most time to reach Brighton.



Among the early starters was the much-loved Salvesen Steam Car – effectively a steam locomotive for the road, complete with a stoker shovelling coal into its fiery furnace. It was joined by numerous motorised tricycles, many with riders and passengers dressed in charming period attire.

Mercedes-Benz Heritage previewed a key anniversary. In 2026, it will be 100 years since Daimler-Motoren-Gesellschaft and Benz & Cie merged to form Daimler-Benz AG, creating the Mercedes-Benz brand. Anticipating this centenary, the company entered a 1901 Benz Spider and a 1904 Mercedes-Simplex. Although the Simplex was unable to start, the Spider successfully completed the course.

Thereafter followed a staggering variety of antique machinery dating back to motoring's earliest days – some with steering wheels, others with naval-inspired tillers; some powered by petrol, others by steam, and even a few by early electric batteries.



This diversity reflected the pioneering spirit of innovation as different propulsion systems competed to define the future of transport – a dilemma echoed in today's automotive industry. Reflecting the modern shift toward sustainability, several veteran cars ran on SUSTAIN's e-fuels, while the Salvesen operated on eCoal, made from a blend of olives, coffee and molasses.

While the Run looked ahead to a greener future, it also honoured a bygone age when motoring technology was in its infancy – long before roofs, windscreens, heaters, radios or satnavs became standard.



As always, the event's eccentric charm and deep heritage drew huge crowds along the route. Tens of thousands of spectators lined the pavements and verges to cheer on participants throughout the journey.

The Run attracted entrants from across the globe, including cars from Australia, Austria, Belgium, Canada, the Czech Republic, France, Germany, Holland, Hong Kong, Ireland, Italy, Monaco, Sweden and Switzerland, along with a 26-car contingent from the United States.



In total, more than 100 marques were represented – from Adler, Albion and Argyll to Waverley, Winton and Wolseley. A handful of names, such as Cadillac, Ford, Renault, Vauxhall and Mercedes-Benz still thrive today, though most are long defunct. Among these, De Dion Bouton had the largest showing, with over 50 entries.

Taking advantage of bright Sussex sunshine, no fewer than 340 starters completed the celebrated journey to Brighton before the 4:30pm deadline, proudly collecting their coveted finisher's medals. Many hailed the 2025 Run as one of the best ever, praising the ever-improving route signposting, the 280 enthusiastic volunteer marshals, and the fervent support from well-wishers along the way.

The first car to reach the Sussex seafront was the No 46 Renaux tricycle, winner of the 1900 Paris-St Malo road race, completing the journey in just under four hours to be greeted by the Mayor.



Having flagged away the early starters, Duncan Wiltshire enjoyed an untroubled run to Brighton aboard a 1901 Mors owned by the Royal Automobile Club.



“What a fantastic RM Sotheby’s London to Brighton Veteran Car Run it has been today,” said a delighted Wiltshire. “The turnout from spectators was mighty impressive, with some of the biggest crowds I’ve ever seen lining the route once the sun came out. You also have to marvel at the organisation. This is an incredibly complex event, seamlessly overseen by hundreds of wonderful volunteer marshals who ensure the smooth and safe progress of these extraordinary vehicles.

“This has been a fabulous way to celebrate the 125th anniversary of the 1000 Mile Trial. Our 60-mile journey from London to Brighton on modern roads felt pretty heroic, so it’s hard to overestimate the enormous challenge faced by those spirited early motorists on their nationwide adventure back in 1900 – a feat well worth saluting in this milestone year.”

Having led the field away from Hyde Park, Alex Brundle was equally thrilled to reach Brighton after completing his first Veteran Car Run.

“It was such a joy and an incredible experience – my sincere thanks to the British Motor Museum,” he said. “Shamefully, I didn’t know much about the event before, but now I’ve completely fallen in love with it! To have the honour of tearing up the red flag and leaving Hyde Park first, driving OWL in such a milestone year for the car, was amazing. Being in one of the older cars was a real challenge, which only added to the fun... as did seeing so many people lining the roads. I was blown away by the crowds.”

The RM Sotheby’s Veteran Car Run provided a fitting climax to the Royal Automobile Club’s busy London Motor Week, which featured a host of events. The penultimate highlight was the free-to-view St James’s Motoring Spectacle on Pall Mall – the perfect curtain-raiser to today’s grand finale.

Lesser Known Cars

There is probably not a single person that has not heard of a Bentley or a Ford, but less have heard of an Argyll, Cole or Chadwick. We continue to take a look at some of the lesser known cars.

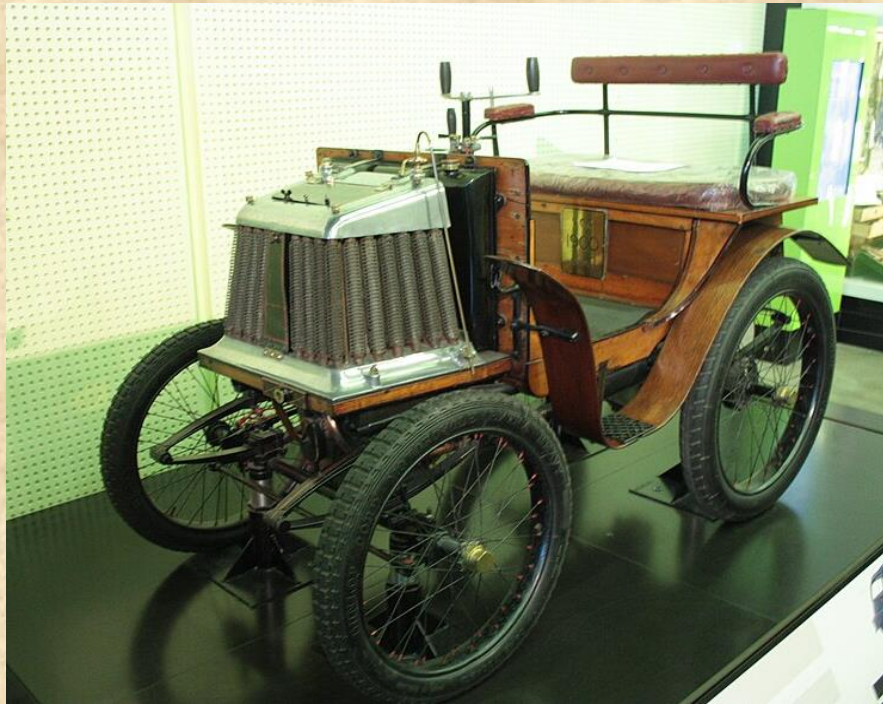
Argyll

Argyll was a Scottish motor car marque manufactured from 1899 to 1932, and again from 1976 to around 1990.

The original Argyll marque

Alex Govan founded The Hozier Engineering Company in 1899, and it was at this factory that the first Argyll Voiturette was produced; copied from the contemporary Renault, it featured a 2¾ hp de Dion engine and shaft-drive. 1901 models had an upgraded engine of 5 hp; cars made in 1902 were upgraded even further, using 8 hp units. Soon there appeared a 10 hp twin with radiator tubes forming the sides of the hood; in 1904 the company introduced

a range of Aster-engined cars with front-mounted radiators. One of these was a 10 hp of 1985 cc; others were fours of 3054 cc, 3686 cc, and 4849 cc. All cars featured Govan's rather awkward gearbox, which had a T-shaped gate and separate reverse and change-speed levers. The company, by now named Argyll Motors Ltd. had now become Scotland's biggest marque and soon moved from its premises in Bridgeton, Glasgow to a grand, purpose-built factory in Alexandria, West Dunbartonshire. The Argyll Motor Works covered 12 acres (4.9 ha), had its own railway line, and was opened in 1906 by John Douglas-Scott-Montagu, 2nd Baron Montagu of Beaulieu. However, the new factory was never used to capacity, and the company began to decline after Govan's death in 1907. It went into liquidation in 1908.



5hp Argyll Voiturette

Production restarted in 1910, under a company now named Argylls Ltd., with a new range of cars including the famed "Flying Fifteen", and a six-cylinder model. The 12/14 was widely sold as a taxi even being exported to New York. Four-wheel brakes designed by J.M. Rubury of Argyll and patented on 18 March 1910 by Henri Perrot and John Meredith Rubury were available from 1911 on, and in 1912 the single Sleeve valve engine designed by company director Baillie P. Burt and J. P. McCollum began production; the entire range featured Burt-McCollum engines by 1914.



The front of a 1908 Argyll 14 16

In May 1914, Argylls submitted two water-cooled 6-cylinder inline aero-engines to the British War Office as part of a contest to select new aircraft engines. During the competition one of the engines broke its crankshaft. The other engine completed a six hour run test at full load winning a £100 prize. Ultimately the type was not selected for production.

Argylls changed hands in 1914 and the Alexandria factory was sold to the Royal Navy for torpedo production. Car production was resumed on a small scale in the original Bridgeton works under the control of John Brimlow who had previously run the repair department. The first product from the new company was a revival of the pre-war 15.9 hp model, now with electric starter but few were sold. In 1922, it was joined by a 1½-litre sleeve valve model and in 1926 by the 12/40 sports.



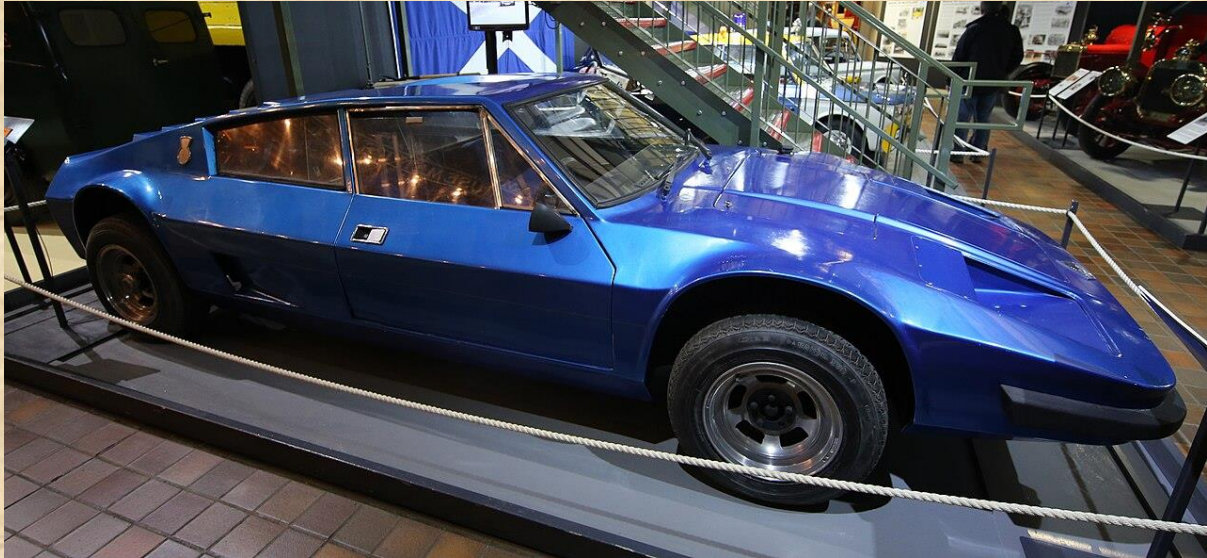
Flying Fifteen by Argyll

The company made a final appearance at the London Motor Show in 1927 and the last cars were probably made in 1928 though still advertised until Argyll closed in 1932.

Models

Model	Period	Cylinders	Displacement	Performance
14/16 HP	1905-1910	4 Cyl.	186.4 cu in (3,054 cc)	20.3 hp (15 kW)
16/20 HP	1905-1908	4 Cyl.	224.9 cu in (3,686 cc)	25 hp (19 kW)
26/30 HP	1906-1907	4 Cyl.	295.9 cu in (4,849 cc)	32.4 hp (24 kW)
10/12 HP	1905-1907	2 Cyl.	121.1 cu in (1,985 cc)	13.4 hp (10 kW)

The second Argyll era



The Argyll turbo GT prototype

The name was re-used in 1976 by a new company who made a mid-engined sports car, the Argyll GT, in Lochgilphead, Scotland.

The new manufacturing company was founded by Bob Henderson. The new car was named after the original Argyll of 1898, in honour of a grandfather of one of the investors who worked in the Argyll factory at Alexandria.

The only model was the mid-engined Argyll GT (or "Turbo GT"), which was based on a sturdy box section chassis with space frame clothed in a fibreglass bodyshell made next door to the old Arrol-Johnston factory in Dumfries by Solway Marine. The 1976 prototype car featured a turbocharged Rover V8 engine. A version with a turbocharged Saab engine was also mooted, but none were built. The suspension came from the Triumph 2500 and the gearbox was a ZF 5-speed unit.

A production version of the car, which made its debut in 1983, had a non-turbocharged version of the Douvrin Euro V6 as used by Renault, Peugeot and others, together with a Renault 30 transaxle. A turbocharged V8 of 3.5 - 4.2 litres, together with the ZF transmission, was an option, but none were built. Other engine options were the Lancia Beta engine and transmission, and a Buick V6 which had started out as a stillborn Indycar engine. A top speed of 160 mph (ca. 260 km/h) with the turbo V8 was claimed but never ratified. The quoted price at launch was £25-30,000, which was comparable to the contemporary Ferrari 308 GTB. Production capacity was stated to be twelve cars a year, but none were sold. The silver version used for the launch and publicity material belonged to the company accountant and was virtually never driven.

- - - - -

Cole Motor Car Company

"There's a Touch of Tomorrow in all that Cole Does Today"— The marketing slogan which showed the spirit behind the Cole Motor Car Company. Cole was big on marketing.

Indiana was home to some of the great cars of the automotive industry. According to the book 'Indiana Cars, a history of the Automobile in Indiana' by Dennis and Terri Horvath, the 'Significant Automobiles' made in Indiana were:

- American Underslung
- Auburn
- Cole
- Cord
- Duesenberg
- Haynes
- Marmon
- McFarlan
- Pratt and Elcar
- Studebaker
- Stutz

The Cole Motor Car Company was based in Indianapolis, Indiana and was around from 1909 – 1925. Like several other auto manufacturers, Cole got its start as a Carriage manufacturer. In 1904, Joseph Jarrett Cole (JJ Cole) purchased the 1904 Gates-Osborne Carriage Company and in 1909 renamed it the Cole Carriage Company. Cole was making about 3000 carriages annually when in 1908 he got serious about making an automobile. With Charles S. Crawford, who later worked for Stutz, Cole designed the Cole Solid Tire Automobile which was a high wheeler vehicle. Cole sold 170 of these vehicles before deciding that there was not a market for them. There is one known Cole high wheeler that exists today.

Cole Solid Tire Automobile



It has no more a motorist's bugaboo. It's a car for every reasonable purpose. For everything. THE COLE AUTOMOBILE will go anywhere any other Automobile will, and many places they will not. It's strong, tough and sure and, too, you go where you want to and back—NO TIRE TROUBLES, LITTLE REPAIRING—LOW COST OF UPRKEEP. Built in three models—two, three-door and four-door passenger. Single rumble, double rumble and six-cylinder. Ranging from \$1550 to \$1725, with a reasonable loaded every day.

No. 1—12110 Series: seven, mechanical transmission. No. 2—12110 Series: seven, planetary transmission; 24-hp. front wheel, direct rear. Equipped with shock oil lamps, horn, and more.

Models shown above at 142 West Market Street, also at Factory 302 West New York Street

COLE CARRIAGE CO.

352 West New York Street



1911 Cole Roadster (successor to the Flyer)

In the summer of 1909, Cole came out with a new car called the Series 30 which was a 30HP 4 cylinder engine based car that came in four different body styles. The cars ranged from \$1400 to \$1500. Cole sold 783 cars before the end of the year. The Cole 30 Flyer was also successful in auto races. One of them won the 1909 Brighton Beach Marathon, a 24-hour-race with 16 participants. Also, two Series 30 Flyers, driven by William "Wild Bill" Endicott and Louis Edwards, entered the Massapequa Sweepstakes, one of the 1910 Vanderbilt Cup Races. Endicott won the prestigious 10-lap event, covering 126.4 miles (203.4 km) in 138 min 4.32 seconds.



Through 1910 and 1911, Cole started making the cars longer and bigger for the series 30 and 40 cars. The wheelbase expanded to 122 inches and he used 40 HP engines. The cost also ranged from about \$2000 to \$3200 for the limousine model. These cars were beautiful cars and were also used by some politicians, including President Taft.



In 1913 Cole turned to the Series 8 and Series 9 cars. The series 8 cars were right hand drive and series 9 was left hand drive. The Series 9 car also started the marketing terminology 'The Standardized Car'. JJ Cole called it the Standardized Car because he wanted the cars to be made of the components that were the standard or would be the standard in the auto industry. All of Cole's models were assembled cars that included:

- The engine, clutch, and transmission from Northway which also built Cadillac's version
- A Stromberg carburettor
- A Stewart speedometer
- Timken axle and bearings
- Spicer U joints
- Firestone tires with demountable rims
- Mayo German Silver radiator
- Taylor Noil automatic tire pump

What the All-American Team is to Base Ball the
STANDARDIZED Car
is to Motordom

COLE

THE STANDARDIZED CAR
Designed and Developed by COLE MOTOR CAR CO.
Indianapolis, U. S. A.

Y

See and See the Cole Exhibit at the State Fair, Springfield

W. L. Shellabarger & Sons
Decatur, Illinois
The Only First-Prize Winner in Central Illinois

Cole also had a 6 cylinder engine in 1913 for its large 132in wheelbase 7 person touring car. The prices in 1913 ranged from \$1985 to \$4000 for the limousine version. Sales had been low in 1914, so Cole reduced prices for 1915. Further, there were new designations and even some new cars, too. The Four was now called the Standard 4-40. The remaining cars were offered much cheaper: \$1,485 for the two open cars and \$1,885 for the coupe.

The Six was split into two ranges. The smaller Model 6-50 got a 29 HP engine and a 126 in (3,200 mm). wheelbase. It offered a 4- and a 7-passenger touring car at \$1,865 (still cheaper than the previous Four), a roadster that became more expensive at \$2,465 and the coupe at \$2,250. Although the new Big Six 6-60, built on the previous year's 136-inch (3,500 mm) chassis, got a powerful 40 HP engine, prices were lower than the earlier Sixes: Roadster and 7-passenger touring car sold for \$2,465, coupe at \$2,750, and limousine at \$3,750. Joseph Cole negotiated with William C. Durant about a take-over that would have made Cole a GM subsidiary. Cole finally refused.

Big news came in January of 1915: Only a bit after Cadillac had pioneered the V-8 engine, and about at the same time as the mighty Cunningham V-8 debuted, Cole brought out its own V-8 powered automobile – and would stay with it until the very end of the make, dropping its Fours and Sixes after 1915. This engine had a displacement of 346.3 c.i. (5.6L) and delivered 39.2 HP. It was built by Northway, then a division of General Motors that also manufactured the V-8 for Cadillac. The car was named the Model 8-50. It had a 127-inch (3,200 mm) wheelbase. Five body styles were available at prices between \$1,785 and \$3,250. There were few changes for 1917. The car was now called the Model 860. There were five body styles at about the same price level. Some of them received quite flamboyant designations such as “Tuxedo Roadster”, “Tourcoupe”, and “Toursedan”, of which a “Foredoor Toursedan” existed, probably a 2-door sedan. 4193 Cole automobiles were manufactured in that year.



JJ Cole was a great marketer. The new kind of marketing became even more apparent in 1918. Advertising slogans were “There’s a Touch of Tomorrow In All Cole Does Today” or “Did You Ever Go Ballooning in a Cole?”, the latter referring to the adoption of balloon tires as an option that year (they became a standard feature in 1925). The car was advertised as the “Aero-Eight” (internally Model 870). There were only three body styles left, a roadster, a

“Sportster” and the obligatory touring car. They cost \$2,395 each and seated 2, 4, and 7 passengers, respectively. The cars also became more fashionably styled.

The 870 Aero-Eight was technically much the same in 1919 but there were now seven bodies to choose from at prices between \$2,595 and \$3,795 for the new town car and the “Tourcoupe”. Some closed bodies got an octagonal rear quarter window as a “beauty” feature. That year, 6,225 Coles were built.



1919 Cole Aero Eight Model 872 Sportster

The “Aero-Eight” Model 880 for 1920 was boldly announced: “The Forecast of Future Fashions”. The ad further bragged that there were 15,000 miles (24,000 km) possible on its tires. Available were only three body styles, all of them of an open type: A Roadster for 2 and a Speedster for 4 passengers at \$2,750 plus a “Tourster” a.k.a. touring car for \$2,850. But naming the product got even more creative. While “Sportsedan” and “Sportcoupe” might sound familiar in our ears, “Sportosine” and “Tourosine” for some closed cars definitely do not. These cars got adjustable, “storm-proofed” windshields that had an angled position. Cole switched to Johnson carburetors and introduced a one-piece rear axle and a brake adjuster. The gear ratio was 4.45 (until 1922). A new measure for power replaced the antiquated N.A.C.C. rating. Thus, the Cole V-8 came in with 80 bhp (60 kW) and stayed there until car production ceased. Prices were slightly up and were between \$2,750 and \$3995.

1921 Coles were only slightly altered. Most of the exalted terms vanished – but “Sportosine” and “Tourosine” remained. There were 8 body styles that were substantially more expensive: \$3,250 for the three open cars and between \$4,250 and \$4,450 for closed. Cole opened new, wider production facilities in 1922. However, sales went down rapidly, mainly because of a short but severe recession. Although there were more models to choose from and prices were reduced drastically (most to a level under that of 1918 / 1919), only 1,722 cars were built of the Model Aero Eight 890, as the car was called that year. The wheelbase was increased by a quarter inch, and the frame ends were split. The Sportcoupe had a weight of 4,155 pounds (1,885 kg). The car was priced at \$3,385 with a 75 mph (121 km/h) speedometer.

Innovations in 1923 for the Series 890 Cole were stylish drum-type headlights, cowl ventilation, and a new windshield with an adjustable upper half on open cars. Other elegant details were wire wheels instead of the previously used "artillery wheels" with fashionable disc wheels on the option list. For this year only, some cars had an added sporty touch with runningboards that did not span the whole length, leaving the chassis-mounted spare wheels "free". Still, with eight types of bodies, prices for open cars were slightly up while those for closed cars remained the same. The most expensive 1922 model, the \$4,185 "Tourosine", was gone as were all those strange names, with the exception of the "Sportsedan". Only 1,522 cars left the factory that year.

In this situation and without any debts yet, J. J. Cole decided to liquidate his company rather than risking his fortune by going on. So, it is no wonder that the Model 890, now also called "Master" series, went little changed on the show room floors. Full-length running boards were back on all models. There were seven body styles, again sharply reduced to prices as low as \$2,175 for open bodies, \$2,750 for a coupe and \$3,075 for other closed cars. A Cole was honoured to pace that year's Indy 500 race.

Before the curtain finally fell, there were five cars available for 1925. Balloon tires (34" x 7.3") were now standard equipment, and the cars got new two-piece rear bumpers, so-called "bumperettes". Although Joseph Cole began liquidating his firm early in 1925, 607 cars left the factory. He died suddenly of heart disease on August 8, 1925, shortly before liquidation was finished.

Throughout its life, Cole produced 40,717 cars of which 77 are known to survive today. The Cole firsts that they are known for are

- 1909 – Tests each and every automobile on the road and tunes-up under actual driving conditions
- 1910 – Offers Firestone demountable rims as standard equipment
- 1911 – Includes four physical doors as standard equipment
- 1912 – Adopts the Prest-O-Lite self starter
- 1913 – Becomes known as 'The Standardized Car' and they trademarked the term Standardized
- 1915 – Introduces the first V-8 engine with detachable cylinder heads (They were the second production V-8, 4 months after Cadillac)
- 1923 – Uses balloon tires as standard equipment on the Volante model of cars
- 1924 – Has the first balloon-tire equipped pace car for the Indianapolis 500 race
- 1925 – First self adjusting mechanical brakes

- - - - -

Chadwick

Much can be said about this very ambitious sports car which was well advanced for its time. Hailing from Pottstown, Pennsylvania, the Chadwick Engineering Works was founded by a young engineer by the name of Lee Sherman Chadwick. It was in business from 1904-1916 and was known for the production of high-quality cars.

Taken from the 1910 sales brochure, the direct quote below shows the performance of the "standard Chadwick Roadster" capable of speeds of 107 miles an hour in practice for the Vanderbilt cup race. All models had a special high-speed carburettor and other features designed for performance. The story gets better, however, because they offer the

supercharger for an additional \$350, and thereby becoming the first American car known with such a feature.

BODY: Aluminum. Seats two.

UPHOLSTERY: Best hand-buffed leather, genuine hair-filled.

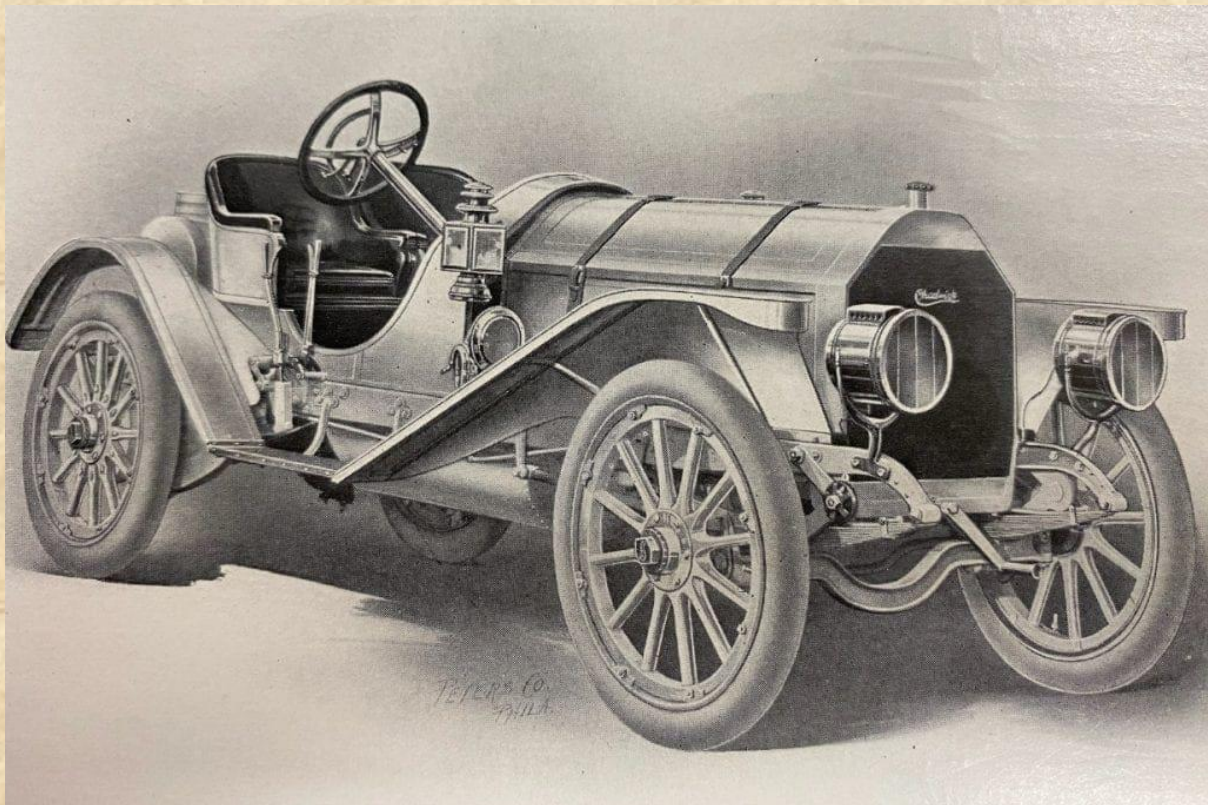
COLOR: Optional.

WHEELS: 36" x 4½" front; 36" x 4½" rear.

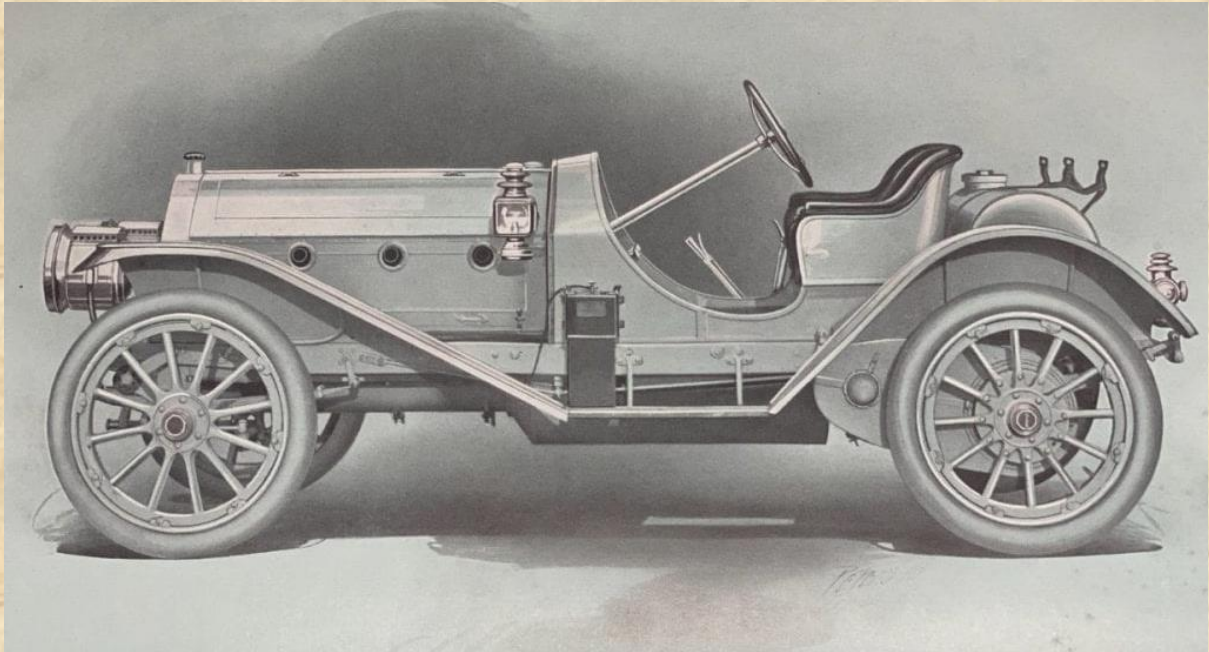
EQUIPMENT: Rushmore searchlights, standard side oil lamps, rear signal, tools, jack, pump, and horn.

This standard Chadwick Runabout is positively the most powerful and speediest stock car in the world. It is sufficient to say that one of these cars made an average of 74 1-5 miles an hour up Skippack Hill at the Norristown Hill Climb some months ago, and in practicing for the Vanderbilt Race attained a speed of 107 miles an hour on the Jericho Turnpike, and in the Vanderbilt Race led up to the seventh lap, at which time it was put out of the running by an injured magneto. All the runabouts are fitted, as part of the regular equipment, with Chadwick high speed carburetor device, with demountable rims, the tires being 36 x 4½ inches front and rear, and with complete equipment, including two extra demountable rims, and with provision for using two magnetos, with advance and retard mechanism between them, so that they work in unison.

Price, with complete long distance operating equipment, \$6500, F. O. B. Pottstown, Pa., U. S. A.



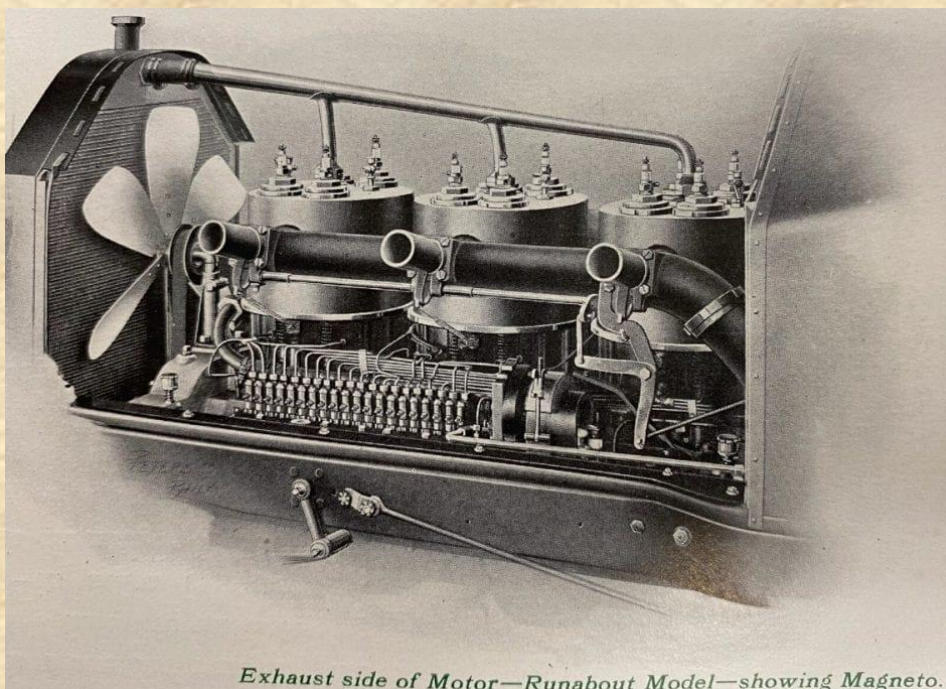
The view of the standard Chadwick roadster suggests that this was a car strictly for racing, but as you can see, with fenders and hood straps, a sports car was available as a double purpose vehicle.



The illustration above depicting straight-through exhaust ports clearly illustrates higher ambitions.

Chadwick was proud of its large engine with performance modification including dual ignition and the supercharger. The image below does not show the supercharger, and we were not able to find that part pictured in their brochure. With 707 cc displacement 75 hp was guaranteed at 80 mph in the standard roadster. The "Great Chadwick Six" was a powerful luxury touring car with a massive 11.2-liter engine built from 1907.

The Chadwicks were indeed fast cars, with in excess of 80mph readily attainable, and racing successes soon followed, some when an early form of supercharging was fitted. This was offered too as an extra on production chassis. Chadwick fell out with his business partners over his intention to introduce a 'Perfected Great Chadwick Six', maybe an egotistical step too far, and in 1911 he left the firm that bore his name. Decline followed and the doors finally closed in Pottstown in 1915, total Chadwick production being no more than around 250 chassis.



Exhaust side of Motor—Runabout Model—showing Magneto.



1910 Great Chadwick Six 'tourabout'

Some interesting car facts

Learn More About Your Tyres

The Tyre, Equipment and Parts Association (TEPA) has published a three-part tyre series in 2025 covering the evolution of tyres, how to choose the right tyre, and essential maintenance and replacement information.

PART ONE –

TEPA provides a fascinating insight into the path the humble tyre has travelled, from rickety horse-drawn carriages of the 1800s to modern-day high performance super cars. This is Part One of a three-part series on the evolution of tyres.

The tyres on your vehicle are far more than just inflated rubber; they're a rolling testament to human ingenuity. Knowing their story is the first step in ensuring they keep you safe on the road, says the Tyre, Equipment and Parts Association (TEPA), a proud association of the Retail Motor Industry Organisation (RMI).

“In essence, tyre technology has gone from simple rubber bands to highly complex, multi-layered, chemically engineered marvels,” says Dylan Petzer, national vice chairman of TEPA.

“Understanding the evolution of tyres matters for many reasons, one of the most important being it can help you to make informed decisions about the many different types of tyres available today.”

While John Boyd Dunlop, a Scottish veterinarian, is widely credited with inventing the first pneumatic (air-filled) tyre in 1888 for his son’s tricycle, the first pneumatic tyre was actually patented 43 years earlier by another Scot, Robert William Thomson.

In 1845, Thompson secured patents for his “aerial wheels” that consisted of a hollow belt of vulcanised India-rubber inflated with air, encased in a strong outer casing of leather or canvas which was bolted to the wheel.

This created a “cushion of air” between the wheel and the ground, drastically reducing noise and improving comfort. He even demonstrated his “aerial wheels” in London’s Regent Park in 1847 on horse-drawn carriages that ran for over 1 200 miles without issue!

Despite his ingenuity, Thomson’s invention was ahead of its time. The high cost of manufacturing rubber inner tubes then, combined with the lack of demand (the motor car hadn’t been invented and bicycles were only just starting to gain traction), meant his pneumatic tyre wasn’t commercially viable. It was too expensive; a mere curiosity.

Dunlop’s patent was granted in 1888, but two years later declared invalid because Thomson’s earlier patent came to light. However, Dunlop’s timing was impeccable. The popularity of the bicycle and the imminent arrival of the automobile created the perfect market for his version of the pneumatic tyre, leading to its widespread adoption and the eventual establishment of the famous Dunlop Rubber Company.

The big game-changer for rubber was the discovery of vulcanisation by Charles Goodyear in 1839 (patented in 1844). Vulcanisation is the chemical magic that transformed raw, sticky and unstable natural rubber into a durable, elastic and heat-resistant material.

Without vulcanisation, early tyres would have melted into a sticky mess on a hot South African summer’s day and cracked like pottery in winter. It truly was the bedrock for modern tyre development, allowing rubber to be used reliably in industrial applications, including, eventually, the robust tyres we know.

The radial tyre effectively modernised driving, making it safer, more comfortable and more economical. It wasn’t an instant takeover – some car manufacturers were initially reluctant to re-tool for the different characteristics of radial tyres, but by the 1970s they had largely replaced bias-ply tyres in passenger vehicles globally.

Today, a modern tyre is a complex cocktail of materials, meticulously engineered for performance, safety, and longevity. These include:

- Natural and synthetic rubber
- Carbon black and silica
- Steel and textile cords
- An array of other chemicals and additives

Petzer explains why knowing the history of tyres matters:

Tyres are your only contact with the road: Your tyres – the patches of rubber, each roughly the size of your hand – are literally the foundation of your vehicle's safety, performance and stability.

Safety first: Proper tyre maintenance isn't just a suggestion, but a life-saving habit. All the incredible engineering mentioned only works if you check your tyre pressure, ensure adequate tread depth and have them rotated.

Specialised compounds: The constant evolution of rubber chemistry allowed for the creation of specific compounds – soft, high-grip compounds for performance cars, hard, durable compounds for long-haul trucks and temperature-sensitive compounds for winter tyres. The introduction of silica in the 1990s was a game-changer for balancing wet grip and low rolling resistance.

Performance demands: As cars gained sophisticated suspensions, powerful braking systems and advanced stability controls, tyres had to keep pace. They became the crucial link, translating electronic commands into physical action (low-profile tyres, reinforced sidewalls, asymmetric and directional tread patterns, the pursuit of efficiency and integration with vehicle electronics).

"Each evolutionary step has been a direct response to the ever-increasing demands of speed, weight, safety, performance and efficiency placed upon them by the vehicles and driving conditions of their era," Petzer concludes.

"It's a continuous journey and, frankly, a miracle these four round bits of rubber do what they do! Take good care of your tyres and they will take good care of you – well into the next century!"

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LATE CHRIS REA WAS A TRUE MOTORSPORT ENTHUSIAST

By Roger Houghton

Chris Rea, the famous English singer and songwriter, who passed away on 22 December 2025, at the age of 74, was a keen motoring and motor sport enthusiast. I had the pleasure of meeting him at the Goodwood Revival in 2009 where he was racing a 1955 Lotus 6 Ford - the forerunner of the more famous Lotus 7- in the Madgwick Cup for classic pre-1966 sports cars with engines under 2-litres.

Rea finisher 11th out of a field of 30 cars in the 13-lap race around the famous Goodwood circuit.

Chris Rea seen with Roger Houghton at the 2009 Goodwood Revival.





Chris Rea in his 1955 Lotus 6 Ford on his way to the start of the Madgwick Cup race.

The reason I approached him in the pits was that I had just had a Millennium 7 – similar in appearance to a Lotus 7- built for me in South Africa by Chris Carstens and his team in Kempton Park, hence my interest in Rea's Lotus 6. (A similar Lotus 6 Ford had been owned by Toby van Reenen, a fellow member of the Pretoria Motor Club who raced it in the early days of the new Kyalami circuit in the 1960's).



Roger Houghton's Millennium, 7 which forged his interest in similar Lotus sportscars and led to him seeking out Chris Rea and his Lotus 6 in the Goodwood Revival paddock.

What shocked me during the short time I spent with the singer at Goodwood was the way he was surreptitiously smoking Marlboro cigarettes in the paddock, which was a non-smoking area. He held the cigarette backwards in his cupped hand and kept swinging it to and fro to disperse the telltale smoke. I certainly had not expected a man whose voice was his fortune to be an inveterate smoker. I have subsequently learned he quit smoking after suffering a stroke in 2016. He was also battling cancer at that time.

Early in his career Rea had considered journalism as a career, seeing himself writing about racing cars! The whim soon passed and he concentrated his talents on music but retained his interest in motor racing.

He raced many different cars during his career, including a Lotus 23B, 1964 Lotus Elan 26R, Lola Mk 1, and a 1987 Caterham 7, of which a picture featured on the cover of one of his albums, *Auberge*). He also owned the Ferrari 330 which was used as a donor car for the replica Ferrari 250 Le Mans used in the 1996 movie *La Passione*. In the latter stages of his racing career, he settled for competing in a 1957 Morris Minor 1000 in British Police livery!

However, his real racing passion was the restored replica Ferrari Dino 156 Shark Nose Formula 1 car he had built using some salvaged components such as the engines and

transmission with frame and bodywork made from sketches and photographs. The car had the choice of the 65 degree and 120 degree V6 engines. The task took 22 years and the car, which was a tribute to American world champion Phil Hill, first appeared at the 2017 Goodwill Festival of Speed where it was driven up the Hill by Phil Hill's son, Derek.

Rea's motor racing interests included attending Formula 1 races when his schedule allowed. His involvement in F1 included being a member of the Jordan team's pit crew at the 1995 Monaco Grand Prix. Team owner Eddie Jordan, himself a musician, even gave Chris a drive in one of his Formula 1 cars! The popular song Saudade was a tribute to one of his heroes, three-time world champion Ayrton Senna.

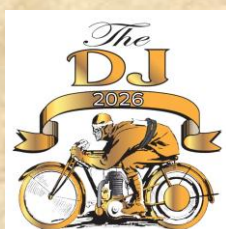
The British rock legend was a significant supporter of various charities including Refuge, which cares for people suffering from domestic violence, and the NSPCC (National Society for the Prevention of Cruelty to Children) as well as several organisations supporting cancer research as he was a personal sufferer of this disease. His support included donating the proceeds from auctioning two of his personal cars to charities. These were the 1987 Caterham 7, which raised £11 500 for the NSPCC and a 1989 Rover Mini which had been electrified by Recharge. The latter raised £25 000 for Refuge.



Chris Rea's 1987 Caterham 7 which he auctioned for the NSPCC charity.



Chris Rea's electrified 1989 Mini which he auctioned for the Refuge charity.



The 2026 DJ Rally

13 March 2026 to 14 March 2026

CLOSING DATE FOR ENTRIES: 31st January 2026

Organised by the Vintage and Veteran Club. For more information contact Leo Middelberg on +27 83 677 2334 or coc@djrally.co.za





SAVVA and Social Media

The power of social media can never be underestimated. It is often difficult for the older generation to get to grips with it, but it really opens up a new world of communication. Visit the social media pages for up-to-date information.

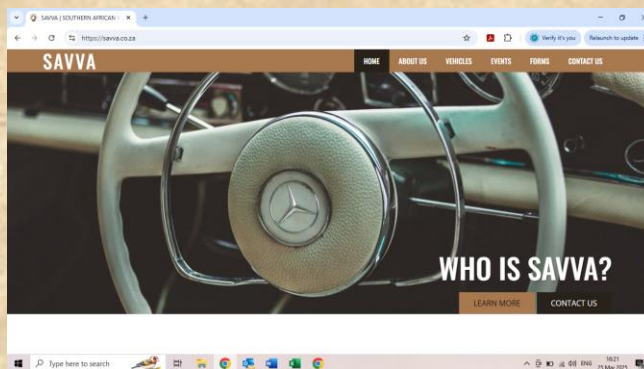
The official website of SAVVA can be found at: <https://savva.co.za/>

Here you can download documents such as applications for clearance certificates, organising permits and indemnity forms etc. Motorcycle and vehicle dating forms are also available for download as are many other forms.

Please visit and “like” or “follow” the SAVVA Facebook page:

[SAVVA Southern African Vintage and Veteran Association](https://www.facebook.com/savva.co.za/)

The Facebook page is an interactive page where events and information is posted and information on vehicle dating could be found



Above: Screenshots of the website home page and the Facebook page



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