

Suid-Kaap Oumotorklub

Southern Cape Old Motor Club

NUUSBRIEF | NEWSLETTER



JUN
2021



Suid-Kaap Oumotorklub / Southern Cape Old Car Club
Founded 3rd June 1958

GEORGE OLD CAR SHOW



21 June 2021

Dear Member

RE: 25TH ANNUAL GEORGE OLD CAR SHOW

The planning of the 25th annual George Old Car Show is already under way. It will take place on Saturday 12 February 2022 and Sunday 13 February 2022.

We are overjoyed to start organising the show as we had to wait with great patience for a safer date due to the constraints with Covid-19. The event will take place at Eden Technical High School. Alewijn Dippenaar will head the organising of the 25th annual George Old Car Show in co-operation with the show committee under the auspices of the Southern Cape Old Car Club.

We invite all the 2020 George Old Car Show Committee Members as well as any other members who are available, to serve on the committee, to contact Alewijn Dippenaar on 082 457 5675 / gocs@scocc.co.za

Kind regards

A handwritten signature in black ink, appearing to read 'Mike Alexander'.

Mike Alexander
SCOCC: CHAIRMAN



P.O. Box 1749, George
Western Cape, 6530

Email info@scooc.co.za
Website www.scooc.co.za

Suid-Kaap Oumotorklub | Southern Cape Old Car Club

2021 SCOCC CLUB OFFICIALS

	CLUB PATRON	
Roelf Vermeulen Snr	083 226 7219	clubpatron@scooc.co.za
	PRESIDENT	
George Marx	083 461 4979	president@scooc.co.za

2021 SCOCC COMMITTEE

	CHAIRMAN	
Mike Alexander	082 495 4780	chairman@scooc.co.za
	VICE CHAIRMAN	
	Vacant	
	TREASURER	
Roelf Vermeulen Snr	082 491 5254	finance@scooc.co.za
	SECRETARY	
Waldo Scribante	082 802 3280	secretary@scooc.co.za
	EVENTS	
Deon Erasmus	082 376 4615	events@scooc.co.za
	CLUBHOUSE	
Chris Kühn	082 779 0451	diebenz@scooc.co.za
	SAVVA & DATING	
Kobus Harris	082 453 1497	dating@scooc.co.za
	TECHNICAL	
Roelf Vermeulen	082 653 1115	technical@scooc.co.za
	YOUTH ENTHUSIASTS	
Willie Thompson	082 453 4322	youth@scooc.co.za

The opinions expressed in Spanner do not necessarily reflect the views of the SCOCC club committee, the editor, club members and/or officers of SAVVA or advertisers in this magazine.



P.O. Box 1749, George
Western Cape, 6530

Email info@scocc.co.za
Website www.scocc.co.za

Suid-Kaap Oumotorklub | Southern Cape Old Car Club

2021 SCOCC COUNTRY REPRESENTATIVES

MOSSEL BAY

Kobus Harris 082 453 1497 kobus@harris-scheltema.co.za

KNYSNA

Manie Rademeyer 082 661 9845 wendy.r@telkomsa.net

OUDTSHOORN

Riaan van Rensburg 082 895 5723 mach1wp@gmail.com

PRINCE ALBERT / KLAARSTROOM

Jeremy Witts-Hewinson 082 488 8370 klaarstroom@telkomsa.net

BEAUFORT WEST

Brain Zechlin 082 376 4615 bwmidas@telkomsa.net

HEIDELBERG / RIVERSDAL

Vacant

VICTORIA WEST / LOXTON

Vacant

2021 SCOCC ADMINISTRATION

MEMBERSHIP & INDEMNITIES

Marlize Herholdt 073 305 6214 info@scocc.co.za

REGALIA

Tillie Olivier 072 510 7836 regalia@scocc.co.za

EDITOR: SPANNER

Vacant

WEBMASTER

Klaus Oellrich 076 764 0897 admin@scocc.co.za

GEORGE OLD CAR SHOW

CHAIRMAN

Allewijn Dippenaar 082 809 2441 gocs@scocc.co.za

MEDIA CO-ORDINATOR

Mimi Finestone 084 583 3144 media@scocc.co.za

The opinions expressed in Spanner do not necessarily reflect the views of the SCOCC club committee,
the editor, club members and/or officers of SAVVA or advertisers in this magazine.



CHAIRMAN'S NATTER

My fellow South Africans.....by now I am sure that everyone is truly sick and tired of Covid 19 and all its' repercussions. However, I must mention again that the safety of our members is of prime importance to the committee and so we have been forced to adapt everything to ensure compliance with the regulations. Hopefully the situation will soon change because of vaccination etc., but we will still have to be vigilant as this deadly menace is likely to be with us for a very long time to come. Almost everyone has by now lost a family member or close friend to this disease, and the old car movement lost 2 iconic members just last week. Our heartfelt condolences go out to all grieving family and friends.

This year has been very much a "non-event" as far as the SCOCC is concerned. Our clubhouse has been standing empty and our cars have been gathering dust in the garage. Many members has fortunately been able to go for the odd spin in their old cars, but driving around with masks and keeping social distances doesn't work well for most of us. Cancellation of the 2021 George Old Car Show was an extremely drastic yet essential move, and was proven to be the correct decision.

Now for good news....Organization for the 2021 Heritage Tour is well advanced, and unless our President drops a new bomb, will go ahead in September as planned. Of course, the intelligent adherence to viral precautions will be mandatory. Also, the planning of the 25th celebratory 2022 George Old Car Show has commenced, and being driven by a team headed by Alewijn Dippenaar. We desperately need people to join this dynamic group, so please contact any committee member immediately if you can play a part in this showcase event. Your input may be vital to this Shows' success, and if everyone does just a little bit, then we can be assured of another memorable show.

The position as Editor of the Spanner is also now vacant following Johan Rademans' recent ill health and work commitments. A massive "Thank You" to him for all his input and dedication towards the Club, and wishing him a speedy recovery. I am sure that somewhere out there among the 260-odd families that are members of the SCOCC, there must be someone who is brave enough to take over the reins as Editor. Please let us know immediately if you see chance for this exciting challenge. You will not be thrown in at the deep end and left to flounder, but will be given guidance all the way. This is not a job that requires any extreme computer competency, so please give it a try if you are at all interested.

As we enter the second half of this difficult year, please let us stay safe, warm and enthusiastic about our hobby. There is a bright light at the end of the tunnel, so I appeal to all members to go out there and get involved in a responsible way and help us to steer our Club to the great heights that our founders envisaged all those years ago!

See you on the road.....

Mike Alexander
SCOCC: CHAIRMAN

Southern Cape Old Car Club



2021

Mike Alexander
Chairman
082 495 4780
chairman@scocc.co.za
www.scocc.co.za



FROM THE EDITOR

21 June 2021

Dear Member

RE: POSITION OF EDITOR OF THE SPANNER

The Spanner is much loved by die members of the Southern Cape Old Car Club and we eagerly await each edition.

The position of Editor of the Spanner is available. NOW is your chance to become involved!

The Spanner is distributed quarterly and interesting articles and high-quality photo's need to be put together in ± 20 A5 pages.

If you would like to be a Guest Editor for a specific Spanner Edition, please contact us!

We also request financial contributions from individuals and the business sector to cover the costs of the Spanner.

Kind regards.

Waldo Scribante
SPANNER: GUEST EDITOR



SPANNER ADVERTENSIE TARIEWE PER UITGAWE

KLEUR BINNE VOORBLAD	R600
KLEUR BINNE AGTERBLAD	R600
KLEUR BUIITE AGTERBLAD	R600
VOLKLEUR ENIGE BLAD BEHALWE BOGENOEMDE	R500
HALFBLAD KLEUR	R300
VOLBLAD SWART EN WIT	R300
HALFBLAD SWART EN WIT	R200
BESIGHEIDSKAARTJIE GROOTTE SLEGS SWART EN WIT	R100



1 July 2021

Dear member,

Aandagafleibaarheid-Hiperaktiwiteitsindroom

At the Southern Cape Old Car Club, we are committed to compliance with applicable privacy laws whilst ensuring the efficient flow of information between our club and members.

We value and respect our member's right to data privacy and will continue to protect personal information in line with requirements stipulated in The Protection of Personal Information Act, 4 of 2013 (POPIA). Data security and privacy continue to be one of our core focus areas, and we have leveraged appropriate solutions to get ourselves ready for POPIA compliance.

The purpose of this communication is to reassure you on some key actions we have taken to align our data privacy and security practices to POPIA requirements in line with the conditions of lawful processing of personal information:

- We reviewed our systems and records where personal information is processed and ensuring security safe guards meet POPIA requirements.
- As of 1 July 2021, all members will also have to provide consent for their information to be processed and stored, prior to engaging with our services.
- We updated our privacy notices on all relevant channels, and we also updated relevant contract clauses, policies, processes, and systems to ensure alignment with data privacy requirements.
- We provided privacy and security awareness and training to our office bearers across our club to enhance our data privacy culture.
- We have also appointed Mike Alexander as our Information Officer, to ensure consistent and sustainable integration of POPIA requirements into our operations and culture.

Furthermore, we require our members to please give the club the necessary consent by completing attached consent form or downloading the print version on our website – www.scooc.co.za .

This form needs to be completed by the member, his immediate family members and sent back to our admin team info@scooc.co.za to process the request.

Regards.

Southern Cape Old Car Club



2021

Waldo Scribante
Secretary
082 802 3280
secretary@scooc.co.za
www.scooc.co.za

[Download Privacy Consent form](#)



A NUMBER OF OUR MEMBERS HAVE NOT YET PAID THEIR ANNUAL MEMBERSHIP FEES FOR 2021 FINANCIAL YEAR WHICH IS DUE ON 1 JULY 2021.

IF YOU HAVE NOT DONE SO PLEASE PAY AS SOON AS POSSIBLE AS ACCORDING THE SAVVA REGULATIONS, ONLY PAID-UP MEMBERS ARE ALLOWED TO PARTICIPATE IN CLUB EVENTS.

THE AMOUNT IS R200.00

SCOCC Banking Details

Southern Cape Old Car Club

ABSA

George 632 005

Cheque account 890 167 551

IF IN DOUBT CONTACT

CHRIS VAN STADEN

082 491 5254

Southern Cape Old Car Club



2021

Chris van Staden

Treasurer

082 491 5254

treasurer@scocc.co.za

www.scocc.co.za

New Membership Application

FROM THE DESK OF SAVVA - 19



To All Club Committee's, SAWA Delegates & Club Members

National Council is pleased to inform you - and confirm that the " New Improved Public Liability Insurance Policy" - is in full force and effect, as of 1 January 2021. The " General Cover" has been increased to R 20 million, with an additional " Car, Care & Custody Cover" of R 10 million - specifically for Car Shows. Attached for your information and records is a " Certificate of Confirmation of Cover" detailing all aspects of this revitalized Policy - including the additional new aspects, as secured via Outeniqua Risk Solutions/ iToo - Hollard Group.

We have also recently finalized negotiations with Cross Country Insurance Consultants/Puma Insurance Brokers - Renasa, for an extremely affordable new" SAWA Car Collector's Insurance Scheme".

This new scheme has vastly improved terms of use, such as 8,300 kilometers per annum, as well as cover for;

- Occasional use
- Weddings & Matric Dances
- Displays
- Historical Re-enactments & Film Shoots
- Discounts for larger Collections

In order to allay any fears, concerns or misunderstandings, we reassure you that this Scheme in no way whatsoever detracts from any current policy you may have, in your personal capacities with FNB Insurance Brokers. Such Policies will remain in full force and effect for the duration of the period of Insurance (for which you have paid premiums) - until renewal date.

Thereafter, you may wish to exercise your personal preference, of remaining with FNB - or switching to the " New SAWA Collector's Insurance Scheme" via CCIC/Puma.

(See attached Advert - which will be featured on our website). In addition to the above, negotiations are under way to implement a" Competitor's - Balance of 3rd Party, Fire and Theft " - Event Insurance option. Such option will be at a fixed fee, providing cover for the duration of the Event only.

As soon as this has been agreed/ finalized, we will advise/ communicate the details to

Gavin Allison

3rd May 2021

President



Veteran, Vintage and Classic Collector's Insurance Scheme

FOR THE MEMBERS OF THE SOUTH AFRICAN VETERAN AND VINTAGE ASSOCIATION

CLASSIC INSURANCE WITH UNIQUE FEATURES

- Cover available for veteran, vintage, classic cars and motorcycles
- Variable competitive tariff for all members
- All Classic Car Club activities
- Efficient service and claims turnaround
- Agreed values on total loss
- Territorial limits - RSA and neighbouring territories
- Repatriation back to RSA following accident or mechanical/electrical breakdown
- Emergency repairs in and outside RSA
- Emergency assistance benefits including medical evacuation
- 24 Hour roadside assistance

* Terms and Conditions Apply

Puma Insurance Brokers

Solutions for Specialist Motor Insurance

Contact Chris Van Der Merwe

Tel 021 286 4388

Mobile 083 401 2813

Email puma@pumainsure.co.za

F.S.P. 44063

More info: www.ccic.co.za

Puma Insurance Brokers



SAVVA

SOUTHERN AFRICAN
VETERAN & VINTAGE
ASSOCIATION



Cross Country Insurance Consultants (Pty) Ltd

Underwritten by Renasa Insurance Company Limited

Cross Country is an Authorised Financial Services Provider 3954

Registration Number: 2008/013847/07 | VAT Number: 4020252203

Tel No: 011 215 8800 | Fax No: 011 476 8205 | website: www.ccic.co.za

In my last "Chatter " I made the comment " May the old motoring movement enjoy a long life "

This is exactly the reason so many of us are actively involved in the restoration of our old cars, motorcycles and stationary engines. However, this still begs the question, " Will the movement endure the test of time?

Many of us follow and enjoy F1, MotoGP and World Rallycross. It was incredibly enlightening for me, doing some research, to find that the average age of F1 Drivers is 26,7 years. This calculation was affected by the "older drivers " such as Kimi Raikkonen (41) , Fernando Alonso (39) and Lewis Hamilton (36) otherwise the F1 average age would have been lower. Interestingly, the average age of the MotoGP Riders is 26,5 years – somewhat similar to F1 – while World Rallycross is a "youthful" 39,9 years.

Now you are wondering why I am sharing this "trivia " with you. Well, it seems to me that the youth of today are still "petrol heads" - they are interested in cars and motorcycles. The youth are our future.

Ever wondered what the average age of the members in your Club is ?

I would guess that it is probably above 65 years. Why don't we have the youth involved in our Clubs ? What is going to happen to our " precious investments " if we don't have the youth involved ? Why are the F1 drivers, MotoGP riders, and their spectators / followers so young ?

Is there possibly a difference between these groups and the offering from SAVVA Clubs ?

The time has come for all Clubs to urgently address this, to prevent a crisis in our "old car / bike" movement.

The SAVVA National Council held a Quo Vadis " Think Tank " Workshop in Cape Town on 12 May 2021 – to address these concerns, and the future of our movement. This resulted in the following decisions being taken, namely;

1. Both SAVVA and SAVVA Clubs activities need to be actively marketed – Nationally and Internationally - on a regular basis.
2. To urgently develop a "National Youth awareness & involvement " plan.
3. The history of SAVVA and its activities over the years needs to be documented.
4. The pool of knowledge and skills amongst Club Members needs to be preserved – where possible to ensure the future of the movement.
5. Head up a committee and actively and regularly liaise with Government, provincial and local authorities on a number of concerning issues.

National Council is fully committed to these incisive decisions, and invites all Clubs – where so much knowledge and expertise is untapped - to participate in these initiatives as soon as possible. Take up the challenge by " stepping up to the plate " and help us build our South African motoring movement into one of the best in the World

Namens die Nasionale Raad van SAVVA wens ons elke klub sterkte toe om die huidige stuikelblokke en beperkings te bowe te kom. Wees toegewyd en kreatief. Lank leef die ou- motorbeweging, met elkeen van julle insette EN die jeug wat ons volg!

Oumotor groete

Philip Kuschke 07.06.2021

President:	Gavin Allison
Chairman	Philip Kuschke
Vice Chairman	John Reidy
SAVVA Secretary	Pam Hall
SAVVA Dating	Peter Hall
SAVVA Motor Sport representative	Hennie van der Walt



BONNETS UP

Every last Sunday of the month @ 11h00









★ ★ ★
★ *die Benz*
Classic Cars & Coffee

Voordat die Covid-19 Pandemie ons getref het, het die bestuur van die Suid Kaap Oumotor Klub dit goedgevind om 'n geleentheid te skep waar lede op 'n gereelde basis kan bymekaarkom om op 'n baie informele voet te kuier en gesels.

Die idêe is om eenkeer per maand op 'n Saterdagoggend by die Klubhuis bymekaar te kom. Ongelukkig het Covid 19 hierdie pragtige inisiatief in die wiele gery en kon daar net 'n paar sulke geleenthede plaasvind en die lede wat dit bygewoon het kan getuig van hoe aangenaam dit was. Hoe dan anders as ons Sekretaris self die koffie maak en beskuit voorsit.

Please do make a special effort to attend these very special get togethers when next we have the opportunity to do so and also bear in mind that our female companions are more than welcome to attend as well. What better way is there to start a Saturday morning.

Hope to see you all there.

Best Wishes,





SKOMK

Tegniese Aand by Charles van Jag/Daimler Spares



Woensdag 21 April het die SKOMK lede by Charles Berg, een van ons nuutste Lid by SKOMK.

Dankie vir almal wat bygewoon het, almal het die inligting oor die Belsize en Mini met sy 4 vergassers geniet.

Die foto's wys waar Charles verduidelik oor die Belsize, die WD lamp en lede wat aandagtig luister.



Inligting oor Charles

Charles het die voorreg gehad om van die lede te ontmoet tydens n geselligheid by sy besigheid (wat al vir 31 jaar in bedryf is).

Jag Daimler spares handel in onderdele vir die klasieke Jaguars voor 1995 en ons het 3 jaar terug besluit om in hierdie mooi deel van die land te kom aftree.....wel, semi aftree.

Charles se vrou was Skoolhoof en het Desember 2019 klaar gemaak. Charles het besluit om die hele besigheid te skuif na George.

Meeste van sy parte verkope was gestuur van die vorige winkel in Boksburg na alle uithoeke in SA asook Namibie, Botswana, Zimbabwe en Mozambique. Maak nie saak waar, geografies, of waar Jag Daimler spares geleë is nie – die diens word nog gelewer soos altyd.

Geen dag gaan verby wat ons nie dink aan hoe n goeie besluit dit was om juis hier te kom vestig het nie.

Die vriendelike mense (veral die SKOMK lede), die natuur, die puik dienste en veiligheid. Dis net absoluut n wen wen situasie.

Charles het ook besluit om 'n lid by ons klub te word en waardering aan SKOMK vir die aanvaarding.

Charles se ou motor versameling

In sy motor versameling is 'n besondere item en Charles is gevra om die Lede meer te vertel daarvan.

Die Belsize van 1913

Belsize was 'n Britse motor vervaardiger wat bestaan het van 1910 tot 1925 waarna hulle saamgesmelt het met Bradbury. Hierdie spesefieke motor het diens gedoen in die Eerste Wêreld oorlog en was gebruik as Offisiere en troep draer.

Sekere modifikasies is aan die agter suspensie gedoen en die koplampe het nog die WD wapen, wat staan vir "War Department" (sien foto).

In daardie tye was Model T en ander vervaardigers al besig met massa produksie en het geen tierlantynjies gehad nie. Maar die afwerking en Vakmanskap

op die Belsize verstom mens.

ALLES op hom is koper. Van die wiel moere tot die trimings om elke deur. Daar het heelwat moeite en sorg in die vervaardiging van hierdie besigheid se produk gegaan en dis ooglopend dat hulle iets wou maak wat duidelik in 'n ander klas is. "Verskoning aan alle Ford eienaars".

Hierdie motor is later na SA gebring en heelwat van die geskiedenis is bekend. In 1932 het ene Saunders die motor gekoop as vervoermiddel vir sy seun wat student aan Grahamstown Universiteit was. Later is die motor gevind in 'n fabriek in Jeppe maar daar was sedertdien aanbouings en toe moes 'n muur uitgebreek word om hom weer daaruit te kry.



Dr. Collier, wat 'n bekende versamelaar was in Natal, het die motor lang besit en in 1968 het Charles se Skoopna, Jan van Rensburg van Germiston, die motor by hom gekoop en heelmaal restoureer. Na sy afsterwe in 1985 het Charles se vrou Desiree hom ge-erf en in 1997 het Charles hom weer oor so 14 maande restoureer. In daardie tye (1985 tot 2000) was daar baie "Rallys" wat deur klubs gehou was en waar moontlik het ons deelgeneem aan meeste van hulle.

In een nuusbrieff is na die Belsize verwys as seker die mees ge-rallyste Veteraan in die land. Dan was daar





die Burgermeester van Sandton en Johannesburg was altyd daar om so 21 tot 25 Veteran motors weg te sien. As Charles self met sy 1911 Hupmobile gery het hy altyd die Belsize beskikbaar gestel aan Cyril Richmond of Jock Meldrum vir gebruik. Maar deelneem moes daar.

Desiree is nou verseker die langste enkel eienaar. 36 jaar, hoewel sy nog nooit bestuur of aan hom gewerk het nie. Dit was alles Charles se plesier. Die enigste elektrisiteit op die hele kar is van die magneto na die plugs. Die koplampe werk met Carbite en die twee sy lampe en agterlig met parafien. Op die foto kan die Carbiet generator op die running board gesien word. Die engine is 'n 4 silinder 1100cc petrol motor met 'n worm drive op die agteras.

Geen waterpomp, slegs gewone konveksie sirkulasie. Hulle kan maar dankbaar wees dat hulle nog toegelaat word om sulke voertuie in ons land te kan gebruik. Baie Europese, en ander lande maak dit moeilik vir hulle gebruik net wanneer jy wil.

Die Belsize is in 1969 amptelik "ge-date" deur die



Vintage & Veteran klub en die reeks nommer op die plaat in #34 wat dit een van die vroeë's maak om ge-date te word.

Charles en Desiree sien ook daarna uit om aan van die SCOCC aktieweite deel te neem en meer van die Lede te ontmoet.

die Fuel economy run, die Sundown Ranch rally, Milligan, National en baie van die korter Saterdag runs. In daardie dae was daarook die plaaslike "London to Brighton" rit wat in hulle geval was van Sandton na Rustenburg en was elke jaar gereël deur Peter Hall. Dit was 'n Groot okkasie en



JAG-Daimler SPARES
CC

Reg. No: CK 90/22188/23
58 Main Street, Witfield 1459
Telephone (011) 826-2302/7
Fax (011) 823-4777
E-mail: jagdaimlerspares@vodamail.co.za

CARL FRIEDRICH BENZ

25 November 1844 – 4 April 1929



Two new investors joined the company in 1890, Friedrich von Fischer and Julius Ganß, and by the turn of the century Benz & Co. had grown to become the world's leading car manufacturer.

In 1899, the Gasmotoren-Fabrik became the joint stock company Benz & Cie. Rheinische Gasmotorenfabrik. Julius Ganß was made a member of the Board of Management alongside Carl Benz. Whereas 50 workers had been sufficient for car production in 1890, now Benz needed a workforce of 430. Internal dispute arose when sales took a dramatic downturn with the launch of the Mercedes competitor product in 1901 and when Carl Benz refused to agree to new models and design principles: Carl Benz ended his active involvement in the company.

The management appointed the French designer Marius Barbarou to the Mannheim plant in an attempt to counter competition from Daimler. But the new model series did not significantly improve the business situation, and Ganß and Barbarou left the company in 1904. At this, Benz returned to the Supervisory Board.

The new investor Georg Diehl and Fritz Erle, in his position as plant manager, asked the incumbent chief designer Hans Nibel to comprehensively revise the model range, and in 1905 he succeeded in returning the company to economic prosperity – particularly with the prestige and luxury class of vehicles. But the company's racing and record-breaking vehicles also achieved worldwide notoriety, cars such as the 'Lightning Benz' of 1909. Benz himself established C. Benz Söhne in Ladenburg in 1906. The company also produced automobiles, at least until 1923/24, whereupon it continued operations as an automotive supplier.

Benz remained a member of the Supervisory Board of Benz & Cie. and subsequently Daimler-Benz AG until 1927. When Dr. Carl Benz died at the age of 84 on 4 April 1929, Daimler-Benz AG was already well established as a leading international company in the automotive sector. In 1929, exports already accounted for 15 per cent of total sales and its workforce of around 15,000 employees were turning out well over 11,000 cars each year.

Mercedes-Benz Museum
Press Information



Life had not exactly been a bed of roses for Carl Benz, born in 1844. He was two years old when his father died. In spite of a shortage of money, however, his mother considered it important that her son should have a good education. After working for a number of employers, in 1871 the engineer and August Ritter, a mechanical specialist, decided to make a go of it alone and opened a workshop in Mannheim.

It turned out, however, that Ritter was not exactly the most reliable of partners, and the fledgling company only survived thanks to the dowry brought by Carl Benz's young wife Bertha Ringer, whom Benz married in 1872.

Even then, business failed to pick up significantly and the automotive pioneer was forced to seek out new financiers in the Bühler brothers and the banks. But investors always want a share in the success of a business, so in 1882 the Gasmotoren-Fabrik Mannheim was converted into a joint stock company.

Carl Benz held just 5 per cent of the shares, and when his investors attempted to exert influence on his designs, the inventor opted to leave the company just a year later.

That same year Benz found new financiers and on 1 October 1883 he set up Benz & Co. Rheinische Gasmotoren-Fabrik, Mannheim, a general partnership, with the industrialist Max Kaspar Rose and commercial agent Friedrich Wilhelm Eßlinger. The gas engines sold well and Benz could at last continue researching his car engines with a degree of financial security, presenting his first

Patent Motor Car in 1886.

BENZ PATENT-MOTORWAGEN

1886 – 1892

Replica: MBSA Heritage Center, East London



© Mercedes-Benz AG

	Model 1 1885 – 1886	Model 3 1886 – 1892	1886 - 1894	1886 - 1894
Year:	1885 – 1886	1886 – 1892	1886 - 1894	1886 - 1894
Units:	1 only	25		
Price:	experimental	Mk 3,000-		
Engine:	1 cylinder, four-stroke			
Bore & Stroke:	90 x 150 mm	110 x 110 mm	115 x 160 mm	130 x 150 mm
Piston displacement:	954 cc	1045 cc	1660 cc	1990 cc
Compression ratio:	2.7:1	2.7:1	2.7:1	2.7:1
Power:	0.75 hp @ 400 rpm	1.5 hp @ 500 rpm	2.5. hp @ 500 rpm	3 hp @ 500 rpm
Distribution:	automatic intake side-valve, controlled upright exhaust valve			
Fuel system:	Benz surface carburettor			
Ignition:	electrical high voltage vibrator coil			
Lubrication:	drip feed lubricator and grease cap			
Gearbox:	1 forward gear, without reverse	2 forward gears, without reverse		
Gear ratios:	engine intermediate transmission 1:1 chain drive 10:25			
Frame:	tubular steel			
Handbrake:	band	wooden block rear wheel		
Dimensions:	Length - 2500 mm Width - 1300 mm Height - 1450 mm			
Wheelbase:	1450 mm	1575 mm		
Tracks:	Front - 1190 mm Rear - 1190 mm			
Tyres:	Solid rubber Front - 730 mm Rear - 1125 mm	Front - 760 mm Rear - 1260 mm		
Weight:	265 kg	265 kg	360 kg	
Max speed:	16 km/h	20 km/h	20 km	20 km

BENZ VELO / COMFORTABLE

1899

Previously owned by Jeff Watson, Johannesburg (EXPORTED)



	VELO	COMFORTABLE
Year:	1894 - 1900	1898 -1902
Price:	Mk 2,200-	Mk 2,500-
Engine:	1 cylinder, four stroke	
Bore & Stroke:	110 x 110 mm	110 x 110 mm
Piston displacement:	1045 cc	1045 cc
Power:	2.75 hp @ 600 rpm	2.75 hp @ 600 rpm
Distribution:	automatic intake valve, controlled exhaust valve	
Fuel system:	Benz float-type carburettor	
Ignition:	electrical high voltage vibrator coil with timing, 6V	
Lubrication:	pressure system	
Gearbox:	2 forward gears, without reverse	
Frame:	wooden with iron reinforcement	
Brakes:	outer band on rear wheels	
Dimensions:	Length - 2250 mm Width - 1250 mm Height - 1350 mm	Length - 2400 mm Width - 1250 mm Height - 1350 mm
Wheelbase:	1340 mm	
Tracks:	Front - 1000 mm Rear - 1040 mm	Front - 1190 mm Rear - 1190 mm
Tyres:	pneumatic	
Weight:	280 kg	360 kg
Max speed:	25 - 30 km/h	20 - 30 km

MERCEDES BENZ



Ancient and Modern

The Watson Daimler & Benz.

The Mercedes Benz mystique stems from a long line of very varied cars, ranging from quite ordinary to quite exceptional.

In order to capture some of the aura I managed in one day to acquaint myself with four examples of the lineage, starting right at grass roots and progressing to today's top of the line.

Jeff Watson of fond memory, brought up both his sons Roy and Tony with a real love and knowledge of cars which is evidenced by their active participation in many facets of motoring.

On a fine Johannesburg morning Tony generously drove his 1899 Benz one lugger to Roy's Bryanston house where his motor house contains, besides the 1900 Coventry Daimler, a number of delectable cars, well known to most enthusiasts.

Tony's Benz was presumably one of a number sold in Cape Town by the "Benz Agency" before the Anglo Boer War. It was discovered in the 1940s in the cellar of a house in Oranjezicht, Cape Town.

The 1045cc single cylinder engine is mounted horizontally over the rear axle and drives (by means of pulleys and belts) a countershaft connected to the rear wheel by chains.

The belt system gives three speeds of about 3, 10 and 20 kph.

Elder brother Roy, who coincidentally spends his working hours compiling instruction manuals for Mercedes Benz, has over the years fettled the 1900 Daimler to the fine order it is in today.

Coventry Daimlers came about in a roundabout way. Gottlieb Daimler had granted the French Concession for his engines to Edward Sarazin who teamed up with his friend Emile Levassor for his firm to build a car with the Daimler engine. Sarazin died before the first cars were produced and his widow (to whom the concession passed) married the dour Levassor.

After certain experimental cars, the firm of Panhard et Levassor had by 1891 produced an automobile built to what became known as "Systeme Panhard" and which became the basis of the accepted standard design of the twentieth century motor car.

In essence Levassor took the revolutionary steps of placing the engine out

in front and eschewing belt drive in favour of clutch, flywheel, gears and chains to drive the rear wheels. Chassis was of wood, suitably strengthened with fitch plates and steering was by the Lenkersperger system.

At last these components (none of which was necessarily a new invention) were assembled in a form which was the motor car in embryo, as distinct from a horseless carriage.

The British Daimler concern built cars more on Panhard et Levassor principles than Canstatt lines but apparently didn't get the mix quite right until, in 1899, they produced wheel steering models.

Roy's car is an 1899 or 1900 model with 6hp 1200cc vertical twin cylinder Phoenix engine and is, according to Roy, virtually a mirror image of the contemporary Panhard et Levassor, with proper radiators for and aft.

This Coventry Daimler was imported to Kimberley at the turn of the century and was owned by an insomniac named Everingham who sat up all night in a chair. After he was murdered by intruders one night, the car apparently sat in disused state until rescued by Jeffs Watson and Pierre Kelfkens at the end of the war.

THE INVENTION OF THE AGE!

The First Exhibition in South Africa
of
The Motor, or Horseless Carriage.



IN FULL VIEW IN THE
BEREA PARK
Monday, Jan. 4th,
AT 4 P.M.

Under the Rules of the South African Cycling Club and under the auspices of the Pretoria Mechanic's Amateur Cycling Club.
Great & Fine Bicycle Race for the Old Ladies' Club's 25 St. Cup.
Great & Fine Bicycle Race for Messrs. Ben A. Co's Senior Cup.
200 Yards Flat Race for the S. G. Senior Prize.
Entries Free, at the Post.
Over 200,000 People witnessed the first run of the MOTOR CAR between London and Brighton.

THE MOTOR OR HORSELESS CARRIAGE

is destined to work a revolution in Locomotion. Carriages, Cabs, Hotel Busses, and heavy Delivery Vans have been fitted up with the Motor, the six wheels will be propelled by this machinery in time, and then forward to hindered—as shortly we will witness to horse sickness, expensive repairs, broken harness, busy grooves, and run away horses. Our Motor Carriages can stand in the streets unattended and the long-time Zerp does not interfere.
That the MOTOR CAR, like the Bicycle, has come to stay and be the state of the century, is amply proved by the dozens of publications in every country devoted to the MOTOR CAR. Exhibitions, Competitions and Races are being held everywhere, and the utility of this marvellous contrivance has not yet been completely grasped.

Messrs. HESS & Co., are the introducers of this wonderful invention to South Africa, and Pretoria will count it a Red-Letter Day that PRETORIANS will be the FIRST to set eyes on and see the working of this great scientific invention, and if 500,000 people waited with eager eyes to see the first MOTOR CAR, more on that rainy autumn day in London only a few weeks ago, we think that 3,000 PRETORIANS at least, will roll up on this sunny day.

BEREA PARK,

and pay the popular admission price of
2s. 6d. PER HEAD,

for the honour of being the FIRST PEOPLE in SOUTH AFRICA to have set eyes on that which, no doubt, will supersede all locomotion before the end of this century.

But hold! say none, this CAR will no doubt be running as an advertising medium for this pushing firm through our streets ere long, and then we shall see it free of charge. In this they will be mistaken, as, after an exhibition on the WATERLOO Ground, JAMESBORO, the MOTOR CAR will be sold to one of the Bands Magpies for his own private use. So the only chance is to be one of the great and fashionable assemblies.

On Monday Next, Jan. 4th, at 4 p.m.

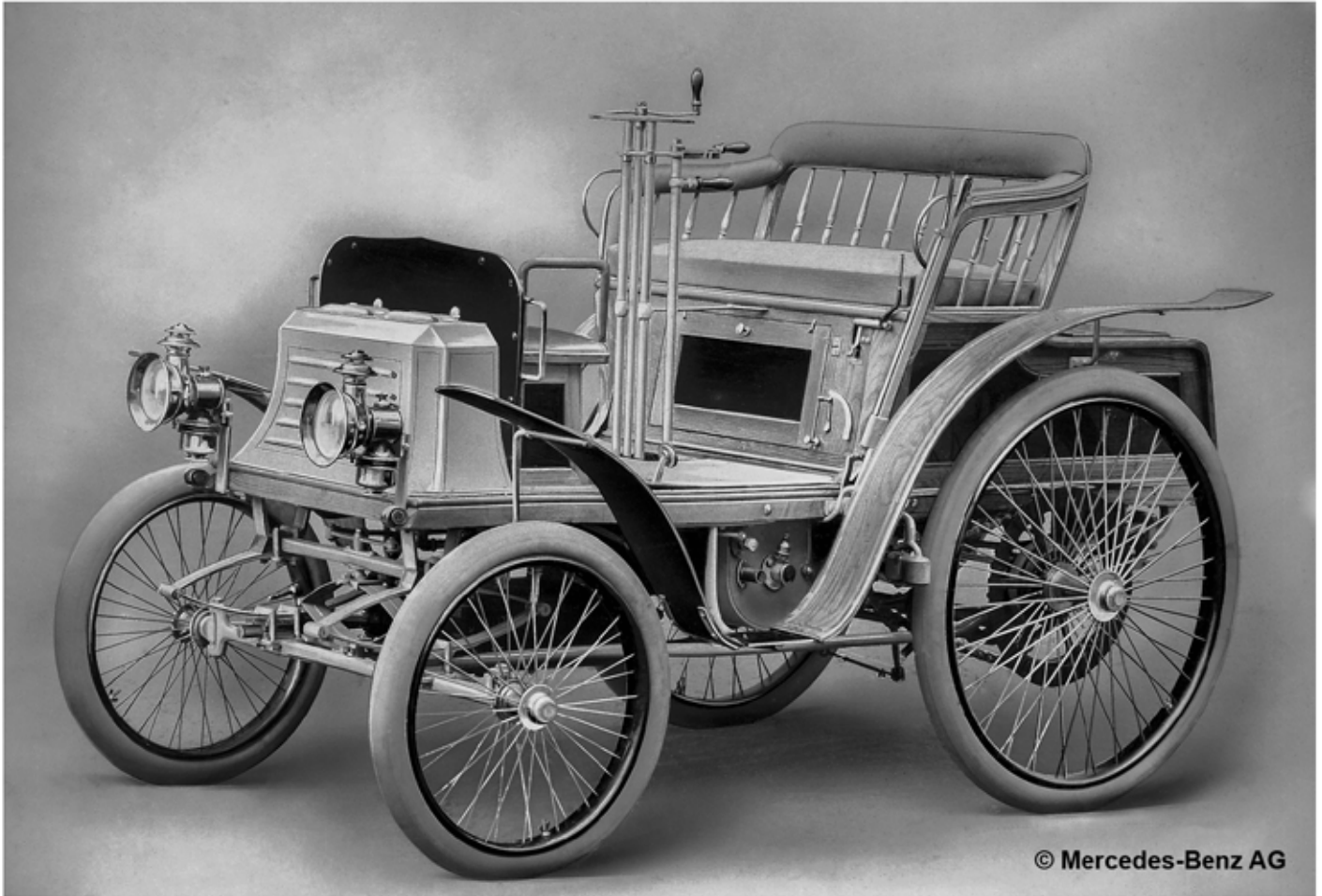
Photographers will be admitted free of charge

A Ride on the CAR by private arrangement.
HESS & CO., Sole Agents for the Benz Motor Car.

BENZ IDEAL

1901

Owned by Crankhandle Club, Cape Town



© Mercedes-Benz AG

Year:	1898 – 1901	1899	1902
Engine:	1 cylinder, four stroke under bench seat		flat-two engine (boxer)
Bore & Stroke:	110 x 110 mm	115 x 110 mm	110 x 110 mm
Piston displacement:	1045 cc	1140 cc	1710 cc
Power:	3 hp @ 700 rpm	5 hp @ 960 rpm	8 hp @ 920 rpm
Distribution:	automatic intake valve, controlled exhaust valve		
Fuel system:	Benz float-type carburettor		
Ignition:	electrical high voltage vibrator coil with timing, 6V		
Lubrication:	pressure system		
Gearbox:	3 forward gears, without reverse		
Gear ratios:	engine intermediate transmission 1:1 chain drive 10:25		
Frame:	sectional steel		
Brakes:	outer band on rear wheels		
Handbrake:	outer band on rear wheels		
Dimensions:	Length - 2400 mm Width - 1350 mm Height - 1500 mm		
Wheelbase:	1560 mm		
Tracks:	Front - 1120 mm Rear - 1120 mm		
Tyres:	Pneumatic		
Weight:	425 kg		600 kg
Max speed:	30 – 35 km		50 km

THE 1901 BENZ OF THE CRANKHANDLE CLUB

by Lyn Ward



A fine contemporary photograph of a 1901 Benz believed to have been the first car in Port Elizabeth.

This car is a 1901 "Ideal" model. Its history is rather hazy but as far as I can make out, it was discovered when the Timour Hall Estate, belonging to the Marais family was wound up and sold in the late forties. Nobody knew what to do with it but fortunately the RAC rescued it from destruction. They didn't know what to do with it either, so they gave it to the engineering department of the University of Cape Town. It languished there, was used in one rag procession, and I, as a high school boy saw it being driven along University Avenue on an open day in 1952 or '53. It was restored by Jack Holmes in about 1959, and then the UCT decided that it was more of a liability than an asset, so they looked around for a suitable institution to care for it.

This materialised in the early 60s when the Crankhandle Club acquired its premises in Wynberg, and the Benz was handed over to the club on "permanent loan". I have been a member of the Crankhandle Club since 1960 and an active member since late 1964, and up to the middle of 1977 I don't remember the car being driven at all. Rodney Wilson worked on it a bit during the early 1970s and then in 1976 Ken Burke was given the task of getting it going. Then I got involved as well. The one insoluble problem was that the huge bicycle-type tyres on the rear wheels are simply not available. Rodney had a go at making tyres out of latex and cotton tape but didn't go very far. So the back wheels are still on solid "cab tyres".

Ken and I certainly got the Benz going, but before talking about driving it let us have a look at the mechanical layout. The chassis is of steel - braced wood with fully elliptical springs front and rear. The axles are linked by longitudinal rods in the American buggy style. The engine has one cylinder of 1.3 litres which lies horizontally fore-and-aft with the crankshaft transversely at the rear.

There is a large flywheel with six curved spokes on the right hand side of the crankcase. Thus the cylinder is under the seat. In front of that i.e. under the floor, lies the four speed and reverse gearbox, which also houses the differential. Final drive is to the back wheels by chains. Secured to the flywheel is a wide cylindrical pulley from which a flat belt about 10 cm wide runs to an idler pulley which turns freely on the gearbox input shaft. Now when the clutch lever is pushed round to the engaged position where it latches, a stirrup forces the belt over to an adjacent fixed pulley, thus giving a smooth engagement to a solid drive. If you press the foot brake pedal which works (does it?) on the transmission, the "clutch" is unlatched and the stirrup pushes the belt over to the disengaged position. If this doesn't suit you, use the other foot brake which sort of tightens bands around minimal drums on the back wheels. But more about the gearbox later.

Engine lubrication is by drip and hope from three glass oil cups - one on each main bearing and one on the cylinder, to lubricate the piston. The inlet valve is automatic and the exhaust is cam operated. Cooling is by a pump driven by a little rubber-tyred wheel which runs on the rim of the flywheel. Water is supplied by the pump to the cylinder jacket whence it exits into a brass tank above (for steam, surge or what?) and thence along a pipe and into a tank inside that quaint little bonnet at the front. From there it goes to a finned coil underneath and back to the pump.

The cylinder head is just a flat steel disc held by six studs. It has no cooling, but with a maximum output of some three and a half horse power, who cares?

The carburettor is of the surface type in the form of a tank in the engine compartment, with a miniature brass ball-

cock for level control. It also has a compartment at the bottom which is heated by exhaust gas to aid evaporation. The throttle lever is on the left of the car just below the seat next to the spark advance lever and extra air control.

You're probably asking by now "how do you change gear, anyway?" Well, the steering column rises vertically out of the centre of the floor so that the handle (in place of the steering wheel) can be operated by either person on the forward facing seat. On the steering column are also the clutch lever and the gear lever, which is on a quadrant with notches for the positions 1-N-2-3-4.

To start the engine, open the back panel, turn the flywheel over till you feel compression, grip a convenient spoke and pull. It usually starts on the third wrench. Ignition, by the way, is by battery and trembler coil.

One thing is certain, however: this car is difficult and indeed hard work to drive. It really requires two competent persons to perform this task successfully. To start off, engage first gear then advance the spark (the throttle should be about $\frac{1}{4}$ open) and simultaneously engage the clutch. This is where you need a third hand to steer.

When you've got going a bit, it's time to get into second. Retard the spark and move the gear lever into the notch for second. A bit of a graunch, then advance the spark. Open the throttle a bit and if there is not much power, give it some extra air. And so on to third and fourth gear. Reversing is something different. You engage first gear, depress the reverse pedal and engage the clutch. Don't forget to look behind you.

Some years ago I drove the car with Ken Burke and we got it up to about 18 mph. That's going! It rode quite comfortably - not too much vibration either. But I wouldn't risk it alone!



The 1901 Benz in the Crankhandle Clubhouse.

HOW FEW THERE WERE

Bob Johnston reflects on the scarcity of Benz and Mercedes on the South African motoring scene in the early days.



A pair of 1905 Benz setting out on a picnic from Johannesburg.

Anyone who remembers the Thirties slogan "Watch the Fords go by" now watches the Mercs go by. It comes as quite a surprise, therefore, to discover that among the amazing variety making up the 1400 cars registered in Johannesburg in 1913, only four were Benz and five were Mercedes. Not that German cars weren't popular. Before the American invasion took hold the almost-forgotten Adler was by far the local favourite with 62 examples outnumbering even Ford and there were quite a few N.A.G.s and Stowers, even a Brennabor, a Durkopp, a Gaggenau and an Oryx. The numerous motorists and businesses of German origin tended to choose home makes but apparently were unimpressed that the Kaiser favoured Mercedes while his motorist brother Prince Heinrich and the military liked the sturdy Benz. Willy Muller was the Adler agent and ran his flourishing business from premises in the central Market Building on Market Square. Then came the Great War.

After the war, with the prevailing "hang the Kaiser" attitude, registrations of German cars fell almost to zero. With the amalgamation in 1926 of the Three Pointed Star and the Benz Laurel Wreath when the two keen rivals formed Daimler-Benz, a few of the smaller "Type 200" models appeared, mainly imported by German diplomats and nationals. With their modest side valve engines and boxy steel bodywork they could be mistaken for the compact

Studebaker-Erskine but were more costly and lacked the American make's dealership arrangements. There were also a few of the larger "Nurburg" sedans and tourers but they could not compete with the well-established Packard in the same class.

By the early Thirties the firm's chief engineer Hans Nibel had embarked on the long line of all-independently-sprung solidly-built Mercedes which has come through to the present day. These designs, together with those of Skoda, Steyr, Tatra and other innovative Europeans, marked the great break with

the American and British schools, but local motorists stuck to rugged, value-for-money Detroit products or conservative "British and Best" jobs from Coventry. Strangely enough, among the insignificant population of Daimler-Benz vehicles throughout the country, were a number of the most unlikely model of all — the odd little under-powered and overpriced Type 130, rear-engined and with notorious road holding. Some visitors returned from Germany with charming small convertible Type 170s and Type 230s, examples of which have happily survived.



A gigantic 12-litre Benz serving with the German forces in South West Africa.

In Johannesburg in 1938 almost the sole example of the current Mercedes was a 3 litre Type 320 sedan with unfamiliar cambered rear wheels resulting from its swing-axle suspension. This car may still exist, hiding shyly somewhere on the Reef. Germany's notorious government of the time was enjoying considerable influence in certain quarters and its Embassy and consulates were not above urging (leaning on?) its nationals to "consider the purchase" of a domestic make. With a straight-eight Buick selling at £400 an expensive unknown quantity like Mercedes had little appeal. Moreover a nervous citizen could allay anxiety by opting for General Motors' Opel or if he fancied something more exotic, there was still the Adler, now in advanced front-wheel-drive form, or the handy little D.K.W. Around this time conservative Pretorians were able to gawk at the ultimate in German automobile production when a dazzling red Type 540K supercharged straight-eight convertible paid a visit from South West. Then came the Second World War.

Meanwhile Hitler had decided that the Type 540K in roadster form, probably the most aggressively-handsome motor car ever built, made an ideal present to princes and rulers whose co-



This circa 1906 Mercedes is shown on a typical Transvaal "road".

operation he sought. Into this category fell such colourful characters as King Farouk of Egypt and the future Shah of Iran. Likewise the enormous armoured "Grosser" Mercedes made a nice gift to elder statesmen like Dr. Salazar of Portugal and Emperor Hirohito of Japan. Johannesburgers were startled out of their wartime austerity motoring by the sight of Prince Rizah Shah's superb roadster complete with "Sultan's favourite" type passengers, all part of his entourage during his mysterious sojourn in 1943.

Daimler-Benz entered the post-war

era with the modest Type 170 but soon South Africa was faced with strict import control which effectively barred all but a handful of out-of-the ordinary private imports. 1952 saw a festival held on Cape Town's new foreshore to celebrate the 300th anniversary of the arrival of Jan Van Riebeeck. Among the exhibits were three post-war Mercedes, the importation of which had been reluctantly authorised by the Department of Import Control. In this modest way the Three Pointed Star began its belated ascendancy.



PASSION

The call of the mountains

As a child, Waldo Scribante saw that a Mercedes can climb even the steepest pass roads. Today the collector tours the wild landscapes of South Africa with rarities such as a Benz 8/20 HP and a Mercedes-Benz Model 130.

TEXT AND PHOTOS Helge Bendl

BENZ 8/20PS

1913

Owned by Waldo & René Scribante

Previously owned by Jimmy Hall



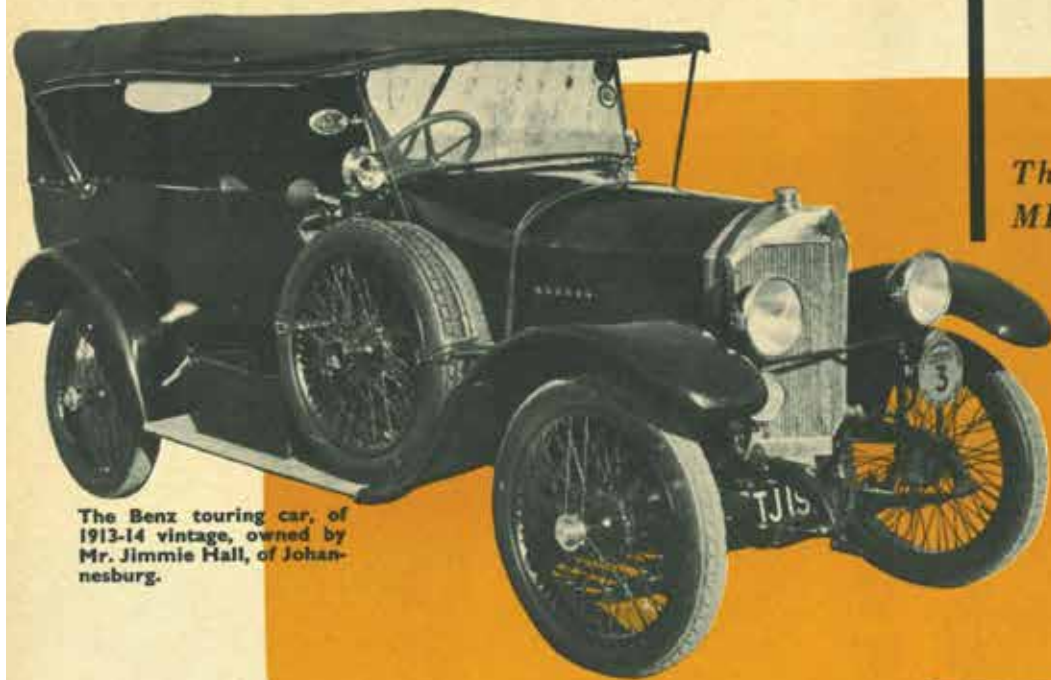
Year:	1912 - 1914
Price:	Mk. 10,200.-
Engine:	4 cylinder in line
Bore & Stroke:	74.5 x 120 mm
Piston displacement:	2090 cc
Compression ratio:	4.5:1
Power:	20 hp @ 1900 rpm
Distribution:	side camshaft driven by chain
Fuel system:	Zenith carburettor
Ignition:	12V Bosch magneto
Lubrication:	pressure system
Gearbox:	4-speed manual transmission
Gear ratios:	I. 4.0; II. 2.50; III. 1.80; IV. 1.0
Clutch:	leather cone
Transmission type:	change-speed gear
Frame:	pressed-steel
Suspension:	front and rear semi-elliptical springs
Steering:	worm-and-nut steering, right-hand
Brakes:	mechanical, acting on transition input shaft
Hand brake:	mechanical, acting on rear wheels
Dimensions:	Length - 4000 mm Width - 1600 mm Height - 2050 mm
Wheelbase:	2850 mm
Tracks:	Front - 1350 mm Rear - 1350 mm
Tyres:	Pneumatic
Weight:	1660 kg
Max speed:	62 km

History:

Found in many parts on a farm approximately 12 miles from Johannesburg in 1956, completely dilapidated. Restored in 18 months by Jimmy Hall.

I bought the car from Casper Scharrighuisen's Ladysmith auction in 2000. In 2007 engine overhauled completely by Jan Hofmeyr of the Strand Lyn Ward of Cape Town rewired car as per original factory specifications.

Participated in numerous SCOCC Vettoere and Kalk Bay rallies, the last few years driven by René on Model T Ford Vettoer and subsequent Vettoere, renaming car "Benzie", and with André du Toit as co-driver. Regularly exhibited at George Old Car Show.



The Benz touring car, of 1913-14 vintage, owned by Mr. Jimmie Hall, of Johannesburg.

The story of
MERCEDES-BENZ

FIRST IN THE FIELD

by R. H. JOHNSTON

THE Daimler-Benz Company of Unterturkheim, Germany, this year celebrated their seventy-fifth year of automobile engineering and thus can justly claim to be the world's oldest motor vehicle manufacturing concern. The reputation and popularity of their vehicles goes from strength to strength both in South Africa and overseas, something which is a source of considerable satisfaction to the motoring historian who so frequently finds himself concerned with once great names that no longer exist.

From the work of two absolute pioneers in the development of the internal-combustion engine, Karl Benz and Gottlieb Daimler, in the latter part of the nineteenth century, sprang the long line of Mercedes automobiles.

While operating a small but successful factory making stationary gas engines, Benz constructed entirely from first principles, since he had never seen a motor vehicle, a three-wheeled machine using a single cylinder horizontal engine. This horseless

carriage, which strongly resembled a riksha with a front wheel for steering, first ran during 1885 and by the following year was used fairly extensively in the streets of Mannheim. To Karl Benz, therefore, must go the credit for having designed, built and driven the world's first petrol-driven vehicle.

This basic design, although it was soon fitted with two small front wheels and eventually two horizontal cylinders, was used for all Benz cars made during the next fifteen years. Many hundreds were built and sold all over the world, making Benz the first man to produce cars in quantity for sale. The first car to come to South Africa was a Benz, brought to Johannesburg by a Mr. Hess in 1896. From all accounts it ran successfully in the streets, and was demonstrated in Pretoria to President Kruger, who congratulated the owner but declined the offer of a ride! Happily, we have two good local examples of this pioneer car, Mr. J. G. Watson's 1899 model, and a slightly later edition which has been beauti-

The car esteemed by all who know her.



BENZ.

CATALOGUES, PRICE LIST, TRIAL RUN, ON APPLICATION TO

Motor Engineering Works,
Rutger Street.

Telephone 937. - Telegrams: "MOTOR."

A 1913 Benz advertisement, published in "The Motorists' Paradise" (a booklet issued by the Cape Peninsula Publicity Association).

fully restored for the R.A.C. of S.A. by Commander J. B. Holmes.

Unfortunately, Benz was convinced that his design with its horizontal engine driving large "riksha" wheels via a belt and chains, was quite adequate, but by 1900 other designs more on the lines of the car as we know it, had outstripped him. His stubborn refusal to change very nearly brought about the failure of his company.

Gottlieb Daimler, also after working with

CAR September 1961

gas engines, evolved in 1883 a workable petrol engine which he tested in a crude motor-cycle and a boat before installing it in an ordinary horse-drawn carriage in 1886.

This carriage, with a single cylinder engine driving the wheels through a system of gears, was demonstrated by Daimler and his friend Maybach, another great pioneer, and created a demand for the engines which were fitted in boats and small tramcars, and in early cars, particularly Peugeot.

Daimler, who suffered from failing health, assisted by Maybach, constructed a number of fairly successful cars just before the turn of the century. Emile Jellinek, a wealthy Austrian resident in France, felt these Daimlers could be improved upon, however, and with an offer of financial backing, influenced the two men and the young Paul Daimler to produce a new car which immediately made every other car in existence five years out of date.

This was the first Mercedes, called after Jellinek's daughter in appreciation of her father's assistance, and because such a name was deemed more acceptable to the important French market than the German-sounding Daimler. It had a pressed steel frame, gate gear change, raked steering column, honeycomb radiator and reasonably quiet, flexible four-cylinder engine. It was soon copied by almost every other manufacturer, and many of its features survive in modern car designs.

The cars were a great success, and the Mercedes "60", the first sports car of all, followed in 1903. Thereafter, a long line of fine touring and racing machines emerged from the factory and gained the highest reputation throughout the world. Until World War I, the more powerful models frequently had final drive by chains, and around 1912 appeared the famous pointed radiator which is still such a handsome feature of the current Mercedes. During this

period Mercedes racing cars were seen in all the important races and scored many famous wins. War clouds were gathering when a team of advanced cars fitted with engines that were clearly being developed for aeroplanes, took the first three places in the French Grand Prix of 1914.

In the meantime, the independent firm of Benz, having dropped their early design in 1901, gradually evolved a successful range of cars from light touring models to huge 21-litre, 200 h.p. racers. One of the latter, known as the "Blitzen Benz", reached a speed of 142 m.p.h. in 1911 on Daytona Beach, the highest speed ever reached by a car at that time. Benz cars sold well in South Africa before the world war, and a good example of a touring four cylinder was discovered on a farm outside Johannesburg by the writer some years ago. It is now

owned by Mr. Jimmy Hall, and is thought to be of about 1914 vintage.

During the 1914-1918 war both Benz and Mercedes manufactured military vehicles and aero engines, and in the immediate post-war period attempted to resume private car production in the face of the many difficulties that existed in Germany at that time. In view of inflation and economic problems a merger was suggested which came about in 1926, after much negotiation, since the two firms had been keen rivals. The company now became known as Daimler-Benz. It is pleasing to record that Karl Benz and his wife were to be guaranteed freedom from financial worries for the rest of their lives — the "father of motoring", in fact, died in 1929 aged 85.

By the time of the merger, the great Ferdinand Porsche had been engaged as
(continued overleaf)

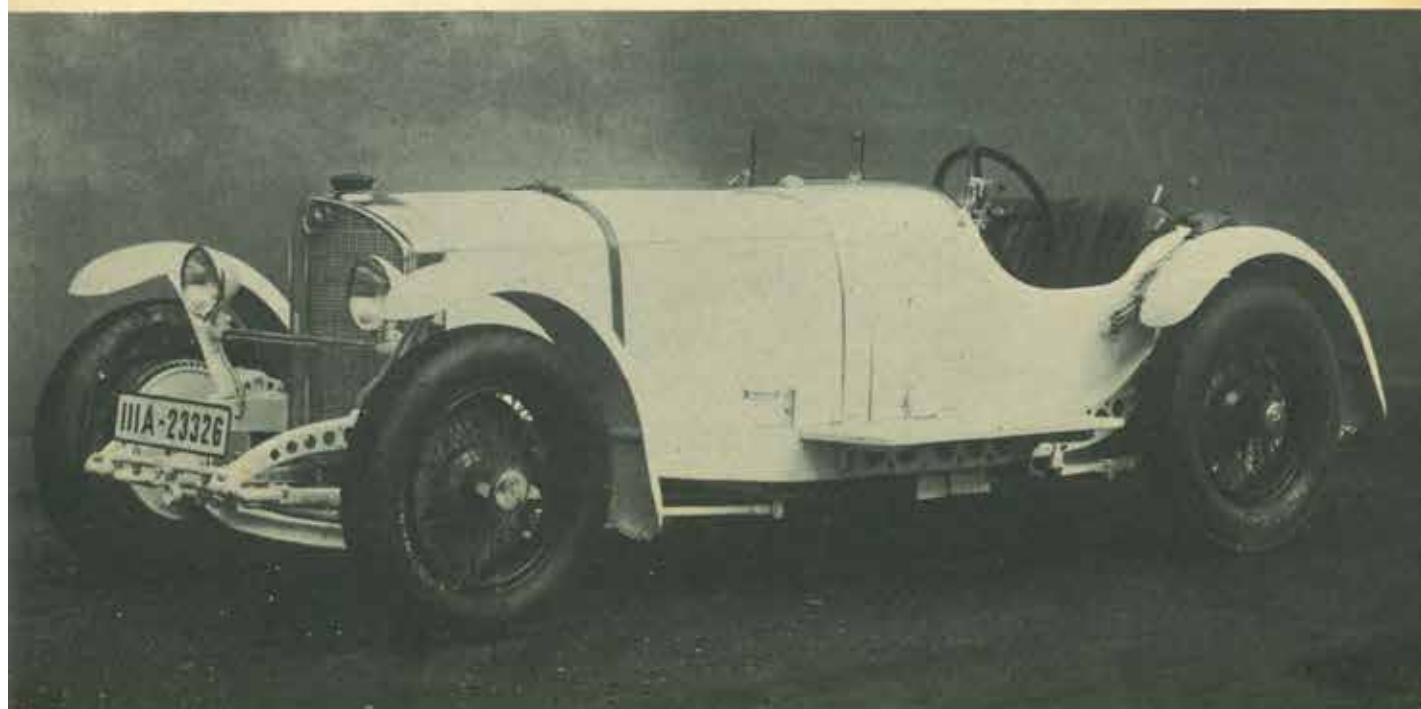
★
An S-Type Mercedes, photographed in action at the Leeuwkop Hill Climb, near Johannesburg, in 1948.



★
The final development of the S series — the SSKL — with shortened and drastically lightened chassis, the engine delivering 250 b.h.p. with the blower in operation.

CAR · September 1961

39



(continued from previous page)

chief engineer, coming from Austro-Daimler in Vienna. Under his direction, a series of overhead-camshaft engined cars were produced, certain models being available with superchargers, making Mercedes the first to offer supercharged cars in any numbers. Unlike all other supercharged designs where the blower is in constant operation, Mercedes arranged a complex system whereby it could be operated at will by fully depressing the accelerator, to enable it to increase acceleration for short periods. Too frequent use of the blower was discouraged, but drivers frequently forgot this instruction to the detriment of their engines. In spite of numerous disadvantages of this system, which necessitated blowing air through the carburettor instead of drawing mixture through it, and a pressurised float chamber and vacuum tank, the makers persisted in the practice until 1939.

Enemies of the Mercedes maintained that the superchargers were fitted in this way, so that the ear-splitting noise thus produced would create an impression of very high performance. While it doubtless antagonised other road-users about to be overtaken by the handsome vee-radiated cars, it must be admitted that the incidental sound effect had an excellent psychological influence on the purchaser of a supercharged Mercedes. As someone once said, "With the blower cut in on a Merc., you have music while you were!"

In 1927, Dr. Porsche produced one of his many masterpieces in the shape of the S model or 36/220, a supercharged 6 cylinder sports car with a capacity of 6.8 litres, and capable of speeds in excess of 100 m.p.h. It was the greatest Mercedes, in spite of rather inadequate brakes, a tendency to clutch trouble, and of course a heavy fuel consumption, particularly if much use was made of the blower. Much criticism has been levelled at the S model, and its successors, the SS 38/250 and the short chassis SSK, largely arising from the supercharger wail which either thrills or enrages the observer, but the fact remains that no more impressive looking cars have ever been built. Very few other makes have chalked up such a

long list of successes in all types of competition, from hillclimbs to Grands Prix, and this true Vintage design was eventually developed by the factory to attain a speed of 156 m.p.h. at the Avus track in 1931.

I have a pleasant boyhood memory of finding myself sailing from Liverpool to Dublin on a ship crammed with all manner of racing cars being taken over for the Irish Grand Prix of 1930. Seeing the small boy gazing fascinated at a big white sports car on deck, two of the drivers paused to explain to him how a wheel was "knocked off" with a hammer. The drivers were Malcolm Campbell and Rudolph Caracciola, the latter winning the famous race in pouring rain with his SSK a few days later.

It is a great pity that a beautiful black 36/220 Mercedes went to the scrapyard during the war, in Johannesburg; one of its hubcaps survives as a paper weight on my desk.

Excessive weight

Daimler-Benz, of course, were manufacturing touring cars as well during this period, all of first class quality but tending towards excessive weight which limited their performance, coupled with not altogether satisfactory brakes. Their popularity on markets outside Germany was hindered by the better class of American car such as Packard, which offered similar quality at lower prices. A fine "Nurburg" open tourer of about 1929 was running around Lusaka during the war and it would be interesting to know what became of it.

Dr. Porsche retired in 1928, and the position of chief engineer was filled by Hans Nibel, under whose direction soon began to emerge the long line of all-independently-sprung, well-rounded and solidly constructed Mercedes which are readily recognisable as the forerunners of to-day's products of Daimler-Benz. At the height of the Depression they decided to mass-produce a cheap car, the original Type 170, but did not allow the difficult times to stifle progressive design, this small car featuring the coil-spring

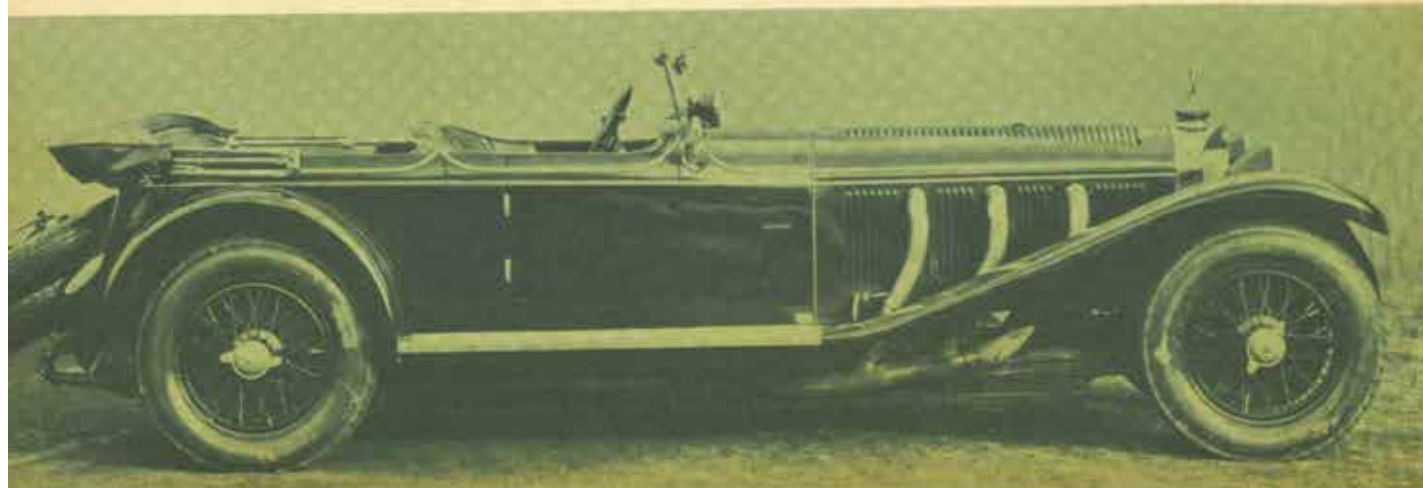
independent rear axle at that early date. Mercedes now began to look to the Diesel engine and started the development programme which has since enabled them to become leaders in the oil-engine field.

The classic SS model was continued until 1934, by which time its Vintage rivals had faded from the scene. It was outclassed by the more refined designs of Alfa-Romeo, Maserati and Bugatti in major racing, but behind the scenes the German designers were working on the Nazi-sponsored prestige cars which were soon to change the face of Grand Prix racing. These fabulous machines, the most powerful racing cars we are ever likely to see, were only matched by the rear-engined Auto-Unions, also Hitler-sponsored. They deserve a history on their own, and are outside the scope of this article.

The little Type 130, with rear-mounted four cylinder water-cooled engine, and all-independent springing, appeared in 1934. Remarkably enough this unconventional design sold fairly well in South Africa in spite of its high price of £400, but was soon found to be slow and underpowered, with decidedly odd weight distribution, and it is doubtful if any examples have survived. The other, larger models in the pre-war range, although beautifully built and comfortable, were hampered by their high prices and lack of power when compared with the universal American car, and were not often met with on our roads.

A few examples of the 540K, the largest Mercedes available to private buyers in the years just prior to the war, found their way to South Africa, and three of these impressive looking cars are still in existence. They were produced under the direction of Chief Engineer Max Sailer, who succeeded Nibel in 1935, and featured eight-cylinder 5.4 litre engines with the usual supercharging system, overdrive gearbox, and all-independent suspension. The Mercedes weakness of excessive weight was very evident in this model, running at about two tons, which resulted in a somewhat disappointing performance. Top speed, using the supercharger, was just over 100 m.p.h.,

This classic 1928 Type S supercharged sports Mercedes is similar to one which was owned by a Johannesburg enthusiast before World War II. The South African car, unfortunately, was scrapped.



gas engines, evolved in 1883 a workable petrol engine which he tested in a crude motor-cycle and a boat before installing it in an ordinary horse-drawn carriage in 1886. This carriage, with a single cylinder engine driving the wheels through a system of gears, was demonstrated by Daimler and his friend Maybach, another great pioneer, and created a demand for the engines which were fitted in boats and small tramcars, and in early cars, particularly Peugeot.

Daimler, who suffered from failing health, assisted by Maybach, constructed a number of fairly successful cars just before the turn of the century. Emile Jellinek, a wealthy Austrian resident in France, felt these Daimlers could be improved upon, however, and with an offer of financial backing, influenced the two men and the young Paul Daimler to produce a new car which immediately made every other car in existence five years out of date.

This was the first Mercedes, called after Jellinek's daughter in appreciation of her father's assistance, and because such a name was deemed more acceptable to the important French market than the German-sounding Daimler. It had a pressed steel frame, gate gear change, raked steering column, honeycomb radiator and reasonably quiet, flexible four-cylinder engine. It was soon copied by almost every other manufacturer, and many of its features survive in modern car designs.

The cars were a great success, and the Mercedes "60", the first sports car of all, followed in 1903. Thereafter, a long line of fine touring and racing machines emerged from the factory and gained the highest reputation throughout the world. Until World War I, the more powerful models frequently had final drive by chains, and around 1912 appeared the famous pointed radiator which is still such a handsome feature of the current Mercedes. During this

period Mercedes racing cars were seen in all the important races and scored many famous wins. War clouds were gathering when a team of advanced cars fitted with engines that were clearly being developed for aeroplanes, took the first three places in the French Grand Prix of 1914.

In the meantime, the independent firm of Benz, having dropped their early design in 1901, gradually evolved a successful range of cars from light touring models to huge 21-litre, 200 h.p. racers. One of the latter, known as the "Blitzen Benz", reached a speed of 142 m.p.h. in 1911 on Daytona Beach, the highest speed ever reached by a car at that time. Benz cars sold well in South Africa before the world war, and a good example of a touring four cylinder was discovered on a farm outside Johannesburg by the writer some years ago. It is now

owned by Mr. Jimmy Hall, and is thought to be of about 1914 vintage.

During the 1914-1918 war both Benz and Mercedes manufactured military vehicles and aero engines, and in the immediate post-war period attempted to resume private car production in the face of the many difficulties that existed in Germany at that time. In view of inflation and economic problems a merger was suggested which came about in 1926, after much negotiation, since the two firms had been keen rivals. The company now became known as Daimler-Benz. It is pleasing to record that Karl Benz and his wife were to be guaranteed freedom from financial worries for the rest of their lives — the "father of motoring", in fact, died in 1929 aged 85.

By the time of the merger, the great Ferdinand Porsche had been engaged as
(continued overleaf)

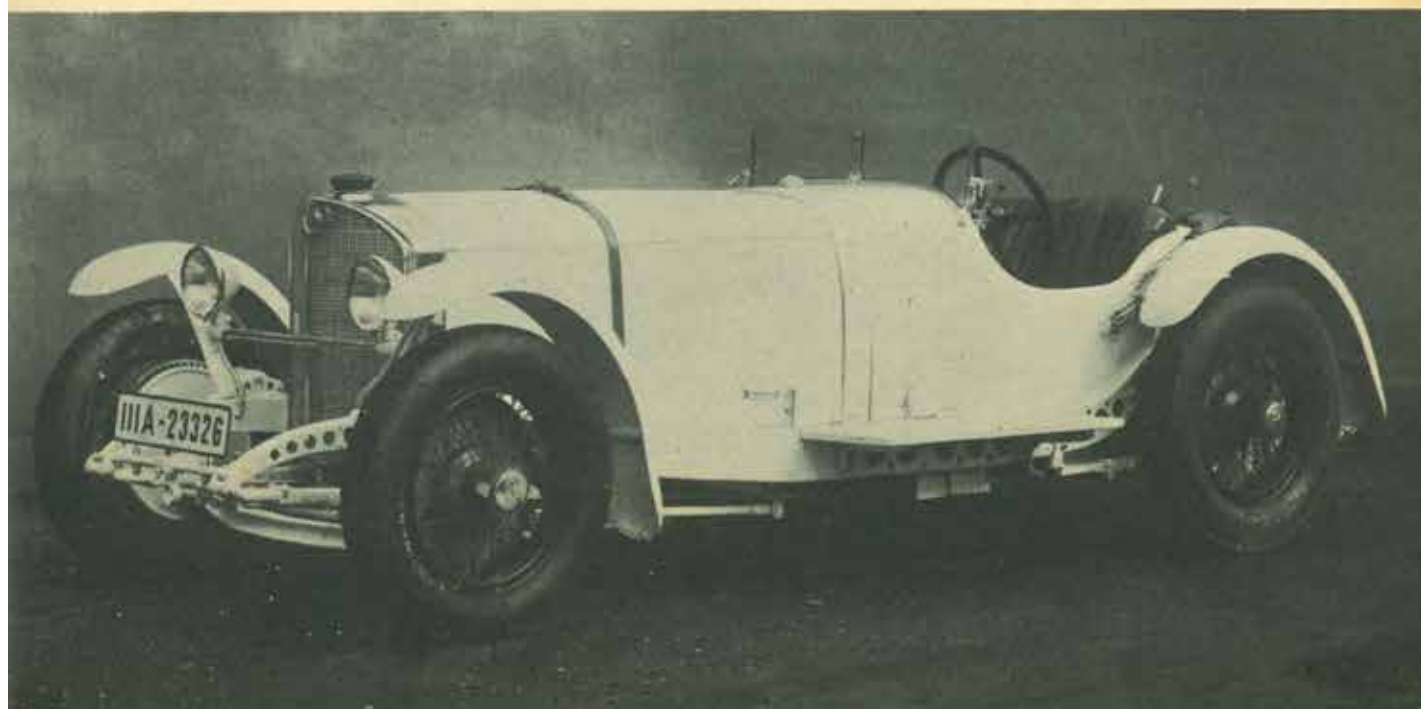
★
An S-Type Mercedes, photographed in action at the Leeuwkop Hill Climb, near Johannesburg, in 1948.



★
The final development of the S series — the SSKL — with shortened and drastically lightened chassis, the engine delivering 250 b.h.p. with the blower in operation.

CAR - September 1961

39





23 to 26 September 2021



The Route

23 SEP George - Swellendam - Arniston
24 SEP Arniston - Baardskeerdersbos - Gansbaai - Caledon - Franschoek - Villiersdorp - Worcester
25 SEP Worcester - Montagu - Barrydale - Calitzdorp - Oudtshoorn
26 SEP Oudtshoorn - De Rust - Uniondale - George

The 2021 Heritage tour proudly supported by Recollection Rides takes place under the auspices of the Southern Cape Old Car Club.





.....|
***“There are three pedals,
but not in the order you
would expect”***
.....|

Physical attraction

Motorcars were not always as effortless to drive as they are today - we head to **South Africa** to experience a **Benz 8/20 PS**, a car **predating** the unification of **Daimler-Benz**

WORDS WILHELM LUTJEHARMS
IMAGES CHARLES RUSSELL



I'm off in first gear

– barely at jogging speed – but, for the first time in my driving life, I'm rather scared of changing into second gear. The problem is, I can't keep the car in first gear, as it would take hours to drive to our planned destination. This car is the oldest – and one of the most intimidating – I've ever driven...

All those inspirational posters that say, "It is not about the destination but the journey", have a point, but I can't stay in first gear for the next three miles. With a high level of trepidation, I press the clutch pedal and try (rather unsuccessfully) to blip the throttle and pull the long, vintage gearlever backwards. After a second or two of clatter-clacking, everything comes together and second gear is engaged.

Now I need to build up confidence for third gear (I can already feel the sweat droplets forming on my brow). The thing is, you need to press the throttle after you have engaged the clutch to make the gear change process as slick as possible. This is one of the many challenges of early cars such as this Benz 10/30hp, which don't have a synchromesh gearbox.

Apart from that, I need to stay focussed. There are three pedals, but they do not operate things in the order you would expect; the clutch and the throttle pedal have been swapped around. I remind myself of this configuration constantly and, fortunately, I never get it wrong. It is not all smooth sailing, though. As we slowly make our way up the spectacular mountain pass in South Africa's Southern Cape region, I only realise when we arrive at the turnaround point that I have driven the entire distance with the handbrake lever engaged. Embarrassment engulfs me, and not just because the owner was sitting right next to me the whole time!

It is on the return downhill, with second gear selected and a light application on the brakes, that the drivetrain's characterful whine is most noticeable. In the distant past, I suppose one was only too happy not to have to walk to your destination, and this mechanical noise was preferable to the sound of a horse's hooves. These were pretty much my thoughts every time I climbed behind the wheel of this 1913 Benz – a car produced a good 13 years before Daimler-Benz was officially founded.

NO HORSE REQUIRED

As I sit behind the wheel, I ask the owner about each of the gauges and controls. These include a speedometer on the far left, and even a neat interior lamp to illuminate some of the gauges at night. The centre of the steering wheel also offers a throttle lever, fulfilling a similar function to the cruise control system of modern cars. And you can even increase your speed by turning this throttle lever in a clockwise direction. Each of these controls is made from brass or copper, and for a moment I cannot help but think of the bridge of the RMS Titanic. After all, that majestic ship collided with an iceberg just one year before this Benz 8/20 PS rolled off the production line.

It is important to remember that this was an era when the manufacturing of motorcars was not as complicated as it is now. Unlike today, when manufacturing is mostly done by massive global companies, during the first decades of automotive manufacturing there were around 4,000 different companies (and individuals) who tried their hand at the business of building cars. The year 1913 was also the last year companies and countries could focus fully on motor manufacturing before the start of World War One in 1914. Following the onset of the war, both Benz and Mercedes would change their focus to building military vehicles and aeroplane engines.

It is understandable why these early cars were still frowned upon by the general public. Firstly, they made a lot of noise, and if you were used to the relaxing, clip-clop soundtrack of horse riding, the noise pollution of these cars would easily disrupt an entire village upon its arrival.

"This car was produced a good 13 years before Daimler-Benz was officially founded"



▷ Cruise control, of a sort, for this 102-year old Benz carriage.



△ Ambient interior lighting has come a long way since 1913.

JUST THE FACTS

Benz 8/20PS

ENGINE
2090cc 4-cyl

POWER
20 hp @ 1900rpm

TRANSMISSION
4-speed manual, RWD

CHASSIS WEIGHT
1660kg

TOP SPEED
62km/h

YEARS PRODUCED
1912 - 1914

Figures for a Benz 8/20PS open body

▷ Indeed, this is the first motorcar I've driven in which you can truly sense the historical connection with a horse-drawn vehicle. Although the cloth roof is in place, when it is removed the car closely resembles a carriage. Walk around this Benz and it is the details that grab your attention, such as the little brass light at the rear illuminating the numberplate, the copper (!) exhaust pipe, and the fuel tank that is there for everyone to see. There is even beading between the rear wheelarches and the bodywork of the cabin. The two spare tyres are positioned next to the driver, and the wheels have so many spokes I don't even want to contemplate counting them – or cleaning them!

BRASS GRAND

At the front, the angled radiator (no grille in front of it) was a well known Benz feature at the time. The headlights are situated above



◁ A fabulous and very robust looking toolkit accompanies this car.



△ Intricate belt design for the four-stroke's heavy cooling fan.



△▷ The motor has one lateral cam, and a bore/stroke of 80x130mm.

the single spotlight and the hooter. If you feel brave, you can still start the engine manually by using the crank handle. Fortunately, this car's owner has added an electrical system, which connects a button next to the steering wheel with the engine. Thus equipped, it only takes a push of this switch to start the car.

Don't forget the toolbox attached to the side steps. In it you will find a comically big spanner, required to loosen or fasten the centre wheel nut. Rear seated passengers can easily become

comfortable and stretch out their legs without touching the front seats, although comfort is somewhat hindered by the breeze that whips around the cabin when the roof is lowered.

The owner of this car is a passionate Mercedes-Benz collector. His collection spans a good few models starting with this 1913 Benz, up to a 1984 Mercedes-Benz W123 200 with only 6,000



▷ The Benz's wire spoke wheels themselves are truly a sight to behold.



miles on the odometer! The 1913 Benz formed part of an automotive auction in 2000. There were obviously several other cars on offer, but the owner had his heart set on this specific example. Fortunately, the car was basically in the condition you see on these pages. However, although the car has lived in South Africa since the 1930s, it was at one stage in pieces scattered around a yard. It was around this time that two enthusiasts found it and rebuilt it.

Over the years a few things needed some attention. The cloth roof was overhauled, and so was the 2.1-litre, four-cylinder engine. The latter work is evident from the way the two-valve motor idles perfectly while I chat to the owner. For a car that is just over 100 years old, it is in exceptional condition.

There is an interesting twist to the early life of this Benz, though. On the left-hand side of the car, there is a brass plate showing that the body was manufactured by 'Carrosserie H. Buhne' in Berlin. After some research, the owner discovered that this company was only founded *after*



World War One. This means that the body of this car was redone after it left Benz in 1913. Could it be that the car might have been used during the war and needed refurbishment afterwards? And to whom did it belong?

Questions without answers.

The plaque may also explain why this particular car only has a single door, while other similar models had three doors, meaning the driver must enter the Benz via the front passenger side. Hardly an ideal first date car, then.

A BENZ REBORN

As we head back to the owner's residence, I'm slightly more relaxed and have time to focus on the quality of the ride. With such a thin wheel and tyre combination (815x105) ▷

△◁ It is believed that 'Carrosserie H. Buhne' created this car's body.

△ Long leather straps keep the fabric top securely in place.



“The challenge is managing the car's speed, particularly when going downhill”



..... |
*"It comes from
a time when
people still
needed to fully
grasp the
concept of a
self powered
carriage"*
..... |

▽▽▽ No surprise to find sturdy looking leaf springs on this Benz.

▽▽▽ You would be happy with this grand chair in your living room.

▽▽ Manual starting is unnecessary thanks to an electrical upgrade.

▷ 6 ply tyres front and rear) I expected a bumpy and choppy ride, but that is not the case – the leaf spring suspension certainly absorbs some bumps better than I had anticipated.


Once the car is moving, it can be steered easily by means of the thick, wood steering wheel. Parking at low speed is a different matter, however. Fortunately for drivers in the first half of the 20th century, three-point turns and parallel parking were not so important. At higher speed, the steering wheel becomes ever so slightly heavier when you turn away from the centre position, but that hasn't put off this car's owner, who has taken the Benz on several runs spanning more than 50 miles and the best part of a few hours to complete. The challenge is managing the car's speed, particularly when going downhill, as there are only drum brakes at the rear and no brakes up front.

It is understandable why, for some enthusiasts, cars such as this 1913 Benz might seem slightly less appealing than



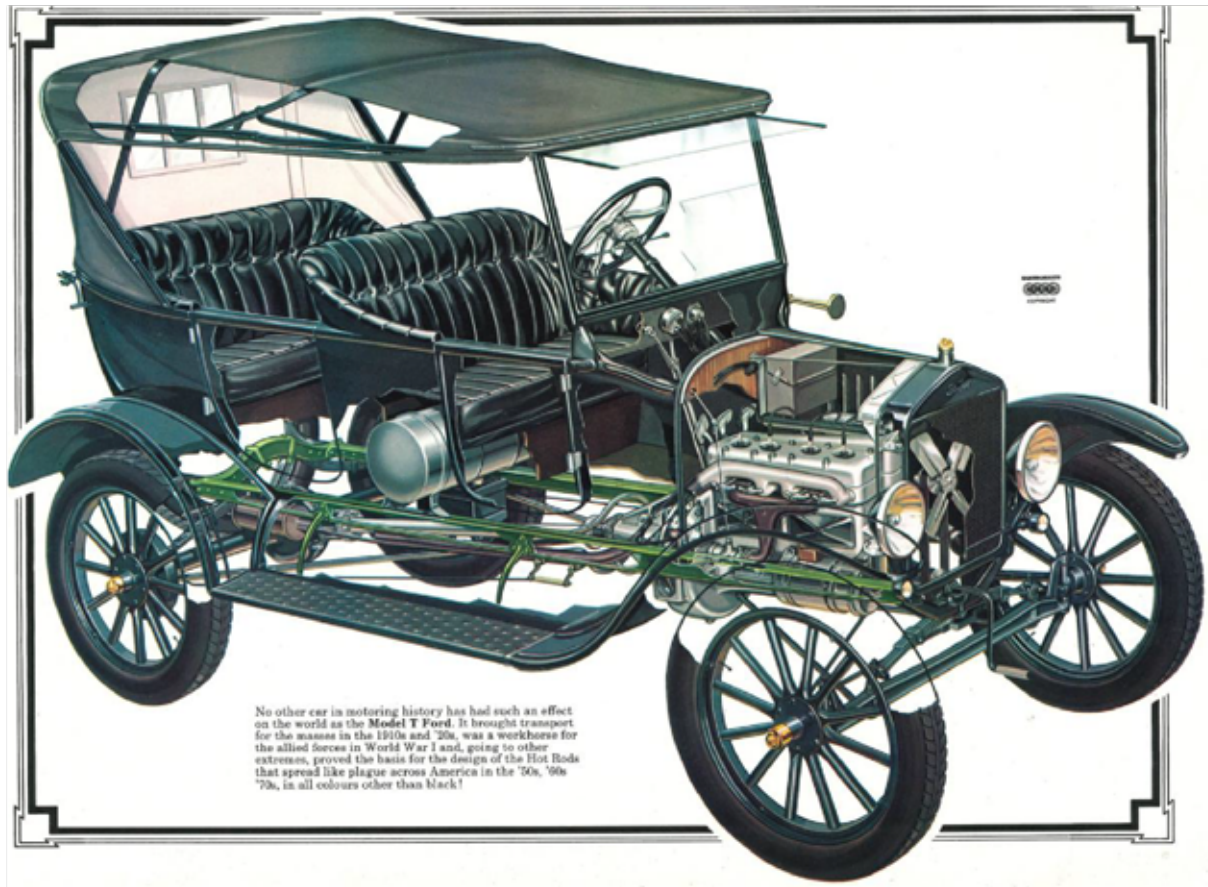
Mercedes' later creations. After all, the cars from the 1920s and 30s are more practical and usually take less effort to drive. However, the rarity factor is definitely part of this car's appeal. One 8/20 PS model, which was restored, came up for sale a few years ago at the prestigious Auto Salon Singen showroom on the border between Germany and Switzerland. The price was a substantial €259,000.

TIMES CHANGE

High value aside, piloting this car was such an illuminating experience. It comes from a time when people still needed to fully grasp the concept of a self powered carriage. It was a time when nobody could have known, or predicted the future of these remarkable vehicles, and a time when driving a road car required great physical exertion – such actions unlikely ever to be needed again. 



Ford Model T



Production: 1908 to 1927. Over 15 million cars were produced.

Body style: Ranged from 2-seater open Runabout and 4-seater Tourer, 2-seater Sedan and 4-seater Sedan.

Layout: Front engine with rear wheel drive.

Engine: 177-cubic-inch (2.9 L) inline four-cylinder engine, producing 20 hp (15 kW).

Transmission: 2-Speed pedal operated planetary transmission with reverse.

Clutch: Wet clutch consisting of 25 steel plates.

Lubrication: splash system – No oil pump.

Cooling system: Thermosyphon.

Top speed: 40–45 mph (64–72 km/h)

Ignition system: Ford system, low-voltage magneto incorporated in the flywheel, supplying alternating current to trembler coils to drive the spark plugs.

Brakes: No brakes on the wheels; transmission brake. Emergency brake (hand brake on rear wheels).

Suspension: transversely mounted semi-elliptical spring for the front and rear axles.

Tyres: 1908 to 1924 - Pneumatic clincher type, 30 in (762 mm) in diameter, 3.5 in (89 mm) wide in the rear, 3 in (76 mm) in the front. Clinchers required typically 60 psi (410 kPa) to prevent them from coming off the rim. Later models from 1925v onward had 21 in balloon tyres on split rim rims. All used an inner tube.

Wheelbase: 100.0 in (2,540 mm)

Curb weight: 1,200–1,650 lb (540–750 kg), depending on model.

Price: About \$900 in 1909 for the Model T Ford Runabout and right down to \$260 in 1925.

The Ford Model T was named the most influential car of the 20th century in the 1999 Car of the Century competition, ahead of the BMC Mini, Citroën DS, Volkswagen Beetle and Porsche 911.

Phillip Rosser



DIE KLASSIFISERING VAN ANTIEKE VOERTUIE IN SUID-AFRIKA

Die klassifisering van historiese voertuie in Suid-Afrika geskied aan die hand van die riglyne soos uiteengesit deur FIVA, en vervat in die SAVVA-handleiding. SAVVA is die Nasionale vereniging in Suid-Afrika wat omsien na die belange van ons historiese voertuie. Tans is daar 48 klubs in Suid-Afrika en Namibië wat aan SAVVA geaffilieer is. SAVVA op sy beurt, is weer aan FIVA geaffilieer. Maar wie is FIVA?

FIVA ("Fédération Internationale des Véhicules Anciens") is in 1966 gestig en verteenwoordig die belange van entoesiaste wat wêreld-wyd historiese voertuie gebruik en versamel. Hulle hoofkantoor is in Brussel, België. Tans het FIVA lede in 71 lande, waarvan Suid-Afrika een is. Hierdie 71 lede van FIVA verteenwoordig miljoene historiese voertuie wêreld-wyd.

FIVA definieer 'n historiese voertuig as 'n meganiese selfaangedrewe padvoertuig wat ten minste dertig jaar oud is en wat in sy histories-korrekte toestand bewaar en onderhou word. Hierdie voertuie is nie in alledaagse gebruik nie en vorm dus deel van ons motor-erfenis.

Die klassifisering van historiese voertuie in Suid-Afrika volgens SAVVA sien soos volg daaruit:

KLAS A (ANCESTRY)

Ontstaansvoertuie - vervaardig vóór 31 Desember 1904.

KLAS B (VETERAN)

Veteraan voertuie - vervaardig vanaf Januarie 1905 tot 31 Desember 1918.

KLAS C (VINTAGE)

Noag voertuie - vervaardig vanaf Januarie 1919 tot 31 Desember 1930.

KLAS D (POST VINTAGE)

Na-Noag voertuie – vervaardig vanaf Januarie 1931 tot 31 Desember 1945.

KLAS E (POST WAR CLASSIC)

Na-oorlogse voertuie – vervaardig vanaf Januarie 1946 tot 31 Desember 1960.

KLAS F (POST 60)

Na-1960 voertuie – vervaardig vanaf Januarie 1961 tot 31 Desember 1970.

KLAS G (POST 70)

Na-1970 voertuie – vervaardig vanaf Januarie 1971 tot 31 Desember 1997.

Uit die beskrywing hierbo is dit duidelik dat geen voertuig 'n Veteraan, of Noag voertuig kan word na 'n aantal jare nie. 'n Voertuig word volgens sy datum van vervaardiging geklassifiseer in 'n bepaalde klas soos bepaal deur FIVA en kan nie verander word nie.

Die Model T Ford as verteenwoordiger van klas B en C

Die Model T Ford is vervaardig vanaf Oktober 1908 tot Maart 1927, en is dus 'n goeie verteenwoordiger van klasse B en C soos hierbo uiteensit. Die Model T Ford het in die loop van jare BAIE verander, maar tog in beginsel het baie min verander. Moontlik kan hierdie stelling teenstrydig klink, maar hier is enkele voorbeelde wat die stelling kan toelig:

1. Die onderstel van die Model T Ford het vanaf 1908 tot 1913 heelwat verander, dog vanaf laat 1913 tot 1925 is daar byna geen veranderinge aangebring nie. Interessant dat die bakwerk van 'n 1915 Model T Ford of selfs vroeër, sonder enige verandering op die onderstel van 'n 1925 Model T Ford sal pas.
2. Oor die jare heen het die enjin-onderdele van die Model T Ford heelwat verander, maar interessant dat die enjin van 'n 1926, sonder enige veranderinge in die onderstel van 'n 1911 T Ford sal pas. Die omgekeerde is ook waar.

Die uitruilbaarheid van onderdele oor die jare se ontwikkeling van die Model T Ford, het grootliks bygedra tot die sukses en vooruitgang van die motor. Onthou, die verkryging van onderdele in die jare toe die Model T Ford op die mark was, was beslis nie so maklik soos wat dit vandag vir ons is nie. Onthou julle dat in die beginjare van die motor, brandstof vir jou voertuig by die plaaslike apteek gekoop kon word - as daar een in jou dorp was!

Die Model T Ford was en bly steeds 'n baie eenvoudige ontwerp, maar was een van die bes tegnologies-ontwerpte voertuie van sy tyd. Henry Ford het reeds baie vroeg in die produksie van sy motors, van vanadium-staal gebruik gemaak. Die Ford motor-maatskappy was die eerste motorvervaardiger wat vanadium-staal in Amerika gebruik het. Die gebruik van die vanadium-staal het die sterkte van die Model T verhoog en het ook die massa van die voertuig verlaag, wat weer op sy beurt die werksverrigting van die voertuig verhoog het.

Hier volg 'n paar interessante tegniese feite rakende die Model T Ford (1908-1927):

1. Die ratkas is 'n twee-spoed planetêre ratkas. Al die ratte in die ratkas is te alle tye met mekaar ingeskakel.
2. Die ratte word deur middel van die pedale op die vloer geaktiveer. Die tru-rat is die middelste pedaal van die drie op die vloer en kan ook gebruik word om die kar te stop indien jy vorentoe beweeg.
3. Die remme werk nie vanaf die wiele nie, maar werk vanuit die ratkas. Die remme word in die ratkas gestel indien verstelling nodig sou wees. Indien jou ratkas of die ewenaar onklaar raak, het jy geen remme nie.
4. Die Model T het 'n vier-silinder enjin en die enjinkapasiteit is 2900 kubieke sentimeter. Die kraglewering beloop ongeveer 20 perdekrug. (Dit is wat die boek sê, maar in praktyk blyk dit nie so hoog te wees nie.)
5. Die Model T Ford het nie 'n waterpomp óf 'n petrolpomp, óf 'n oliepomp nie. Die verkoeling, asook die petrol werk deur gravitasie. Die olie-stelsel is die sogenaamde spat-olie-stelsel "splash system".
6. Die motor weeg ongeveer 700 kg en die massa word verder beïnvloed deur die bak-styl, hetsy 'n twee-sitplek, vier-sitplek of toe sedan. Gewig speel 'n groot rol in die werksverrigting van die Model T Ford, en selfs 50 kg ekstra in die voertuig kan die werksverrigting aansienlik negatief beïnvloed.
7. Die top spoed van die T Ford is in die omgewing van 65 kmpu, maar 'n gemaklike spoed waarteen die Model T kan hardloop is 50 - 55 kmpu.
8. Die knormoer (starter) het in 1919 vir die eerste keer sy verskyning in die Model T gemaak.
9. Henry Ford het van dwars-vering, voor en agter gebruik gemaak en die Model T Ford het nooit met skokbrekers die fabriek verlaat nie.
10. Meer as 15 miljoen Model T Fords is vervaardig vanaf Oktober 1908 tot Maart 1927. Die vermoede bestaan dat daar tans wêreldwyd tussen 10 000 tot 15 000 Model T Fords nog in gebruik is. Daar is tans nog ongeveer 120 Model T Fords in Suid-Afrika op die pad, waarvan 10 % aan lede van die SKOMK behoort.



Die eerste Ford-logo

■ Jaguar E-Type at 60



In March 1961, Jaguar E-type created history when the hand-built '77RW' (Roadster) was driven from Coventry to Geneva to be launched alongside the '9600HP' (Fixed Head Coupe) at the Motor Show. Never before had a car engendered such feelings of passion and British pride.

Upon seeing its graceful shape for the first time at the Geneva Motor Show, Enzo Ferrari famously declared the Jaguar E-Type to be the most beautiful car in the world. But the backstory behind Jaguar's conspicuous debut is one for the ages.



Two E-types were unveiled in Geneva on March 15, 1961: an Opalescent Gunmetal Grey fixedhead coupe, and a British Racing Green roadster. While their jaw-dropping shapes awed the crowd in attendance, their debut was a last-minute boondoggle that could have ended in a noshow. After the launch, New York's Museum of art placed a replica on permanent display, saying the car was "a timeless shape of exceptional and enduring beauty". Later in 1996, acquired and 1963 roadster.



Designed by former aeronautics engineer Malcolm Sayer, a car that was appreciably faster than most vowel-laden exotica, boasted semi-monocoque construction and had all round independent suspension with disc brakes on all four wheels, yet it comfortably undercut them all.

At its launch, on 15 March 1961, a fixed-head E-type could have been yours for £2160, assuming you didn't mind joining the long waiting list. By way of contrast, a Ferrari 250GT cost about £6600. Heck, a Volvo P1800 was £400 more. It isn't hard to comprehend why demand outstripped supply.

Series 1, 1½, 2 and 3

The 1st production Series 1, 3.8L E-Types were built from 1961 to 1964. There are some rather rare sub-types of Series 1 E-Types, particularly at the beginning and end of the Series 1 production. For example, the first 500



Series 1 cars had flat floors and external bonnet latches. These are the desirable ones.

From 1964 to 1968 the updated 4.2L Series 1 E-Types followed, with the series ending with Series 1½, with open headlights.

Series 2, 4.2L production started in 1968 ending in 1970, with various upgrades.

Series 3, 5.3L V12's with their 4 exhaust tips were built from 1970 and commercial manufacture of the E-Type ceased in 1974 with a black V12 roadster, registration HDU 555N.

Writer Deon Erasmus



P.O. Box 1749, George
Western Cape, 6530

Email info@scocc.co.za
Website www.scocc.co.za

PRIVACY POLICY OF SOUTHERN CAPE OLD MOTOR CLUB

Good day and welcome to the privacy policy of the South Cape Old Motor Club. We take the collection and processing of your personal information very serious, and we have accordingly acted to get in line with the Protection of Personal Information Act 4 of 2013 (POPI). This document will summarise the way we collect, process, disclose, store and delete your personal information.

APPLICATION

This policy will apply to you each time you visit our website and/or provide your personal information to us via our website or by means of application forms.

THE PERSONAL INFORMATION WE COLLECT

The information that we collect may include the following, but is not limited thereto, information that you provide to us, information that was submitted by an outside third party like a member providing information on a vehicle, photos of members, or members family/children/friends/invitees.

ACCEPTANCE

You must accept and agree to all the terms of this policy when you visit our website or apply to our club to be a member. If you do not agree to anything in this policy, you cannot be accepted as a member of this club or access our services via our website. By accepting this policy, it is deemed that you have read, understood, accepted and agree to be bound by all of the terms of this policy, this will also include all your guests attending the various functions that we host.

YOUR OBLIGATIONS

You may only send us your own personal information or the information of another data subject where you have their permission to do so.

CHANGES

We may change the terms of this policy at any time. We will notify you of any changes by placing a notice on our website, or by sending you an email or letter, detailing the changes that we have made and indicating the date that they were last updated. If you do not agree with the changes, then you must stop using our website our club services and stop attending our club events. If you continue to use our services and attending our events, following notification of a change to the terms, the changed terms will apply to you, and you will be deemed to have accepted those updated terms.

COLLECTION

Once you visit our website, apply for membership and provide us with your personal information you will no longer be anonymous to us. You will provide us with certain personal information.

This personal information will include, but is not limited thereto:

- your name and surname;
- your email address;
- your telephone number;

- your identity number;
- your postal address or street address.

We will use this personal information to provide additional services and information to you as we reasonably think appropriate, and for any other purposes set out in this policy for example notifying you of some of our club events and/or meetings that is held from time to time.

ON APPLICATION

When you apply for membership to our club, you may be asked to provide us with additional information on a voluntary basis.

PURPOSE FOR COLLECTION

We may use or process your information or optional information that you provide to us for the purposes that you indicated when you agreed to provide it to us. Processing includes gathering your personal information, disclosing it, and combining it with other personal information.

We generally collect and process your personal information for various purposes, including:

- Organising events;
- marketing purposes – such as pursuing lawful related marketing activities
- legal purposes – such as complying with regulations prescribed from time to time;
- valuation services – in order to provide members proper valuation on their cars;
- research purposes.

DISCOVERY / SHARING

We may share your personal information with third parties in the process of delivering club service to you.

We may share your personal information with the following but not limited thereto:

- any outside third parties that is prescribed by the law or regulators;
- personnel – we may share your information with members of our staff or other committee members;
- we may use your personal information for marketing purposes.
- STORAGE & SECURITY

We do take the privacy of your personal information serious and have thus implemented state of the art security measures, such as firewall and anti-virus software for all of our electronic equipment. All of the information that is in hard copy will be safely locked away in lockable filing cabinets and is secured within a lockable filing room.

RETENTION

We will only keep your personal information for as long as necessary to fulfil our obligation towards you.

ACCURACY

We will do our best to keep your personal information up to date and relevant we may however ask you to update your personal information from time to time.

INTERNATIONAL TRANSFERS

We may transfer your personal information to locations outside of South Africa, to servers that are not based in the RSA, and to countries that may have less stringent privacy policies.

LIMITATION

We are not responsible for anyone else's privacy policies and give no warranties in this regard.

**GEORGE
OLD CAR
SHOW**



P.O. Box 1749, George
Western Cape, 6530

Email info@scocc.co.za
Website www.scocc.co.za

PRIVACY CONSENT FORM

The **Southern Cape Old Car Club** request your consent as a club member, to use the following personal information as indicated:

PERSONAL INFORMATION

FOR USE OF:

Name: _____

Member list database

Surname: _____

Telephone no: _____

Address: _____

e-mail: _____

Club communications, Club magazine,

Cell-phone: _____

ZOOM meetings, WhatsApp groups,

SMS general messages

Physical address: _____ Written communications

Photos of member and/or his / her / their cars

Possible publication in the club magazine, website, social media

ID number: _____

Indemnity forms for participation in events

I, _____ hereby give consent to the **Southern Cape Old Car Club** to use and store my personal information only as set out above.

Signature: _____

Date: _____

I, _____ the parent / legal guardian hereby give consent to the

Southern Cape Old Car Club to use and store my personal information only as set out above.

Signature: _____

Date: _____

Delete the data for which you do not consent, and initial next to it.



WELKOM / WELCOME

LYS VAN NUWE LEDE SUID-KAAP OUMOTORKLUB 2020/21

August	Riaan & Ramona van Rensburg 1940 Auston 1948 Chev Coupé 1958 Chev Apache Pickup	Oudtshoorn
September	Rossouw & Frané Labuschagne 1974 Ford Cortina 1979 Mercedes-Benz 250 W123 1996 Land Rover 300TDI	Wilderness
November	Basie & Melanie Barnard 1942 Rat Rod Ford Pickup 1959 International Harvester 2010 6L V8 Chev Lumina	George
February	Stan & Janine Stander 1972 404 Peugeot	Oudtshoorn
February	Martin & Juliana van Zyl 1983 Mercedes-Benz 230E W123	Groot Brakrivier
February	Eddie & Mari Haumann 1930 A-Phaeton Ford, 1930 A-Fordor Ford 1934 Phaeton V8 Ford	Heuwelsig
April	Gert & Hilda Albertyn 1928 A Phaeton Ford 1931 A Ford Roadster	Bredasdorp
April	Jaco Pretorius	Danabaai
May	Charles & Desireé Berg 1913 Belsize Tourer 1964 Austin Mini 1969 MGB Roadster	Pacaltsdorp
May	Hugo & Elzette Basson 1939 Chevrolet Master 85 1967 Studebaker M5 1972 Chevrolet El Camino	Durbanville
June	Nico Serfontein 1941 Packard	Paarl



BIRTHDAYS | VERJAARSDAE

Ons wens die volgende lede 'n gelukkige verjaarsdag en 'n gesonde jaar toe.

We wish the following members a happy birthday and a healthy year:

01 Jan	Brian Smith	19 Feb	Lizel van Dyk	07 Apr	Leon Oelofse	21 May	Janetta Bellingan
01 Jan	Johan van Tonder	21 Feb	Gerrit Lambrechts	08 Apr	Lenie Stokes	22 May	Johan Klue
02 Jan	James Allan Stokes	21 Feb	Johan Sloet	09 Apr	Tom Meiring	22 May	Waldo Scribante
03 Jan	Heinz Conrad	21 Feb	Elzaan Swanepoel	10 Apr	Eugene Crous	23 May	Susan Alexander
03 Jan	Ema Duvenhage	24 Feb	Chris van Staden	10 Apr	Magda Jacobs	24 May	Gerrard Hoek
05 Jan	Karools van der Linde	24 Feb	Ramona van Rensburg	10 Apr	Kobus Swart	24 May	Fienie Halliday
07 Jan	Richie Jute	25 Feb	Sydney Young	10 Apr	Judy Meyer	25 May	Anita Wright
07 Jan	Anthony Roff	27 Feb	Callie Niemann	12 Apr	Roelf Vermeulen	26 May	Donald Goldfain
08 Jan	Mitch Mitchell	27 Feb	Peter Posniak	12 Apr	Bets Coetzee	28 May	Marilyn Houseman
09 Jan	Gillian Ferreira	27 Feb	Phoebe Botha	14 Apr	Ingrid Hewetson	30 May	Jan Enslin
10 Jan	Mario Barbolini	01 Mar	Mari Haumann	14 Apr	Ria Kasselmann	31 May	Johan Nel
10 Jan	Willie Buchner	01 Mar	Elsette Basson	14 Apr	Lettie van Zyl	31 May	Dalene Oelofse
10 Jan	Colin Dettmann	04 Mar	Gawie Breytenbach	15 Apr	Poena Le Grange	02 Jun	Christof Olivier
10 Jan	Hilton Marx	04 Mar	Maritz Stander	15 Apr	Sep Serfontein	02 Jun	Mike van der Steen
10 Jan	Gallie Meyer	04 Mar	Elizabeth de Vos	15 Apr	Japie van Rooyen Jnr	05 Jun	Franshelle Botha
12 Jan	Gert van Rooyen	05 Mar	Lynette Reinecke	15 Apr	Gesina Koch	07 Jun	Naas van Zyl
12 Jan	Sandra Janse van Rensburg	06 Mar	Johann Otto	16 Apr	Leonie Purcocks	08 Jun	Kevin Irwin
12 Jan	Hilda Albertyn	06 Mar	Alida Bailey	19 Apr	Johan Duvenhage	09 Jun	Evert Janse van Rensburg
13 Jan	Kobus Harris	07 Mar	Kobus Mostert	19 Apr	Quinton Nauschutz	09 Jun	Sybrand van der Spuy
13 Jan	Ansie Botes	07 Mar	Nelie van Staden	19 Apr	George van Zyl	09 Jun	Shirlane Mostert
15 Jan	Karin Marx	08 Mar	Ian MacGregor	20 Apr	George Peach	10 Jun	Wilna Brand
17 Jan	Jeremy Witts-Hewinson	08 Mar	Anneline Mitchell	20 Apr	Magda Conrad	11 Jun	Johan Spies
17 Jan	Angie Bamberger	09 Mar	Hilary Rourke	22 Apr	Annalie Barbolini	13 Jun	Juliza Nel
18 Jan	Elma Leonard	09 Mar	Franè Labuschange	23 Apr	Hannes Basson	14 Jun	Koos Alberts
19 Jan	Rudy Knuppe	10 Mar	Alan Russo	23 Apr	Hein Rust	15 Jun	Stuart Cox
20 Jan	Jenny van Wyk	10 Mar	Michiel Schoeman	24 Apr	Jozua van der Merwe	16 Jun	Thinus Nel
20 Jan	Fienie Hoepfner	11 Mar	Fransie Collier	26 Apr	Byron Smith Snr	16 Jun	Miienke Strydom
22 Jan	Ruben Wright	12 Mar	Mike Rourke	27 Apr	Calvyn Vlok	17 Jun	Ray Kretschmann
24 Jan	Ansie Claassen	12 Mar	Elmarie Hoek	28 Apr	Herman Neethling	17 Jun	Evelyn Rust
24 Jan	Mariki Smit	13 Mar	Cornelius Botes	03 May	Gerald Coetzee	20 Jun	Nico Janse van Rensburg
29 Jan	Jannie Stander	14 Mar	Tyrone Terblanche	04 May	Rossouw Labuschange	21 Jun	Jaco Pretorius
30 Jan	Tony Durandt	19 Mar	André Ellis	05 May	Jurgens Fourie	23 Jun	Wikus Terblanche
31 Jan	Lionel Buckley	19 Mar	Annemarie Smit	06 May	Desire Lund	23 Jun	At Weyers
31 Jan	Andries Steenkamp	22 Mar	Chris Bornman	07 May	Riaan van Niekerk	23 Jun	Martie Daines
01 Feb	Tjaart Coetzee	22 Mar	Peter Boshoff	08 May	Dawie Koch	23 Jun	Rina Thompson
05 Feb	Danie Schmidt	22 Mar	Jasper Grobbelaar	08 May	Sandra Bezuidenhout	24 Jun	Daniel Niewenhuis
05 Feb	Ali van Jaarsveld	23 Mar	Jean du Plessis	08 May	Jeanette Ellis	25 Jun	Lynette van Niekerk
07 Feb	Lee Stroebe	26 Mar	Amanda Botha	09 May	Jacqueline Boshoff	28 Jun	Rene Hafner
09 Feb	Johan de Vos	27 Mar	Henrú Pienaar	10 May	Maryke Haasbroek	30 Jun	Petro Grobbelaar
09 Feb	Elizabeth Boonzaier	29 Mar	Hugo van Dyk Snr	12 May	Andrew Stroebe	30 Jun	Omella Iacopini Snr
09 Feb	Chantele Buckley	29 Mar	Miekie Hirschberg	12 May	Rensche Kühn	30 Jun	Delia van Rooyen
10 Feb	Desiree Berg	30 Mar	Johan Gouws	14 May	Desmond Casey		
13 Feb	Pieter Bamberger	30 Mar	Marcel Griffioen	17 May	Ted Burden		
13 Feb	Deon Erasmus	31 Mar	Elize Duvenage	18 May	Marthinus Botha		
14 Feb	Frederick de Swardt	02 Apr	Gerrie Bezuidenhout	19 May	Peet Botha		
16 Feb	Graham Botha	02 Apr	Riaan Brand	19 May	Mike Roumanoff		
17 Feb	David Purcocks	02 Apr	Shaughneen Kruger	19 May	Magretha Vlok		
17 Feb	Minnie Coetzee	04 Apr	Marlene Beyers	20 May	Bob Hafner		
18 Feb	Kathy Knuppe	05 Apr	Pieter Coetzer	20 May	Johan van der Merwe		
19 Feb	Willie Boylan	06 Apr	Andre' Kritzinger	21 May	Anita Harris		

If your name is not here, your Identity Number is not on our records /

Indien u naam nie hier verskyn nie, is u Identiteitsnommer nie op ons rekords nie.



IN MEMORIA 2020 / 2021

Akker van der Merwe	George	SCOCC / MBCSA
Jacques Naude	Klein Brakrivier	SCOCC
Leon Diedericks	Hartenbos	SCOCC / MBCSA
Mariette Terblanche	George	SCOCC
Danie Swart	Victoria-Wes	SCOCC
Lyn Ward	Cape Town	Crankhandle Club
Chris Carlisle-Kitz	Pretoria	MBCSA
Gawie Breytenbach	Heidelberg	SCOCC
Lettie Breytenbach	Heidelberg	SCOCC
Ilze Sloet	George	SCOCC / MBCSA

**I HAVE THE FOLLOWING THAT ARE
TAKING UP VALUABLE SPACE AND ARE
LOOKING FOR A NEW HOME**

**1948 Buick differential, and a complete set of
1955 Chev stub axles with drum brakes.**

Please contact

MIKE ALEXANDER - 082 495 4780



Melissa | 082 374 1650

contact@covid19assistance.co.za

WE ARE A CONSULTING COMPANY SPECIALIZING IN CLAIMING

DEATH UIF BENEFITS, MATERNITY UIF BENEFITS,
UNEMPLOYMENT UIF BENEFITS, ILLNESS UIF BENEFITS
AND COVID 19 UIF TERS BENEFITS ASSISTANCE

AS WELL AS ASSISTING WITH REGISTERING DOMESTIC AND COMMERCIAL EMPLOYERS AND EMPLOYEES FOR PAYING UIF

SUPPORT OUR CLUB

SHOW THE WORLD THAT YOU ARE
PART OF THE SCOCC

REGALIA PRICES

T-SHIRTS MENS	R 180	SHOPPERS	R 30
T-SHIRTS LADIES	R 180	SEW IN BADGES	R 20
BUMPER BADGES	R 180	SKOU SPELDE	R 20
CAPS MEN	R 80	BUMPER STICKERS	R 5
LADIES VISORS	R 60	LICENSE DISCS	R 5
COFFEE MUGS	R 50		



CONTACT
TILLY OLIVIER - 084 608 3384



P.O. Box 1749, George
Western Cape, 6530

Email info@scocc.co.za
Website www.scocc.co.za

2021 SCOCC CLUB OFFICIALS

Inaugural Meeting held at 6 Moodie Street on Thursday, 3rd June 1988 at 20h00

Doug Moulders	Keith Baynes	Japie van Rooyen
Jan Reuvers	Nils Molzen	André Salzman
Roelf Botha	Jack Boshoff	Jean Boshoff

SCOCC HONARARY MEMBERS

2007	Jack Boshoff	2012	Charles van Zyl
2007	Jean Boshoff	2015	Phillip Rosser
2007	Japie van Rooyen	2016	Philip Kuschke
2007	Attie van der Walt	2016	Chris van Staden
2007	Kobus Harris	2017	Pierre Olivier
2011	Mike Alexander		

SCOCC CLUB PATRONS

2012-2014	Attie van der Walt
2015-2017	Charles van Zyl
2018-2019	Jack Boshoff
2020-	Roelf Vermeulen Snr

SCOCC CLUB PRESIDENTS

1989-1993	Paul Fick
2012-2014	Mike Alexander
2015-2017	Kobus Harris
2018-2020	Japie van Rooyen
2020-	George Marx

SCOCC CLUB CHAIRMANS

1988-1989	Doug Moulders
1989-1995	Japie van Rooyen
1995-2005	Attie van der Walt
2005-2009	Mike Alexander
2009-2010	Phillip Rosser
2010-2013	Philip Kuschke
2013-2014	Karen van der Merwe
2015-2016	Pierre Olivier
2017-2018	Danie Schmidt
2018-2019	Japie Beyers
2019-	Mike Alexander

SCOCC CLUB VICE CHAIRMANS

1988-1991	Jack Boshoff
1991-1993	Attie van der Walt
1993-1994	Mike Roumanoff
1994-2006	Jack Boshoff
2010-2011	Andrew Boshoff
2011-2012	Sep Serfontein
2012-2013	Chris van Staden
2014-2015	Pierre Olivier
2015-2016	Mike Alexander
2016-2017	Danie Schmidt
2017-2018	Japie Beyers

SCOCC SECRETARY

1988-2003	Jean Boshoff
2003-2008	Philip Kuschke
2008-2009	Phillip Rosser
2009-2011	Pierre Olivier
2011-2013	Karen van der Merwe
2014-2016	Krige Bolton
2017-2020	Maritz Stander
2020-	Waldo Scribante

SCOCC TREASURER

1988-2003	Jean Boshoff
2003-2004	Roelf Vermeulen
2004-2005	Mike Alexander
2005-	Chris van Staden

The opinions expressed in Spanner do not necessarily reflect the views of the SCOCC club committee, the editor, club members and/or officers of SAVVA or advertisers in this magazine.

GEORGE
OLD CAR
SHOW



George Old Car Show

2022

EDEN TECHNICAL HIGH SCHOOL GEORGE
SATURDAY 12 FEB & SUNDAY 13 FEB

The 25th annual George Old Car Show will be a joyous event where all the milestones reached over the past quarter of a century will be celebrated.

If you would like to be part of this celebration as a sponsor, please contact Mimi Finestone
media@scocc.co.za



die Benz



Suid-Kaap Oumotorklub / Southern Cape Old Car Club
Founded 3rd June 1988