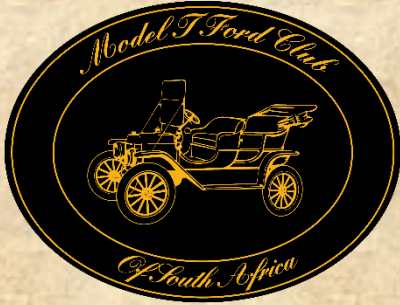


# *T-Time / T-Tyd*



*Official newsletter of the Model T Ford Club of South Africa*

*3<sup>rd</sup> Quarter 2025*  
Edition 023



# Model T Ford Club of South Africa

Established 5 November 2016

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**Model T Ford Club of South Africa member subscriptions are due annually at the end of December. Fees are R250-00 per family (includes children up to 18 years). If you have not yet paid, please do so by using the bank details below:**

**Account name: Model T Ford Club of SA; Bank – Standard Bank, Port Elizabeth  
Branch code: 051001; Account no. 10110852735 - use your name & surname as reference**

**Website: [www.modelt.co.za](http://www.modelt.co.za)**

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

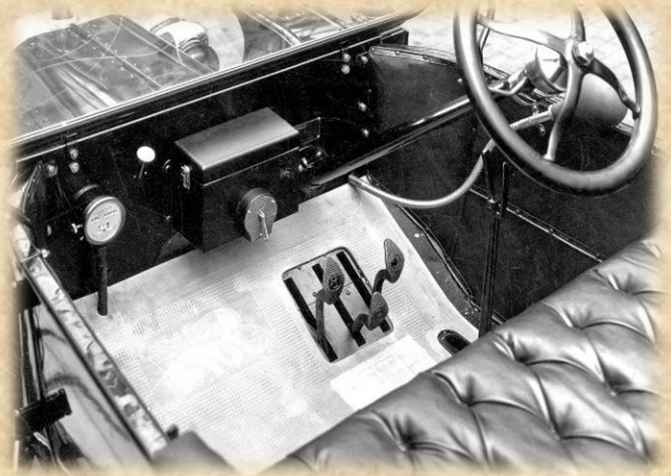
**Cover Photo:** A rare sighting of Model T Fords in the Kruger National Park during the recent 2025 ProAuto Rubber Tour.

# From the Driving Seat

Hi Everyone

I can't believe that there are only 3 months left of 2025.

The recent tour around Hazyview was an unbelievable event. Thanks again to Philip Kuschke and all his helpers. I overheard someone wondering aloud whether any of these cars had been in the Kruger Park before. I mean, most of them are older than 100 years, so it might as well be possible.



With spring in the air, it was noticeable that from the beginning of September there has been an increase in the classic car events around the country. We are glad to see this and hope that more and more members will follow suit.

I was also glad to see that there are so many Model T Ford club members serving on the new SAVVA committee, which was appointed recently at their AGM. Paul Koski will be the new SAVVA president, and we wish him well with this new position.

Hannie Kuschke will fill the gap as treasurer whilst Philip Kuschke will be the secretary. Phillip Rosser will continue to compile the Automobilst, and Eric McQuillian will be the representative at ITAC and I will look after the SAVVA Trophies.

A new planning committee for the 2026 Model T Tour was established recently and a few ideas have surfaced. The bar was set high, but the committee strives to meet the high standard of tours that we got used to in the past. More details to follow soon!

Keep driving and keep smiling...till next time!

**Tertius du Preez**

**President: Model T Ford Club of South Africa**

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## From the Editor

It seems as if nobody can stop talking about the fantastic 2025 ProAuto Rubber Tour that took place in the Hazyview area from 20 to 24 August. This SAVVA National Tour for veteran and vintage vehicles was probably the biggest highlight on the 2025 calendar of the club.

Dankie aan Cindy Allan vir haar artikel oor die ProAuto Rubber Toer in Augustus in die Hazyview area en dankie ook aan Paul Hoogendoorn vir sy bydrae.

In this edition we also cover the last leg of the Model T World Tour that Dirk and Trudy Regter did in their 1915 Model T Ford. They covered a distance of 120 000 km through 60 countries to raise funds

for orphaned children around the world. We met Dirk and Trudy for the first time in 2012 when they passed through George on the first leg of their tour.

Let's keep those cars running!

**Phillip Rosser**  
Editor

## Club subscriptions

The club's financial year now runs from January to December (previously March to February). This means that subs are due on 01 January 2025. Subscriptions remain unchanged at R250-00 per family per year.

Banking details are

Account name: Model T Ford Club of SA; Bank – Standard Bank, Port Elizabeth

Branch code: 051001; Account no. 10110852735 - use your name & surname as reference.

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## Birthdays

A happy birthday to our members during the next quarter.

If we have missed your birthday, please advise Phillip Rosser so that we can ensure that the database is up to date.

Charmaine	Inkley	03 October	Hugh	Clare-Talbot	16 November
Delvin	Allan	04 October	Hans	Zwets	01 December
Francois	van den Heever	06 October	Kevin	Casey	03 December
Jonathan	Tacon	13 October	Amelia	Barnard	04 December
Francois	Carstens	14 October	Yvonne	Greeff	08 December
Diane	Heyns	18 October	Hannelie	Marques	13 December
Syd	Biddulph	22 October	Elsjé	van Dyk	13 December
Susan	Koch	23 October	Philip	Kuschke	17 December
Lukas	Nel	26 Oktober	Brandon	Inkley	20 December
Rosita	Kuschke	27 October	Riekie	Botha	20 December
Sandy	Casey	28 October	Peter	Rivas	21 December
Heather	James	29 October	Noeline	Clare-Talbot	21 December
Karin	Schmidt	01 November	Amanda	Rosser	24 December
Phillip	Rosser	02 November	Louise	Bjorkman	25 December
Gerhard	Breytenbach	08 November	Doc	Greeff	27 December
Retief	Steyn	08 November	Esna	Wessels	28 December
Dienkie	van der Berg	10 November			

# Regional Feedback

## Southern Cape Region

By Phillip Rosser

We had five cars that attended the second Eden Classic Car and Bike Show in Sedgefield on 6 July. This show is by invitation and the cars on display were of a very high standard. The weather was quite cold, but fortunately it turned out to be a beautiful winter's day. Some great cars including a line-up of 16 Ferraris and some beautiful vintage motorcycles were on display.



**Above:** The Model T Ford Club Southern Cape Region display included five Model T Fords.



**Above:** A great selection of vintage motorcycles was also on display.



**Above:** The spectacular display of 16 Ferraris drew quite a bit of attention.

The only other event that we participated in during this quarter was the 2025 ProAuto Rubber Tour in Hazyview.

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## Forthcoming Events

Below is the club's events calendar which includes other clubs' events as well. The calendar is set up so that chapters can organise an event even if it coincides with another club's event. Please remember that all events are covered by a SAVVA certificate/permit. Dates can be changed but Peter Bolze, the SAVVA Motorsport portfolio holder (082 648 6972 or motorsport@savva.co.za) must be informed at least 3 days before a change.

MONTH	DATE	MTFCSA EVENT	SAVVA CALENDAR EVENT	DAY	PUBLIC HOLIDAY
Oct	9	Technical Evening		Thursday	
	10 - 12		Rendezvous Tour	Fri - Sun	
	19	PROPOSED EVENT		Sunday	
Nov	9 to 11		Fairest Cape Tour	Sun - Tues	
	13	Technical Evening		Thursday	
	16	PROPOSED EVENT		Sunday	
	29	MTFCSA AGM		Saturday	
Dec	16	PROPOSED EVENT		Tuesday	Day of Reconciliation
	25			Thursday	Christmas Day
	26			Friday	Day of Goodwill
Jan '25	1	PROPOSED EVENT		Thursday	

## TEGNIESE AANDE

Die volgende Tegniese Aande word beplan. Skakel gerus in met die ZOOM skakel wat uitgestuur word. Dis baie maklik en as jy sukkel, skakel gerus vir Phillip Rosser by 082 410 5490 en hy sal met graagte help. Daar word ook 'n bietjie sosiaal verkeer aan die einde van die aanbieding. Kobus Botha is die sameroeper. Skakel gerus vir Kobus indien jy jou projek of tegniese vaardighede met lede wil deel.

**Let asb. daarop dat die Tegniese Aande op die tweede Donderdagaand van die maand plaasvind.**

9 October 2025 – Mechanical and body repair work to Oliver Gerondeanos's Model T Ford by Shawn Venter.

13 November 2025 - Topic will be communicated

All the Technical Evening presentations are available on YouTube. The links are available on the new website at: [www.modelt.co.za](http://www.modelt.co.za).

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## 2025 ProAuto Rubber Tour – 20 to 24 August 2025 in Hazyview

**By Cindy Allan  
Model T Ford Club of South Africa**

When my husband Delvin first mentioned joining the Model T Ford Club of South Africa, on their Veteran tour to Hazyview this past August, I'll admit I was more than a little apprehensive. We are both creatures of habit, and this was definitely stepping outside our comfort zone. Delvin is very passionate about his Ford collection – he has got some Model A's, 2 Model T's and various other vintage vehicles and treasures that he lovingly restores himself, but I've never been too involved in that side of things.

The tour was going to cover about 180 kilometers a day for three days in our 1911 Model T that Delvin had bought in October 2024. I discovered rather late in the game, Delvin hadn't done much mileage in it himself as yet! And if you've never seen a 1911 Model T, picture this: it's mostly open except for an upholstery rooftop that you can pull over and no doors; just you and the elements. So, when I learned that we would be driving through Kruger Park on day two, well, let's just say visions of lions and other predators had me a bit on edge.

So off we went from KwaZulu Natal, trailing our Model T behind us. The journey up was an adventure in itself, with two days of travel on busy freeways. We made it to the most perfect little B&B, the Wayside Lodge, near White River, which felt like stepping back in time. There were numerous antiques around the property and even a little Paul Kruger Museum. The couple running the B&B were very welcoming and we had a lovely dinner and a cozy room for us to rest in.

Arriving in Hazyview at the Numbi Hotel before lunch, I was not sure what to expect. But any nervousness quickly melted away when I met the other participants. Everyone was so welcoming and friendly, the two Philips and the rest of the organising team had done a brilliant job, and Rosita and Corné ensured I felt part of the family. By the evening, when all twenty odd

vintage vehicles were parked together – all the beautiful Model T's, as well as a few Model A's and other vintage vehicles - it was just magical.



**Above:** Cars starting to arrive at the Numbi Hotel and getting scrutineering done.

The thoughtful touches started immediately. The sponsors, as well as various donations from some of the members made sure we were spoilt with awesome gift bags as well as beautiful picnic baskets with coffee mugs, wine, rusks and biscuits. The excitement began at the welcome talk when it was explained as to how the tour would work. We all got a detailed instruction booklet covering all three days, explaining exactly how many meters to travel before looking for specific landmarks to ensure you stayed on course – it was like a treasure hunt on wheels! I was to be the navigator responsible for keeping us on track rather than just following the car ahead. The time trials, to take place on day one and three, required our speedometer and odometer to be covered up for the duration of the event. At certain sections of the tour, you had to maintain an average speed between the “mystery start and end points”. Since Delvin’s instruments didn’t work anyway, we were really in the dark with regards to the speed of our Model T, and were advised to register for 45 kilometres per hour average, which was right for our T. Amazingly, we came third overall out of the 4 “time trials” over the 3 day event!

Day one took us through stunning Mpumalanga scenery to Pilgrim’s Rest, with stops at Mac Mac Pools for lunch and the quaint Casterbridge museum and shopping centre on our way home. The Ignition TV crew was following us for an upcoming episode, which added to the excitement. Things got interesting when an old carbide pipe from the 1911 lighting system wore a hole in our radiator as we headed down the hill into Pilgrim’s Rest. So, there I was, stranded on a hillside while Delvin hiked down to the river for water! Thankfully, I managed to get some signal and got through to Joy (another wonderful new friend, along with her partner Des), and shortly afterwards another vehicle stopped to help us too. This was a typical sight over the 3 days, with the Model T community spirit shining through. A temporary plug made of tissue got us to the garage where Pratley glue then provided a permanent fix that lasted the rest trip!



**Above:** Radiator repairs to the 1911 Model T Ford in Pilgrim's Rest.



**Above:** A beautiful line-up of cars at the Mac-Mac Pools



**Above:** The vintage car exhibition at Casterbridge Museum.

Day two we headed into the Kruger Park. By then, I was completely relaxed, loving the wind in my hair, as I held onto my hat and our clipboard and directions! We entered through Numbi gate, stopping for coffee at Pretorius Kop, and had a lovely lunch near Skukuza, again provided by the Numbi Hotel and staff. We made a few stops at various sites and dams, and saw elephants, buck, and various other wildlife from our vintage perch - it was absolutely amazing and my wildlife fears proved completely unfounded. Our convoy of vehicles proved to be quite the sighting for many of the other Kruger Park visitors that day!



**Above:** Probably the highlight of the tour was the visit to the Kruger National Park.



**Above:** We experienced some wonderful wildlife sightings in the Kruger National Park.

Day three took us to Bateleur Estate in Nelspruit for a car show, where our little group joined various other vintage and classic car enthusiasts. Our return trip concluded another 180-kilometer adventure through beautiful countryside, with more time trials to navigate. That evening was prize giving, where everyone looked absolutely wonderful in their 1920s Gatsby dress-up finery. Delvin won "Best Brass Era Model T," which was a fantastic surprise to cap off our unexpected third place in the time trials.



**Above:** On Day three we visited the Car Show at the Bateleur Estate.

The next morning, we said our goodbyes as everyone packed up their vehicles and started to head off home. Our adventure wasn't quite over, we spent a further three lovely days at Hazyview Cabanas, and got to explore the Kruger Park again, as well as visit the impressive

Sudwala Caves. The entire Hazyview area is just stunning and really had been the perfect setting for the Model T Veteran Tour!

Our journey home included the perfect final touch, a night at the Green Lantern in Van Reenens, a hotel that hasn't changed since the early 1900s. They even have a resident donkey named Bo Jangles who wears a little hat and comes into the bar at night, taking apples bits from your mouth as he gives you a kiss! It really was the perfect ending to our vintage adventure.

The combination of the picturesque scenery, all the exquisite vintage vehicles, the meticulous navigation plans, the lovely accommodation and meals, and most importantly, the warmest, most welcoming group of people, made this tour so much more than we expected, and so memorable! Thank you to the organising team and all the participants who made two newcomers feel like family from day one. Adventures like this are what memories are made of!

### **Trophy awards:**

1<sup>st</sup> Overall: Neville & Susan Koch

2<sup>nd</sup> Overall: Hennie & Corné Marx

3<sup>rd</sup> Overall: Delvin & Cindy Allan

Best Performance by a Brass Radiator Ford: Delvin & Cindy Allan

Best Performance by a Non-Brass Radiator Ford: Hennie & Corné Marx

Best Performance by a Model A Ford: Neville & Susan Koch

Best Performance by Another Marque: Desmond Lemon-Ward & Joy Herbert

Best Dressed Couple: Desmond Lemon-Ward & Joy Herbert

Most Meritorious Performance: Stef-Steyn Walters



**Above:** Wesley Coppard of ProAuto Rubber presenting the Best Dressed Couple award to Desmond Lemon-Ward and Joy Herbert



**Above:** The jubilant tour group at one of the view points in the Kruger National Park

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## Down Memory Lane

Waar Kom Jy Vandaan, Liewe Lizzie?



Ek put enorme vreugde uit die oomblikke wanneer ek agter Lizzie se stuur kan inskuif, oomblikke waar ek die geleentheid kry om te kan dagdroom terwyl Lizzie net soos Ou Ryperd foutloos op 'n galop voortsnel. Ai, het Oom Chris Blignaut tog asseblief maar ook 'n liedjie oor Model T gesing!

My dagdrome bring my dikwels na die vraag, waar kom my Lizzie vandaan? Volgens rekords is sy in die derde week van Junie 1922 vervaardig te Walkerville, Ontario in Kanada en was hoogs waarskynlik een van die ongeveer 19 000 Model T's wat uiteindelik Suid-Afrika binnegekom het. Ongelukkig is dit al wat ek van haar vroeë geskiedenis weet, behalwe dat die laaste vorige eienaar oom Blackie Swart van die Pretoria Oumotorklub was. Na vele navrae moes ek aanvaar dat nòg Ford van Kanada nòg Ford van Suid-Afrika enige rekords van Model T's wat na SA uitgevoer was besit nie. Blykbaar is van die rekords tans in die argiewe van die Leddy biblioteek aan die Windsor Universiteit in Kanada en ek wag nog, dalk tevergeefs, vir 'n antwoord van hulle.

Dus kan ek nog lekker verder dagdroom. Wie sou die eerste trotse eienaar van Lizzie gewees het – 'n boer, sakeman, leerkrag, predikant of miskien 'n geneesheer? Verder moet mens in gedagte hou dat die Model T waarskynlik hul eerste motor was en ook heel waarskynlik hul heel eerste kennismaking met 'n motorkar! Dink net aan die enorme stap om van 'n perd se rug of van 'n perdekar of "spider" op te gradeer na 'n meganiese kontrêpsie vol van mistiek. Die meeste T eienaars van vandag was bekend met motorbestuur voordat hulle die stuur van 'n T aangedurf het, maar om van 'n perd se rug af na 'n T te beweeg het die spreekwoordelike "man op 'n perd" geverg. Die eerste T's het geen battery gehad nie en was spierkrag benodig om die slinger vinnig genoeg te kan swaai om 'n vonk uit die magneto voort te bring. Met al die gevare wat natuurlik daarmee gepaard gaan.

Die aankoop van 'n eerste motor was ook 'n groot besluit vir die gemiddelde familie, naas huis-of -grondbesit seker die grootste enkele uitgawe. En die groot dag natuurlik wanneer die hoof van die familie tuis opdaag met hierdie nuwe vorm van vervoer, belangrik genoeg om vir ewig op kamera vas te lê. Ek staar altyd met verwondering na die ou foto's van hierdie gebeurtenis. Gewoonlik sit Pa agter die stuur, fier, trots en regop soos op 'n perd se rug! Langs hom sit die oudste seun wat reeds besig is om 'n deeglike studie te maak van pa se bewegings om die ingewikkelde stuk masjienerie te kan beheer. Die Moeder van die huis sit agterin omring deur die ander kinders en in baie gevalle was daar ook nog plek vir die familie se stiefkind, die Jack Russell. Ek dink nie die mense het op daardie oomblik die belangrikheid van die gebeurtenis besef nie – die oorgang van die perd na die motorkar as vervoermiddel. Vir vandag se jongklomp lyk die motorkar op die foto lelik en selfs komieklik maar dit het beslis voldoen aan Henry Ford se belofte om 'n bekostigbare en praktiese ryding aan die gemiddelde familie te kan voorsien.

En wat van al die deure wat hierdie nuwe ryding vir almal oopgemaak het! Skielik was die praktiese reisafstand vermenigvuldig van 'n etlike kilometer tot duisende kilometer radius. Buurplase kon maklik besoek word, die dorp was net om die draai en jaarlikse seevakansies het 'n moontlikheid en selfs werklikheid geword. Vir die boer was dit die vervoermiddel wat Sondag die familie kerk toe kon dra en gedurende die week kon dit ploeg, water pomp, hout saag en selfs koring maal. Veeldoellig, altemit. Toegerus met 'n tang en 'n stuk bloudraad kon niks die destydse motoris keer as 'n mens in gedagte hou dat padtoestande 100 jaar gelede uiters treurig was en slegs die bestes dit kon oorleef, Lizzie was een van hulle.

Na al die bepeinsing is ek steeds nog nie nader aan die antwoord op my vraag nie maar voel nou, soos in Laurika Rauch se woorde; "O so sentimenteel". Ek vertrou dat alle vorige eienaars vir Lizzie met deernis hanteer en behandel het of ten minste berou getoon het as hulle lelik was met haar, soos die onstuielige jongkêrel wat moontlik uit frustrasie teen haar wiele geskop het toe sy nie op 'n koue aand wou vat nie en hy daarom sy eerste afspraak met die nooi van sy drome verpas het.

Ek kan maar net aanhou wonder waar Lizzie orals was voordat sy hier byna ongemerk onder my vel kom inkruip het. Soos Frank Sinatra sou sing: "I've Got You Under My Skin".

Lank lewe Lizzie!

Paul Hoogendoorn, September 2025

# International News

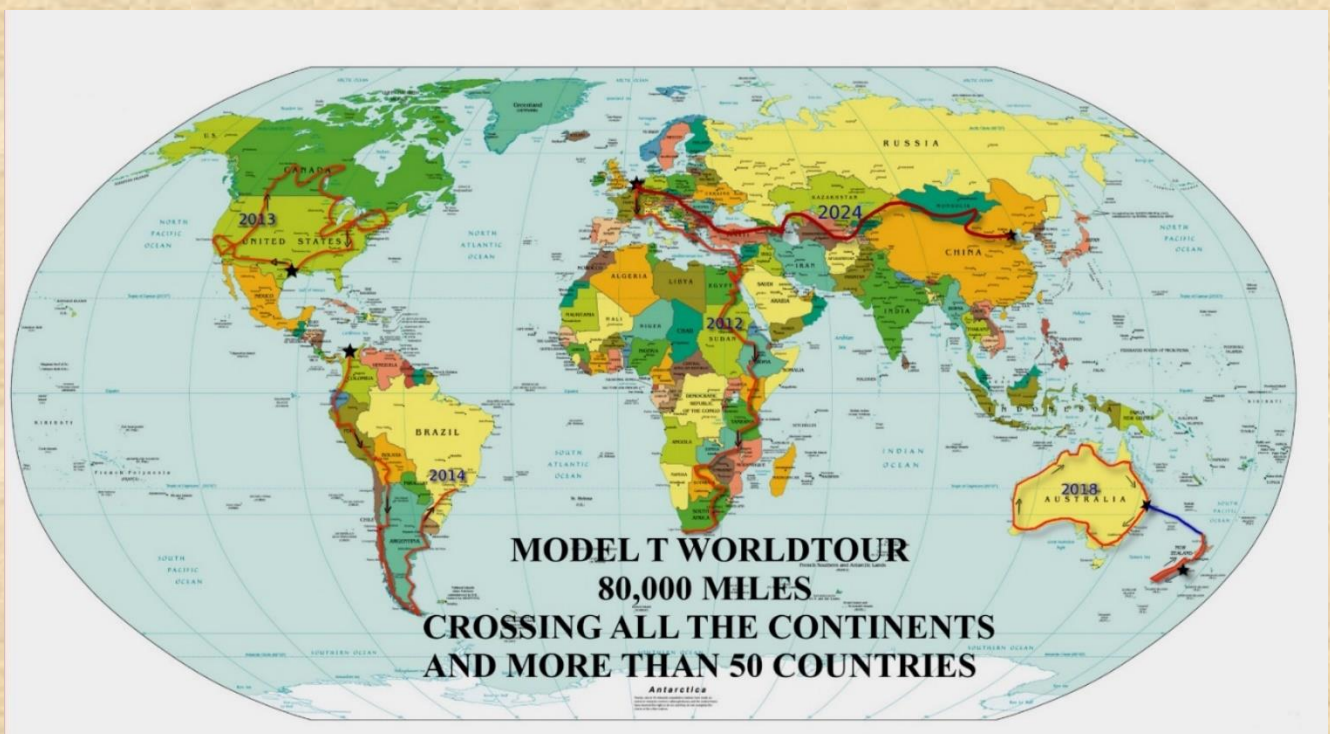
## Model T World Tour – Dirk and Trudy Regter from the Netherlands

On 23 November 2012 we welcomed Dirk and Trudy Regter to the Southern Cape on the first leg of their tour around the world to raise funds for orphaned children and SOS Children's Villages. We hosted them at the Southern Cape Old Car Club's clubhouse at Glenwood House at the time. We have been following their trips for some time and have placed articles supplied by Dirk in the *T-Time* from time to time. This article sent in by Dirk covers the last leg of more than 20 000 km of their 120 000 km world tour, from Beijing to the Netherlands.

The journey was undertaken in a Model T Ford with some modifications done with safety and durability in mind. Details of the modifications are on their website.

I am placing Dirk's story in English followed by the original Dutch version afterwards. The Dutch is so beautiful to read!

You can read more about their trip on their website at: [www.tfordworldtour.org](http://www.tfordworldtour.org)



**Above:** The world map shows the routes through the various countries that Dirk and Trudy traversed in their 1915 Model T Ford



**Above:** Several members of the SCOCC met with Dirk and Trudy Regter at the Engen Garage in Sedgfield on 23 November 2012.



**Above:** Dirk Regter and Philip Kuschke with their 1915 Model T Fords at the function hosted at the SCOCC Clubhouse at Glenwood House.



**Above:** A close-up of the route on Dirk and Trudy Regter's 1915 Model T Ford.

## **The story behind the world tour**

My name is Dirk Regter, a retired construction engineer. I live with my wife Trudy in Edam, a small town near Amsterdam in Holland, the Netherlands. As you might know, Edam is world famous because of the Edam cheese.

My grandfather and father had a transport company in our town. In 1907 they had the first car in our town; a Renault Marne taxi. When the Model T's came they had Model T's passenger's cars and trucks. They did all the repair work on their own and they had several maintenance books and other books of Model T's.

When I was a kid of about 6 years old I was very interested in these books and my father told me how to drive in a Model T with the pedals. So at that age of six I was already interested in Model T's. When I was 16 years old, I wanted to buy a Model T but I couldn't find one so I bought a Model A 1928 Tudor in Denmark when I was 17 years old.

I restored that car and have driven many years in the Model A. In 1990 I bought my first Model T: a 1923 touring from California. I restored that car and drove many miles with that car. In 1997 I heard a radio program about a car that was driving the famous rally from Peking to Paris.

I bought a book about the first rally from Peking to Paris in 1907 and realized that in 2007 it will be 100 later. So I decided to make this rally in 2007 but I wanted an older Model T instead of my 1923 touring.

I bought a 1915 touring and prepared this car for Peking to Paris.



Peking-Paris route

The first idea was to go with an organized rally but that was too much miles a day. So we decided to organize this tour by our own. We drove from Peking to Paris (about 10,000 miles) in 3 months with only the Model T and a support vehicle. During that tour we had a lot of trouble with the Model T but finally we made it. Another goal for this tour was fundraising for projects in Mongolia for disabled children. We collected about 135,000 euro and we build 2 projects with that money for disabled children in Mongolia. One project Bayankhongor in the Gobi-dessert and one in BaruunUrth, in the eastern part of Mongolia.

After Peking to Paris I wanted to make another big tour for fundraising for children's projects. I asked my wife Trudy to accompany me, and luckily she agreed.

We could not make a decision which part of the world we wanted to travel so we decided to do the whole world. We have chosen for fundraising for orphan children because orphans are all over the world.

If you want more information about our adventures during our World Tour, we invite you to read the stories on our website.

We hope you enjoy,  
Trudy and Dirk Regter.

**An adventurous journey from Beijing via Mongolia and the Old Silk Road back to the Netherlands.  
The final leg of our journey around the world in a 1915 Model T Ford.**



**Above:** The more than 20 000 km route from Beijing to the Netherlands.

In the early spring of 2024, we, Trudy and Dirk Regter, left for Beijing to pick up our Model T Ford in Tianjin, the port city of Beijing. After some difficult formalities at Chinese customs, our adventurous journey of over 20,000 km could begin.

Together with the crew of our support vehicle, a Land Rover Defender, we drove 800 km. through the Inner Gobi Desert to the Mongolian border. The purpose of our trip through Mongolia was to visit two children's projects, the construction of which we financed.

The first project is located in the town of Baruun-Urt in the eastern Gobi Desert. It was early April, the end of winter. During the day, it was around freezing, and at night, it dropped to as low as  $-10^{\circ}\text{C}$ . There was a constant, hard, cold wind with sand and snowstorms. We slept in our tents or with nomad families. The night sky offered a stunningly beautiful display of the many stars in our Milky Way.



**Above:** Freezing conditions in the Gobi Desert.

Upon arrival in Baruun-Urt, we were welcomed as honoured guests. We donated \$5,000 to the children's project, which they used to purchase new furniture. After two days, we left for Bayankhongor, where our second children's project is located. A journey of approximately 1,500 km across the Gobi Desert on unpaved roads and through mountainous terrain. We thoroughly enjoyed this beautiful country with its hospitable nomad families and the camel herds in their dark brown winter coats.



**Above:** Camel herds in the Gobi Desert.

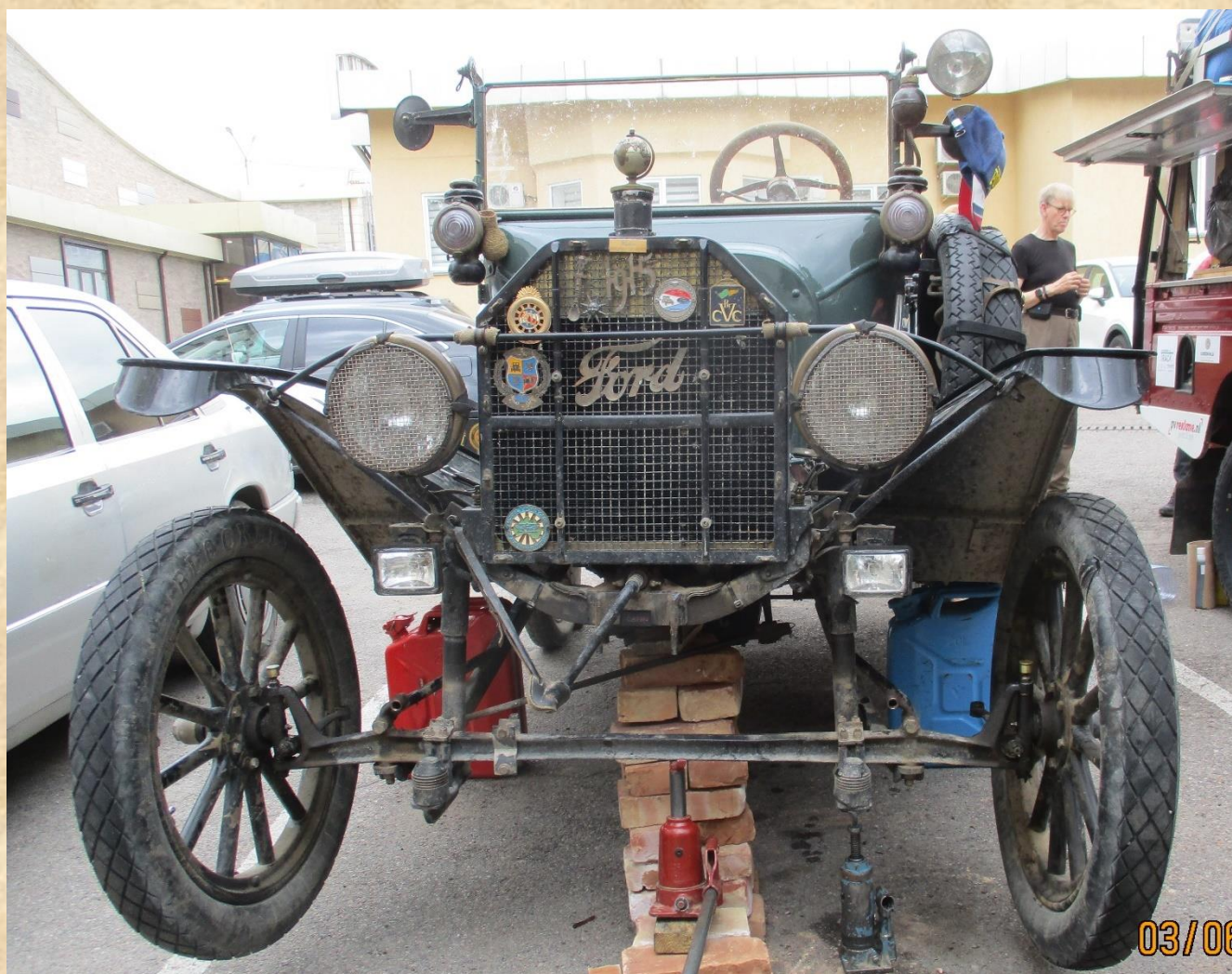
Our visit to this children's project was also a great success. This project offers specific support to children with physical and mental disabilities. This project also received a \$5,000 donation from us, which was used to purchase new kitchen equipment.



**Above:** Visiting the children's project beneficiaries.

During our trip to Bayankhongor, the track rod on the Model T Ford broke due to the poor unpaved roads. After a local welder reconnected it, we were able to continue our journey. From Bayankhongor, we headed to Russia via the Altai Mountains. We had to travel approximately 1,200 km through Russia to reach Kazakhstan. Customs formalities took a long time, but the journey through Russia went smoothly. The paved roads were a real relief after all those unpaved desert roads. Driving through the Altai Mountains in Kazakhstan is incredibly beautiful, but also tough on the Model T Ford. Many steep mountain passes had to be negotiated before finally arriving in Almaty, the former capital of Kazakhstan.

Here, a new support team boarded to accompany us all the way to Dushanbe, the capital of Tajikistan. In Almaty, two leaf springs from the front spring pack were found to be broken. I bought a spring pack on the black market and had two leaf springs made to fit.



**Above:** Repairs to our Model T Ford during our trip to Bayankhongor.

Via Almaty and Kyrgyzstan, we headed for Tajikistan along the Old Silk Road. To reach Tajikistan, we had to cross the Kysel-Art Pass, a pass over 4,000 meters high, on the way to the second-highest border post in the world, at over 4,200 meters.

From this pass, we drove along the Pamir Highway to Dushanbe, the capital of Tajikistan. This Pamir Highway lies on a plateau at approximately 4,000 meters and is a spur of the Himalayas. We passed the beautiful azure-blue Lake Karakul, the highest lake in the world at 3,960 meters, and after 1,200 kilometres of very poor road on this Pamir Highway, we arrived in Dushanbe, where we had another change in our support team.



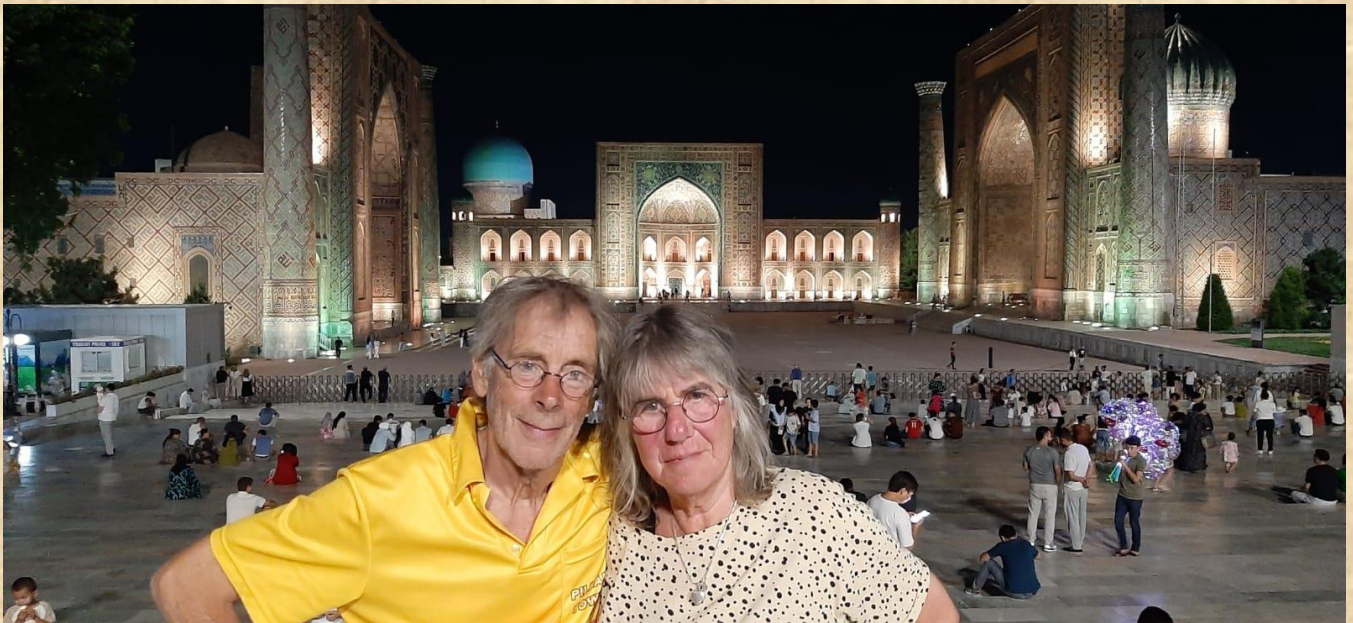
**Above:** The beautiful azure-blue Lake Karakul.

On to Uzbekistan. But before we left Dushanbe, the right rear axle of the Model T Ford broke. Luckily, we had a spare axle with us, and after three days of tinkering, during which the entire rear axle had to be disassembled, we were able to continue our journey towards Uzbekistan.



**Above:** Repairs to the rear axle of the Model T Before leaving Dushanbe.

We arrived in Samarkand, one of the largest cultural capitals along the Old Silk Road, over high mountain passes and along beautiful, fast-flowing rivers.



**Above:** Samarkand, along the Old Silk Road

We drove through the desert towards Kazakhstan via the holy city of Bukhara, where the temperature had risen to over 40 degrees Celsius. The last 200 km. to Kazakhstan were on the so-called "Road to Hell," a nearly impossible, rough road that certainly lives up to its name.

The plan was to cross to Azerbaijan by ferry via the port of Aktau on the Caspian Sea. However, the sea border with Azerbaijan was closed. The only option to reach the other side of the Caspian Sea was to drive around it via Russia towards Georgia. Arriving at the border between Russia and Georgia, the starter motor's Bendix spring broke.

The next day, in the pouring rain, we installed a new spring and headed straight through the Caucasus Mountains to the Azerbaijan border to pick up our new support team. This time, a very special support team: our eldest daughter Rozemarijn, her husband Arnaud, and their two sons, Floris and Ruben, aged 11 and 8. A world trip with grandma and grandpa: they've been talking about it for two years, and now it's finally happening.

We travelled through the beautiful landscape of the Caucasus, on our way to the Black Sea in Turkey. Camping along and swimming in the wonderful waters of the Black Sea; the boys in the back of the Model T Ford. It was truly wonderful.

After two wonderful weeks, our new support team boarded. This time, our youngest daughter Willy, her husband Michiel, their son Wouter, and daughter Silvia, aged 11 and 7. It was also a wonderful experience for them to travel over 2,000 km with grandma and grandpa in the Model T Ford.

Travelling via Turkey, Greece, North Macedonia, Albania, and Montenegro, we arrived in Croatia. Here, our last support team boarded, which would accompany us to Edam, our hometown in the Netherlands. This last support team consisted of our son Dirk-jan and his wife Inge, and their three children: 10-year-old son Simon, 9-year-old daughter Femke, and 2-year-old daughter Linde.

Along the beautiful coastal route along the Adriatic Sea, we travelled to Slovenia and Austria. Via Germany, Luxembourg, and Belgium, we arrived in our hometown of Edam at the end of August, after over 20,000 km. We received a wonderful welcome. Flags were displayed along the route through Edam, and we were greeted with champagne and a speech in the town square.



**Above:** A big welcome awaited us upon arrival in our hometown of Edam

A heartwarming end to our 120,000 km world trip that took us through every continent and over 60 countries.

A tribute to the over 100-year-old Model T Ford and immense respect for Trudy, who unfazedly shared the front seat of the Model T with me for all those kilometres.

Would you like more information about our world trip? Then visit our website: [www.modeltworldtour.org](http://www.modeltworldtour.org) which features wonderful stories, photos, and videos.

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## **The Dutch version of Dirk's article**

**Een avontuurlijke reis van Peking via Mongolië en de Oude Zijdenroute terug naar Nederland.**

**Het laatste deel van onze reis om de wereld met een T-Ford uit 1915**

In het vroege voorjaar van 2024 vertrokken wij, Trudy en Dirk Regter naar Peking om onze T-Ford op te halen in Tianjin, de havenstad van Peking. Na enige lastige formaliteiten bij de Chinese douane, kon onze avontuurlijke reis van ruim 20.000 km. beginnen.

Samen met de bemanning van onze volgauto, een Landrover Defender, reden we 800 km. door de Inner Gobi woestijn naar de grens met Mongolië. Het doel van onze reis door Mongolië was het bezoeken van twee kinderprojecten, waarvan wij de bouw hebben gefinancierd.

Het eerste project staat in het plaatsje Baruun-Urt in het Oosten van de Gobiwoestijn. Het was begin april, het einde van de winter. Overdag was het rond het vriespunt en 's nachts vroom het tot wel -10° C. Er was een constante harde, koude wind met zand- en sneeuwstormen. We sliepen in onze tenten of bij nomadenfamilies. De nachtelijke hemel gaf een overweldigend mooi beeld van de vele sterren in ons melkwegstelsel.

*Foto 1*

In Baruun-Urt aangekomen werden we verwelkomd als eregasten. We schonken het kinderproject een donatie van \$5000 waarvan ze nieuw meubilair konden aanschaffen. Na twee dagen vertrokken we richting Bayankhongor, waar ons tweede kinderproject staat. Een reis van ongeveer 1500 km. dwars door de Gobiwoestijn over onverharde wegen en door bergachtig gebied. We hebben intens genoten van dit prachtige land met zijn gastvrije nomadenfamilies en de kamelenkuddes in hun donkerbruine wintervacht.

*Foto 2*

Ook het bezoek aan dit kinderproject was een groot succes. Dit project biedt specifieke hulp aan lichamelijk- en geestelijke gehandicapte kinderen. Dit project kreeg van ons eveneens een donatie van \$5000 waarvan een nieuwe keukeninrichting aangeschaft kon worden.

*Foto 3*

Tijdens onze reis naar Bayankhongor was, door de slechte onverharde wegen, de spoorstang van de T-Ford gebroken. Nadat deze door een lokale lasser weer aan elkaar gelast was, konden we onze weg vervolgen.

Van Bayankhongor via het Altai-gebergte op weg naar Rusland. We moesten ongeveer 1200 km. door Rusland om in Kazachstan te komen. De douaneformaliteiten namen veel tijd in beslag maar de reis door Rusland verliep voorspoedig. De asfaltwegen waren een ware verademing na al die onverharde wegen door de woestijn. Rijden door het Altaj-gebergte in Kazachstan is geweldig mooi maar ook zwaar voor de T-Ford. Vele steile bergpassen moesten er genomen worden om uiteindelijk in Almaty, de voormalige hoofdstad van Kazachstan aan te komen.

Hier stapte een nieuw volgteam in dat ons zou vergezellen totaan Dusjanbe, de hoofdstad van Tadzjikistan. In Almaty bleken 2 veerbladen van het voorveren pakket gebroken. Op de zwarte markt een verenpakket gekocht en daarvan 2 bladveren pas laten maken.

*Foto 4*

Via Almaty en Kirgistan op weg naar Tadzjikistan langs de Oude Zijdenroute. Om in Tadzjikistan te komen moesten we de Kysel-Art Pass oversteken; een pas van ruim 4000 meter hoogte op weg naar de op één na hoogste grenspost ter wereld op ruim 4200 meter hoogte.

Vanaf deze pas via de Pamir Highway rijden we naar Dusjanbe, de hoofdstad van Tadzjikistan. Deze Pamir Highway ligt op een ca. 4000 meter gelegen hoogvlakte en is een uitloper van het Himalaya gebergte. Langs het prachtige azuurblauwe Karakul meer, het hoogst gelegen meer ter wereld op 3960 meter en na 1200 kilometer zeer slechte weg over deze Pamir Highway komen we aan in Dusjanbe, waar we weer een wissel van ons volgteam hebben.

*Foto 5*

Op naar Oezbekistan. Maar voordat we Dusjanbe uitgereden zijn, breekt de rechter steekas van de achteras van de T-Ford. Gelukkig hadden we een reserve steekas bij ons en na drie dagen sleutelen, waarbij de hele achteras uitelkaar gehaald moest worden, konden we onze reis richting Oezbekistan vervolgen.

Foto 6

Over hoge bergpassen en langs prachtige snelstromende rivieren komen we aan in Samarkand, een van de grootste culturele hoofdsteden langs de Oude Zijdenroute.

Foto 7

Via de heilige stad Buchara, waar de temperatuur opgelopen is naar boven de 40 graden rijden we door de woestijn richting Kazachstan. De laatste 200 km. naar Kazachstan gaan over de zogenoemde "Road to Hell", een bijna onmogelijk te rijden slechte weg die zijn naam zeker eer aan doet.

Het plan is om via de havenplaats Aqtau aan de Kaspische Zee met een ferry over te steken naar Azerbeidzjan. De grens met Azerbeidzjan over zee is echter gesloten. De enige optie om aan de andere kant van de Kaspische Zee te komen is om er via Rusland bovenlangs omheen te rijden richting Georgië. Aangekomen bij de grens tussen Rusland en Georgië breekt de veer van de bendix van de startmotor.

De volgende dag in de stromende regen een nieuwe veer gemonteerd en dwars door de bergen van de Kaukasus op weg naar de grens met Azerbeidzjan om ons nieuwe volgteam op te pikken. Deze keer een wel heel bijzonder volgteam: onze oudste dochter Rozemarijn maar haar man Arnaud en hun twee zonen Floris en Ruben van 11 en 8 jaar. Met opa en oma op wereldreis: daar hebben ze het al twee jaar over en nu is het dan eindelijk zover.

Via het prachtige landschap door de Kaukasus op weg naar de Zwarte Zee in Turkije. Kamperen langs en zwemmen in het heerlijke water van de Zwarte Zee; de jongens achter in de T-Ford. Dit was echt genieten.

Na twee prachtige weken stapte ons nieuwe volgteam in. Deze keer onze jongste dochter Willy met haar man Michiel en hun zoon Wouter en dochter Silvia van 11 en 7 jaar. Ook voor hen was het een geweldige ervaring om met opa en oma ruim 2000 km. mee te mogen rijden in de T-Ford.

Via Turkije, Griekenland, Noord-Macedonië, Albanië en Montenegro komen we aan in Kroatië. Hier stapt ons laatste volgteam in, dat ons zal vergezellen tot Edam, onze woonplaats in Nederland. Dit laatste volgteam bestaat uit onze zoon Dirk-jan met zijn vrouw Inge en hun drie kinderen, zoon Simon van 10 jaar, dochter Femke van 9 en dochter Linde van 2 jaar.

Via de prachtige kustroute langs de Adriatische Zee op naar Slovenië en Oostenrijk. Via Duitsland Luxemburg en België komen we eind augustus na ruim 20.000 km. aan in onze woonplaats Edam, waar we op een geweldige manier worden ontvangen. Langs de route door Edam hebben alle mensen vlaggen uitgehangen en we worden met champagne en een toespraak ontvangen op het stadsplein.

Foto 8

Een hartverwarmend slot van onze wereldreis van ruim 120.000 km. die ons door alle werelddelen en ruim 60 landen heeft gebracht.

Ode aan de ruim 100 jaar oude T-Ford en een geweldig respect voor Trudy die al die kilometers onverstoort met mij de voorbank van de T-Ford heeft gedeeld.

Wilt u meer informatie over onze wereldreis?

Bezoek dan onze website: [www.modelworldtour.com](http://www.modelworldtour.com) met prachtige verhalen, foto's en filmpjes.

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# The Trading Post

## Model T Ford Club Regalia

Club regalia is still very limited at this stage. We would like to encourage the wearing of club shirts and caps to promote the MTFCSA. If anyone wishes to apply the MTFCSA logo to other clothing items such as ladies' scarves or peaks etc., please contact Emil Kuschke on 082 6554 879. It is important that the correct version of the club logo is used at all times.

Club caps are available at a low price of R80-00 each.

Bumper badges are R100-00 each.

Please speak to your regional champion to place your orders.



## MTFCSA Social Media

The Club has an active Facebook page (Model T Ford Club of South Africa), Instagram account (modelfordclubofsouthafrica) and website (www.modelt.co.za). You can follow these pages by scanning the QR codes below or visiting the pages directly.



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Instagram



Website

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