



Monthly Torque

Garden Route Motor Club

Petrolheads in Paradise

NEWSLETTER NO.5 MAY 2011

KNYSNA
MOTOR SHOW
2 0 1 1

HIGH SCHOOL FIELD
WATERFRONT DRIVE
(OPP. CALTEX GARAGE)
SUNDAY 15TH MAY
FROM 10 A.M

   

All proceeds to Charities, for further information call : 084 3000 990

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FROM THE CHAIRMAN

Well, here it is! We've been talking about it for some time and now we have reached a significant new milestone. Our first on-line edition of Torque, on www.grmc.co.za ! On behalf of all in the GRMC family, sincere thanks and congratulations to Peter Hollis for a job well done. I'll leave it to the experts to tell you how to drive your way round the site and it may take a while for some of us to get used to it, but as I'm sure those of you who get your MGCCSC newsletters this way will agree - it's the way to go! Having Peter on the technical side and Christine Finlay doing our editorial work, we are indeed fortunate and the splendid results of this teamwork are clear for all to see.

Thanks too to Jim and Glenda Cleland for organising this year's super GRMC/MGCCSC joint tour. I'm sure all who came along for the ride enjoyed it as much as Jan and I did. We visited the Car Museum in Franschhoek (and if you've been before, don't think "been there, done that, got the t-shirt" - we went for the first time about 6 months ago and this time we saw dozens of cars that weren't on show the first time round!). We visited wineries and sipped a glass or three. We visited cheese establishments and nibbled on their various fromages - always with a spot of the right stuff to wash it down. We were lectured at an olive farm, which prided itself on its oil made by hard-pressed and cold virgins with only a 2-year shelf life. We stayed in delightful places and consumed far too much food.

The tour had more than it's fair share of breakdowns and I hope all those who suffered these misfortunes have by now managed to get their cars back on the road. (It even happens to the "plastics" by the way. Our Isuzu's clutch packed-up completely in Swellendam en route home!). One of the incidents that had a happy ending was Lionel Hewitt's beautiful new MG TC, which "blew-up" when he was driving back from collecting it during the tour. Terrible tales that night of terminal sounds emanating from every orifice so, as you can imagine, we all breathed an enormous, collective sigh of relief the next day when a grinning Lionel got it back, running as smooth as silk - the problem having been nothing more than a miscreant thermostat! Great tour. Great fun. Great fellowship.

This will be my last appeal to all members to come to our annual Motor Show on Sunday the 15th, with your motoring pieces gleaming appropriately! I look forward to seeing there.

Have fun and drive safely.

Cheers,

Bunny

FROM THE EDITOR'S DESK

I have to admit after 6 weeks that I must be the worlds worst at keeping house. Not having had too much experience at this I seem to have chaos surrounding me most days. At the same time as trying to keep the house running I have been trying to clean things out and have to say my Mom will go down in history as the 21st Century biggest hoarder of papers. I have come across some



rather interesting things – my, how things have changed – a month’s grocery bill for a family of four dated 1956 from a store in Durban £9.10.03 and that included a leg of lamb and fillet steak!!

The car show is but a mere 2 weeks away. Please make sure you come out and support this annual event, by bringing your car to put on the show. So.....get out the polish.

Our Auto Biography this month comes from Richie Jute who has an impressive array of cars. I am pleased to say I have managed to persuaded Richie to submit more articles to me for inclusion in Torque and I am sure that we will all enjoy these stories.

Till next time...

Christine

GRMC EVENTS 2011

Date	Event and Venue	Details
May		
May 15 th Sunday	GRMC car show – starts at 09h00	Knysna High School field, Lagoon Drive. Bring your classic and get free entry to the Knysna Hillclimb!
May 21 st -22 nd Sat/Sun	GRMC/MGCC Overnight outing in non-classics to P.E. to see the Last Night of the Proms.	Leave Knysna Quays at 12h00 to arrive in P.E. in time to check in to the V&A B&B (63 Villiers Road, Walmer) and then get to the Feathermarket Hall (1 Baakens Street P.E.) for the start of the concert at 17h00. The concert ends at 19h30 after which we will go to the Wicker Woods restaurant for dinner. (50 6th Avenue Walmer) Open to members of both clubs.
		Knysna Hill Climb (Simola) 21-22 May
May 29 th Sunday	MGCC/GRMC Breakfast Run Old Nick’s – Plettenberg Bay	Meet there or at the Quays 09h00. Open to members of both clubs.
June		
		E Type 50th Anniversary jamboree in Queenstown 16 -19 June Youth Day 16th June Milligan Rally early June Canadian Grand Prix 12 June European Grand Prix 26 June
June 7 th Tuesday	MGCC/GRMC pensioners’ run to Enricos.	Meet there or at the Quays at 1130. Open to members of both clubs.
June 14 th Tuesday	MGCC/GRMC quiz night in Sedgfield at Pine Lake Marina	TBA Open to members of both clubs.



June 26 th Sunday	MGCC/GRMC Breakfast Run Café Francois – Sedgefield	Meet there or at the Quays 09h00. Open to members of both clubs.
July		Goodwood Festival of Speed 30 June – 3 July British Grand Prix 10 July German Grand Prix 24 July Hungarian Grand Prix 31 July
July 10 th Sunday	MGCC/GRMC Treasure Hunt	TBA Open to members of both clubs
July 19 th Tuesday	GRMC/MGCC Lunch Run to Rod and Reel or Hunters in Plettenberg Bay	TBA Open to members of both clubs
July 23 rd Saturday	MGCC Christmas in July Dinner	TBA MGCC members only
July 31st Sunday	MGCC/GRMC Breakfast Run Old Nick's – Plettenberg Bay	Meet there or at the Quays 09h00. Open to members of both clubs.

GRMC/MGCC WINELANDS TOUR - APRIL 2011

This year's combined tour attracted forty classic car enthusiasts eager to visit the Cape Winelands. The organisers were slightly concerned that this is an area that is well known to our members and that it would be difficult to create a tour that would provide enough new experiences to satisfy everyone's tastes. However, the beauty and elegance of the Wine Route is always worth a return visit.

Our route took us through Swellendam to Greyton, Franschhoek, Wellington, Riebeeck-Kasteel, Tulbagh, Stellenbosch and Hermanus. This year we decided to allow everyone to choose their own restaurant for lunch in Swellendam and it worked quite well, although I think we will probably revert to booking one venue on future tours. (You can sometimes have too many choices!).

Despite a number of breakdowns (including one of the plastics) nobody was deterred from completing the tour and repairs were made or replacement cars obtained. Even Lionel Hewitt's "brand new" 1948 MG TC had a minor hiccup before achieving full reliability.

Our first stop was the quaint village of Greyton where most of us had a walk around the leafy residential streets before retiring to the Post House pub. This is the pub that is used in the "give that man a Bells" advert on television. Dinner afterwards at the Post House was excellent.





Leaving Knysna Quays



Give that man a Bells!

In the morning we left Greyton for Franschhoek via Villiersdorp and the Theewaterskloof dam. On arrival in Franschhoek we made our way to the Motor Museum (at least most of us did, a few of the wives sneaked into the town to shop). As usual the cars on show were truly magnificent although I would have liked to see more European cars.

Lunch at the Moreson Bread and Wine was a relaxing affair under the cooling vines. Some of the group made time to visit the Pierneef art collection at La Motte just across the road. The remainder of the day was devoted to a leisurely drive to our next stop at Diemersfontein Estate near Wellington where we were booked for two nights. Dinner was booked at the Oude Wellington which was a bit of a drive away so a number of tourists wisely booked a taxi ride there and back. Again the food was very good and the restaurant had a very traditional “Old Cape” ambience.

On Wednesday morning we set off for Riebeeck-Wes to visit Allesverloren. However not all of us made it. Our illustrious tour leader (that would be me) missed a turning and then took another wrong turning (due to the GPS taking me down a dirt road). Not too serious, but those following me had to miss Allesverloren and carry on to Het Vlock Casteel Olive Farm where we met up with the rest of the group. This venue was very nice with a good shop but the “Tour” could have been a bit more interesting.



Lew Baker viewing a potential acquisition



View site at Michels Pass

We then carried on to Tulbagh where we had a lovely lunch at the Paddagang restaurant in the old main street. This was a beautiful venue surrounded by some very quaint old Cape Houses. After



lunch we took the road through the Michels Pass to Ceres where we did a U-turn and went back up the pass again. Lovely pass but Ceres isn't a tourist stop! We then carried on to Diemersfontein through the famous Bainskloof pass (well worth seeing!). Dinner at Diemersfontein was a jolly affair with lots of laughter (these tourists were not a quiet retiring bunch!).

Thursday was the final full day of the tour and we started with a visit to Fairview Wine estate to see the goats and to taste some wine and cheese. This is a very attractive and well-run venue and I think everyone enjoyed the experience. Our next stop at Hillcrest Berry Farm was supposed to be a quick visit to buy some jam, but we all decided to shelter from the strong wind in the excellent café to scoff some of their tasty scones and tea. This turned a small diversion into a very enjoyable experience.

The tour leader (me again) was a bit worried about finding his way through Stellenbosch to the next stop at Dornier Wine Estate so I borrowed the GPS again from a very generous Trevor Kells. No Problem! I found the way and arrived bang on time at the venue. Unfortunately very few of the tourists were confident enough to follow me so they had a small diversion through Stellenbosch before getting there!

Dornier is a beautiful spot and is well worth a visit. The Tapas lunch they provided for us was probably the best value for money on the tour! However, they are normally quite expensive so check the menu before visiting for lunch!

We decided to make our separate ways to Hermanus as the route is easy to follow and this gave the option to stop where we liked and to travel at our own speed. The strong winds must have challenged those brave souls in open roadsters! Seasons restaurant was the venue for the "ultimate" dinner and the evening was full of fun and loud conversation.

The road home on Friday was fraught with problems due to road works on the N2 and at one point even on the alternative route. However we all arrived home safe and sound although some of the cars will need some attention.

Overall, the tour was very successful with perfect weather throughout. I would like to thank everyone for the generous gift of very good wine that I received after the visit to Dornier.

Jim Cleland

SAVVA TECHNICAL TIP NO 49 – FLASHER UNITS

Over the last few weeks I noticed more and more motorists giving me the "finger". At first I thought they were just being friendly then I realized that there was something amiss. The fingers were more prevalent when I made a right turn. Then one day, a very irate chap came past me pointing to the front of my car.

I knew it couldn't be indicator problems because as all of us well informed D.I.Y. types know that if an indicator (flasher) bulb burns out the other bulb on that side of the car will flash at twice the speed warning us of a pending problem.



However, one day coming home at night, I parked in front of my garage door and checked the reflection of my indicators against the door – guess what? The right hand one wasn't working – hence the finger exercises from irate motorists when I unexpectedly turned right – bless them!

I put my thinking cap on and then the penny (cent) dropped. I had replaced the flasher unit about a year or so ago with one of these modern electronic ones which, unlike the older types, don't use a "hot wire" in series with the bulbs to operate. The modern ones use an electronic timing device so the current draw of the bulbs is immaterial. Therefore if a bulb goes awol there will be no warning.

There is however an "upside" to these electronic units - they can be used in combination with diode type (LED'S) bulbs where as the old type flasher units cannot. It's only a case of time when the current "filament" bulbs we are currently using will be replaced by LED's. You may have noticed more and more modern cars are using them. Incidentally they are currently available at about R50.00 each. They are as bright as 20-watt bulbs but draw virtually no current and don't generate any noticeable heat. If you fit an electronic flasher unit I suggest you fit LED's in place of the current bulbs at the same time. The combination will be/should be trouble free for years.

WARNING

By now you will have read SAVVA, Chairman, Peter Hall's report about the vehicle "periodic testing" that our cars will be subjected to – possibly later this year.

May I refer you to Technical Tip No 6 – Indicator Lights.

I doubt it very much if many of the lights fitted to our cars will go through the test. They are either too small, have bulbs fitted that are too weak, or the lens has gone opaque over the years. If you are in doubt fit motor cycle indicator lights with 10-watt bulbs or better still, LED's.

For those of us who live in Johannesburg area – new motorcycle indicator lights are available from the CMC (Classic Motorcycle Club, Germiston) for about R50.00 each.

URGENT APPEAL

In addition to our own GRMC requirements for Marshals for our show on 15th May (contact Lionel Hewitt on 044 3821986) and for gate assistance (contact Joan Steenkamp on 044 387 1356) please respond enthusiastically to the MGCCSC's similar appeal for help at the Hillclimb below.

Dear MGCC and GRMC Members,

This year's Knysna Hillclimb will be run on Saturday 21st and Sunday 22nd May. The MG Car Club has again been asked to assist with the running of the event by providing marshals for the various components. In return, negotiations with the organisers of the Hillclimb have resulted in a written undertaking to provide R15,000 for our Club to pass on to charity. ***Your participation to help achieve this will therefore be a most worthwhile exercise.***

Scrutinizing will take place from 08h00 on Friday 20th on the railway turntable at the Quays behind the Protea Hotel. We are needed to then direct the 80 racecars into the adjacent "Parc Ferme" area. From there at 14h15, all cars will participate in the parade through town in batches of 20 race cars accompanied by 5 classic cars from the MGCC and the GRMC. The classic cars will



meet from 12h00 outside the high school sports field in Hedge Str. and will be directed to the station in groups of 5 to join the parade. All remaining classic cars will join the last batch.

On the race days, MGCC and the GRMC members are invited to park their classic cars in the same area as last year on the hill below the workshops within Simola. Before 08h30, access to this area will be allowed up the race track turning in through the gate on the 'main straight'. After this time, access will be through the main Simola residents' gate and the gravel road as per last year.

Public parking will be on the Knysna Mara Zebra Park farm accessed through Green Pastures. Spectators will reach observation areas within Simola via a bridge over the track, immediately prior to which will be positioned a second classic car park which will require marshalling. Already, the PE Alfa Romeo Club has indicated their support for this in numbers.

Marshals are required for the following areas at the following times:

Friday 20 th	SCRUTINEERING and PARADE	Marshals @ Quays	08h00 until 14h00
	PARADE AND CLASSIC CARS	Marshals @ Quays	13H00 until 15h00
Saturday 21 st	MGCC/GRMC CLASSIC CARS	Marshals @ car park	08h00 until 13h00
	OTHER CLASSIC CARS	Marshals @ car park	08h00 until 13h00
	MGCC/GRMC CLASSIC CARS	Marshals @ car park	13h00 until 17h00
	OTHER CLASSIC CARS	Marshals @ car park	13h00 until 17h00
Sunday 22 nd	MGCC/GRMC CLASSIC CARS	Marshals @ car park	08h00 until 13h00
	OTHER CLASSIC CARS	Marshals @ car park	08h00 until 13h00
	MGCC/GRMC CLASSIC CARS	Marshals @ car park	13h00 until 16h00
	OTHER CLASSIC CARS	Marshals @ car park	13h00 until 16h00

Surplus marshals will be appointed at all areas to allow those involved to 'have a break'.

All classic cars are invited to participate in an untimed run up the hill during the lunch break and should assemble in the pits after cessation of racing at 13h00 on both days.

Following the early chaos of last year's event, it was requested by the organisers and agreed by ourselves that a small group of marshals prepared to work the entire event should be appointed for the pits. This will provide continuity, allow the marshals, officials and especially drivers to "know who is in charge", to get to know each other and to be more organized and efficient. This group of volunteers has therefore been appointed.

Roger Fisher will be managing the entire marshalling arrangement as I will be away until immediately before the event. Please make every effort to assist, choose times with alternatives best suited to yourself and email Roger on loddonnimrod@hotmail.com or phone 044 384 1263 to let him know when you would like to help. Times will be allocated as before on a first come, first allocated system.



All marshals will be required to attend a briefing during the week prior to the event at a place and time still to be decided.

In anticipation, thank you for your cooperation and your time.

Kind regards,
Bruce Henderson.

AUTO-BIOGRAPHY: MEET YOUR FELLOW MEMBERS

This is a series of articles that will be appearing in the Newsletter, in which members will be telling their motoring stories, either past or present. Your Committee will elect a member from the hat each month, who will be accordingly advised to submit his/her copy to our editors no later than the 20th of the month.

I Richard Frederick Jute nicknamed Richie for short, born in Port Elisabeth on 7th January 1936 started my interest in cars at the age of 6.

My parents moved to Johannesburg in 1939 and of course I had no option but to follow. (I was born to be a car nut).

At 6 years of age I started naming cars while travelling with my folks, as they were approaching or passing. At 10 years of age, I built my own soapbox car, a look alike front engined BRM or FERRARI style. At 15 I worked at Greenside (REX) Bioscope as an usher to earn money to buy my first wheels, a Phillips 26" Bicycle. After earning more money I bought a Mosquito 25 cc "help my trap" engine, which fitted at the pedals and engaged onto the rear tyre, in order to help drive the bike forward at +/- 25-30 KPH. I still own this motor, it was also used when I started courting my late wife, and when I started motor racing with a GSM Dart, which was my then road and race car.

I owned and rode all sorts of motorcycles. Eg: CZ 125cc - Java 250cc - Triumphs – Matchless – Ariel Square 4 – Honda 1100 RD - Gillera – Suzuki, and many more, and still own a 200cc Twin Road Master Honda, and a 5/8 size 80cc Suzuki race style bike. I use these bikes at the various racetracks from corner to corner when watching races or travelling with my motor home. I also use a Smart car when site seeing after parking the motor home.

From the age of 17 or 18 I have owned various small cars. Eg: Austin 7 – 4 door square "Al Capone" style – Austin 7 Roadster soft top - Austin 7 Nippy sport Cigar Shape – Fiat Cub "Topalino"- Fiat 1100 – Vauxhall Cresta – Van Guard – Singer Sports OHC – V6 Moretti Sport/hard top 2 door coupe etc, some of which I wish I had kept.

Then there are the cars I now own, which are listed with the club (another story). I am at present setting up a small workshop, so as to completely revamp all the race and road cars I own. Various people and friends that have visited my working place in George, have named it "RICHIE JUTE WORKING MUSEUM". Anyone is welcome to visit me on any Wednesday of the month, but first phone to make sure I am in George, as I travel to Jo'burg every few months, and often follow motor sport around the country, as I am still involved with Performance Equipment, (Camshafts Etc), which I have been manufacturing for more than 50 years.

There is lots more to tell, but don't want to bore people with too much of my "I did stories", but you are all welcome if you wish to hear or read more about my escapades and experiences and motor car experiments over the past 50 odd years or so.



SOUTH AFRICAN VETERAN & VINTAGE ASSOCIATION

NEWS LETTER – APRIL

Dear Member Clubs,

I would like to start this month's newsletter by thanking all enthusiasts / members who have participated in the LHD Register on the SAVVA website. We have had a good response and will start wrapping things up now to determine all the necessary statistics needed for the report to the Department of Transport. For those of you who have not registered as yet, this is your last chance as we will close the website down by 15th April at the latest.

SAVVA has been involved in a number of issues these past few months regarding legislation and the implementation of new legislation, which to my mind has not been in consultation with role players but rather badly conducted and processed. Be that as it may, I received the FIVA Strategy for the Future of Historic Vehicles, which may be of interest to a number of our members. We at SAVVA are dealing with similar concerns and issues that will be raised for the National Assembly to make decisions based on the future in South Africa. I have included the Charter in this edition of the newsletter for your perusal [See annexure A].

ANNEXURE A

DESCRIPTION: HEADING

CHARTER OF TURIN

29.03.2011

The FIVA Strategy for the Future of Historic Vehicles

Turin Charter Seeks International Cultural Heritage Status for Historic Vehicles

By Heiner Jakob with input from the Turin Charter Working Group

The purpose of the FIVA Turin Charter is to protect historic vehicles against restrictions worldwide. It also defines the price historic vehicle enthusiasts have to pay to achieve such status for their vehicles: no more and no less than accepting a set of self-evident values.

The way a society celebrates mobility was and remains part of its cultural fabric. Vehicles and the use of vehicles are closely related to the development of a society. More and more people take an interest in historic vehicles or wish to own such a vehicle themselves. Not so long ago, collecting and restoring historic vehicles was the hobby of a very small number of idealists. Today historic vehicle enthusiasts form a worldwide movement of considerable historic and economic significance. But ever stricter and more complicated regulations threaten the right to drive historic vehicles on public roads.

In many countries there are exemptions and special requirements for historic vehicles driven on public roads. Now the world federation of historic vehicles – the FIVA – is developing a



strategy for globally safeguarding the right to drive historic vehicles on public roads in the face of a clutter of more and more complex government restrictions.

Founded in 1966, the Fédération Internationale des Véhicules Anciens (FIVA) is based in Brussels and represents 75 affiliated organisations in over 60 countries with a total membership of more than 1.5 million historic vehicle enthusiasts.

Rather than pursuing a separate solution in each country, the FIVA favours a global approach. It is based on the UNESCO Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property of 14 November 1970, which was implemented into national law in its 120 signatory states. Internationally recognised and ratified by states, the UNESCO criteria are closely meshed with national legislation. This makes for some leverage for the FIVA strategy.

THE BASIS OF THE FIVA STRATEGY

The UNESCO Convention defines cultural property and sets out specific obligations for the signatories in order to protect cultural property. It also defines the key principles. By ratifying and implementing the Convention, the governments pledge to recognise the criteria and the charters recognised by UNESCO based on such criteria, present or future.

As the UNESCO criteria were designed to define real estate they need to be “translated” to suit the mobile requirements of vehicles and make them work for the FIVA. Such adaptation is nothing new. Adopted in 2002 and 2005 respectively, the Barcelona Charter (historic ships) and the Riga Charter (historic trains) have laid down the fundamentals and demonstrated that cultural heritage ideas can be successfully implemented for vehicles in operation, while taking into account both the concerns of the owners and the relevant safety aspects. The FIVA is not inventing anything totally new nor does it vehiculate fancy ideas. The FIVA wants strong partners in seeking to ensure that historic vehicles can remain mobile and present worldwide on a secure legal basis.

In order to obtain the privilege of comprehensive protection for vehicles as part of our mobile heritage, we need clear definitions and binding criteria. The Turin Charter was written to develop such definitions and criteria.

The acceptance and application of a future set of UNESCO criteria adapted for the requirements of our “mobile heritage” will separate the wheat from the chaff and make the whole system of “historic vehicles” more transparent. Fakes or vehicles that suffered extensive changes to their engineering and appearance that their historic reference is lost would not stand any chance of being registered as historic vehicles.

Thomas Kohler, the initiator of the Charter, explained: „You have to understand the amount of lying, past and present, in the historic vehicles community, how often people try to bring fakes into circulation as “veterans”. The practice of converting stately town cars or saloons into racing cars by shortening the chassis is not in line with FIVA rules. Article 4.2 [of the FIVA statutes] “...To support and encourage the restoration, preservation, use and documentation of historic vehicles of all kind...” spells out this objective.



THE STATUS QUO

On 30 October 2010, Thomas Kohler (Switzerland) presented to the FIVA General Assembly at Ljubljana the draft Charter he had initiated and prepared with an international group of FIVA officials and collectors. The basic principles evolved in the Italian automotive city of Turin during Automotoclub Storico Italiano (ASI) and FIVA events. Hence the title of the Charter.

In his work on the draft, Thomas Kohler, FIVA Director for Motorcycles and Chairman of the Fédération Suisse des Véhicules Anciens (FSVA) was supported by the well-known conservator-restorer Gundula Tutt and Rainer Hindrischedt, DAVC, Germany, and Chairman of the FIVA Technical Commission until the autumn of 2010, and Mark Gessler, USA, FIVA Vice President and Chairman of the FIVA Technical Commission. FIVA President Horst Brüning followed and supported the group through all steps.

At this time the draft Turin Charter is being reviewed by the FIVA members worldwide. It is to be adopted at the next General Assembly. In its present form, the Charter runs to three pages and is divided into a general section and 15 Articles.

The purpose of the Charter is to preserve the historic substance of historic vehicles unaltered and ensure through their active use, maintenance, conservation, restoration and repair that future generations can enjoy these cultural treasures.

As defined in the Turin Charter; the collective term historic vehicles includes automobiles, motorcycles, utilitarian vehicles, trailers, bicycles and other mechanically operated vehicles as well as non-rail ground vehicles driven by steam, electric power, fossil fuels or muscle power.

The Charter can also be applied to historic buildings and facilities directly connected to historic vehicles, such as factories, fuel stations or individual roads or routes. The Charter also aims to preserve traditional tradecrafts and techniques as well as the knowledge and skills for manufacturing and operating historic vehicles.

The Charter defines the terminology and explains the importance of care, maintenance, conservation, restoration and repair when it comes to historic vehicles and meeting the requirements of cultural heritage privileges.

The 15 Articles of the Charter lay out the foundations and pillars of a historic vehicles movement of the future.

The Charter's intention is the comprehensive protection of vehicles and preservation of their history in material and immaterial documents as well as the connections with the development of society. It also aims at ensuring the operation of historic vehicles, in particular on public roads, and at passing traditional skills on to future generations. Documentation relating to the vehicles and their histories are to be put together and stored in safe places. The most important aspects include transparency, precise long-term documentation of restorative activities and respect of the historic original. The draft Charter also addresses the role of authorities and organisations and advocates charitable status. Collections, blueprints, schematics and documents accessible to researchers should be recognised and protected as part of the cultural heritage.



To show how the Charter can be applied in everyday practice, the FIVA plans to publish a small handbook containing progress reports and practical workshop tips.

SUMMARY

The FIVA is developing a strategy, which will ensure the preservation of historic vehicles worldwide as licenced means of transport.

On a diplomatic level, the FIVA hopes to achieve this with reference to the UNESCO Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property of 14 November 1970, which is enforced by 120 signatory states.

The Turin Charter is grounded on experience from everyday practice. After successfully passing international review within FIVA, the Charter will become the internationally binding reference for the historic vehicles movement.

The Turin Charter advocates the rediscovery of self-evident values and shows ways and possibilities to successfully pursue its goal. If the FIVA strategy is successful, the standards for the entire historic vehicles movements will be set higher. Many will enjoy this prospect, others less. This is exactly why the Charter is needed. [Click here to read the relevant documents and to give feedback to our working group](#)

Thomas Kohler

Project leader

I also received an e-mail from Leonard Schneider of the Cape regarding an article from the UK commenting as follows on Classic Cars for Sale website:

'As you may have already heard by now the EU have passed a new law which was backed by the UK Secretary of State for Transport banning cars over 20 years of age from being driven on the roads' as the article came out on the 1st April my feeling is that it may well be an April fool's joke and that we should not read too much into the matter, but let us keep an eye on this one and wait and see the outcome in the next few weeks.

CPA – (CONSUMER PROTECTION ACT)

I thought that I should bring to your attention the implementation of the CPA (Consumer Protection Act) as this can protect some of our members WHEN PURCHASING a vehicle, but on the other hand calls for caution when selling a vehicle.

It is important to note that when selling a vehicle, disclose all the possible problems, driving methods and/or defects of the vehicle to the new owner/s as the old method of selling a vehicle by just stating 'Voets Toets' no longer has any validity. The new owner/s has what is called a cooling off period, whereby if not satisfied can return the vehicle to you within a pre-scribed period.

I am sure that there are a number of more qualified members within the various clubs that would be in a position to give the individuals /clubs more information if needed, however if you are a member of the A.A. then their legal department will give you free advice related to any motoring issues.



I have included a paragraph that could be helpful when selling a vehicle as it seems more open and transparent and places the responsibility on the purchaser.

SALE OF VEHICLE

The vehicle is sold (voetstoets), as it stands, without any warranties express or implied. The purchaser is deemed to be fully acquainted with the vehicle, its nature, history, and condition and is deemed to have made himself acquainted with all the vehicle's previous faults and history. It has been purchased with all fittings to which it is entitled and in its current condition. The seller has made the purchaser fully aware of the vehicle's condition and status prior to the sale being approved.

Lastly, I apologise that the newsletter is late but our telephone lines were recently removed for a more needy cause so we had to wait for an up-grade from Telkom, still not completely repaired but at least we can send and receive through the 3G. As it is now the 19th April you will note that the LHD Register on the SAVVA website is closed and we are in the process of compiling the relevant information to present to DoT, we will keep you informed of the progress as and when it is available.

Yours in Motoring

Peter Hall



Road Rage!

BIRTHDAYS

The following members celebrate their birthdays during May. We wish you all a very happy birthday.

Tim Carr, Ricky Cooper, Martin Ferreira, Joyce Hopkin, Bruce Henderson, Marilyn Houseman, Antionette Lawson, Ian Miller, Val Morton, Lesley Paton, Willie Putter, Ariane Rohloff, Colleen Thomas, Denise Veal, Geoff Woodgate and Heibi Wylie

COMMITTEE MEMBERS 2010/2011

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The deadline for submissions for the June newsletter is the 20th May 2010

