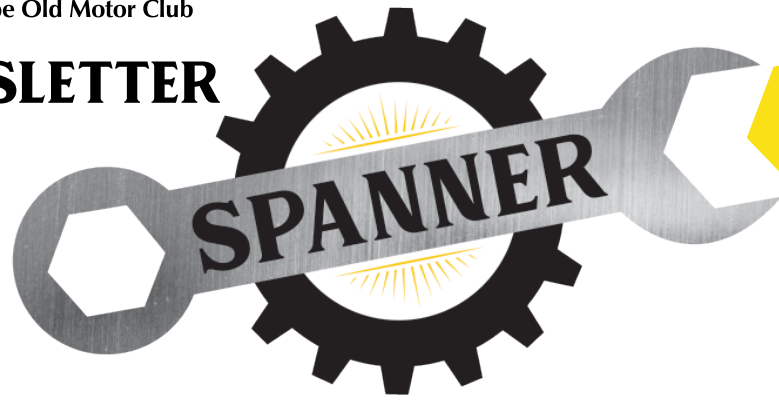


Suid-Kaap Oumotorklub

Southern Cape Old Motor Club

NUUSBRIEF

NEWSLETTER



**JUNE
2022**



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

**GEORGE
OLD CAR
SHOW**



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

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**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.**

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FROM THE CHAIRMAN

Dear Fellow Members

Reflecting on the success of our George Old Car Show's Silver Jubilee, while watching the Queen's Platinum Jubilee on TV, I wondered what our beloved show would look like in 2052. But then I got to thinking that if we intend to reach such a magnificent milestone, we had better stop daydreaming and get on with organising the next one.

So, by the time you read this, we hopefully would have started with planning of the 2023 show.

Volunteers

What we have learned from the 2022 show is that the success of the show depends on the willingness of our members to volunteer. We had to get "novices" to help us with control at the entrance gate for motor exhibitors and to get the cars parked in the correct spots – and this is where we really needed our members.

There are a lot of small and BIG portfolios that need to be filled, and I ask each and every member who is able, to please volunteer your service. Remember it is not what the Club can do for you, but what you can do for the Club - because it is the "can-do, will-do" attitude and energy that creates the camaraderie synonymous with world-class motorcar clubs.

Recent & Regular Events

Our events are doing fairly well and we've had some very nice outings. Thank you to Karl and Tilley Reitz from Hoekwil, for opening their home, garage and wonderful garden to the Club. This outing was followed by a lovely lunch at "The Girls on the Square" in Wilderness.

The **Classic Cars & Coffee** has had an "make-over". We now meet at 08h00 on the first Saturday of the month at die BENZ and at about 10h00 we take a leisurely drive over the Outeniqua pass to Waboomskraal, where we enjoy a pizza at the world renowned Padstal.

Our **Technical evenings** are also well attended with informative talks/demonstrations.

The fires are always ready on the last Sunday of the month at die BENZ for Bonnets Up - please join us! At our last Bonnets Up, we had the traditional SOP & BROOD and what a delicious feast it was! We must really try to use our old classics to these events and have a true bonnets up.

I especially call on our new members to join us at these outings. We look forward to meeting you and your family, so please come along and show us your classic.

We are also looking forward to our annual Potjiekos, to be combined with our Bonnets Up on the last Sunday of July 2022.

Pierre Olivier and his team are also well into their planning of the SCOCC Erfenistoer 2022. Dit is die 10de toer wat die Suid-Kaap Oumotorklub aanbied!

We have much to look forward to!

I wish all members "only the best" and I hope to see you soon.

Kind Regards

Waldo Scribante
SCOCC: CHAIRMAN

Southern Cape Old Car Club



2022

Waldo Scribante
Chairman
082 802 3280
chairman@scocc.co.za
www.scocc.co.za



FROM THE EDITOR

Mid-Year past and Winter is subsiding, now is the time for preparing your Classic!

We are past mid-year at the SCOCC and all activities are in full swing.

Thank you to all members attending all the events. The technical evenings, our members so love, are well presented and lots of chatter and information is shared.

The annual "Potjie kos" event was very successful and all members and guests attending, enjoyed the food tremendously. Many thanks to Waldo, René, Kobus, Pierre Fourie and team who helped preparing the potjies. Left-overs were sold, and proceedings go to a welfare organization.

Our beginning of the month "Classic Cars & Coffee" are also well attended. There has been a format change where we meet for coffee at the club and then proceed in convoy to a venue. Also see Chairman's letter.

We wish the annual Heritage Tour taking place end September, Sponsored by Multi-Fine Products (Pty) Ltd, all the best with the tour and trust all members participating will enjoy this memorable Event.

The preparations for 2023 George Old Car show has started and again we ask members to see their way open to volunteers and give their time to assist.

It is also that time of the year to get the mothballs out of our classics and do some short runs to see that all is still ok. The best short run route, is to the club...

Keep them wheels Rollin

Deon Erasmus

SCOCC: EDITOR: SPANNER

Southern Cape Old Car Club



2022

Deon Erasmus
Editor: Spanner
082 376 4615
editor@scocc.co.za
www.scocc.co.za



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



ANNUAL MEMBERSHIP FEES FOR 2022 / 2023 FINANCIAL YEAR IS NOW DUE ON 1 JULY 2022.

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



2022

Chris van Staden

Treasurer

082 491 5254

treasurer@scocc.co.za

www.scocc.co.za

New Membership Application

BONNETS-UP

24 April 2022 - Visit to Karl & Tilley Reitz, Hoekwil
and lunch at The Girls ON THE SQUARE, WILDERNESS











BONNETTS UP

29 May 2022 - The clouds cleared and we braaied in perfect sunny skies

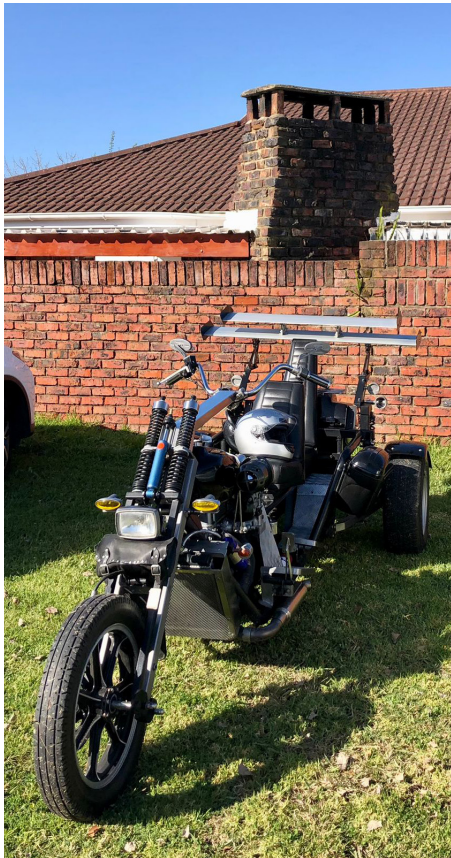




BONNETS UP

Every last Sunday of the month @ 11h00
26 June 2022 - Sop & Brood







★ ★
★ *die Benz*
Classic Cars & Coffee

4 JUNE 2022 - The **Classic Cars & Coffee** has had an "make-over". We now meet at 08h00 on the first Saturday of the month at die BENZ and at about 10h00 we take a leisurely drive over the Outeniqua pass to Waboomskraal, where we enjoy a pizza at the world renowned Padstal.

We invite our new members to come and show their Classic Cars or members to show any new classic car they may have aquired.







1ST JUNE 2022 KNYSNA MOTOR SHOW





**19TH JUNE 2022 – FATHER'S DAY
DUTTON'S COVE, HEROLD'S BAY**





Technical / Garage Evening

PRO AUTO RUBBER BYEENKOMS SOOS TOEGESPREEK DEUR KOBUS SWART OP 22 JUNIE 2022.

Baie dankie aan Kobus Swart van Pro Auto Rubber wat die lede van die Suid Kaap Oumotor Klub toegepreek het by DIE BENZ en ook vir die uitstalling van verskillende produkte wat hulle bemark.

Groot dank ook aan Pierre Conradie vir die kennis wat hy met ons gedeel het asook die demonstrasie wat hy gegee het van hoe om op 'n baie deskundige wyse rubber te las, selfs op 'n hoek.

It was quite an eye opener to see how it is done and the realization dawned that one would be able to tailormake some of the rubbers required for one's vehicles.

Dankie ook vir die uitnodiging om sy besigheid te besoek om te sien wat hulle alles het om aan die motor entoesiaste aan te bied asook die artikels wat hulle het vir huishoudelike gebruik.

Ons was 'n twintigtal lede wat die byeenkoms bygewoon het en weereens het niemand honger huistoe gegaan nie. Baie dankie aan Waldo, Rene en Peet vir jul gasvryheid en die heerlike worsrolletjies wat ons kon geniet.

Tot 'n volgende keer.

Groete, Koot du Toit







Technical / Garage Evening

BASCO BATTERIES – BASIE BARNARD



BASCO

BATTERIES

GEORGE

044 871 8045 / 083 324 3564

JULIE 2022

JULIE 2022 - Die Beaufort-Wes lede van die **Suid Kaap Oumotorklub** het verlede naweek n uitstappie na Prins Albert gehad. 1ste stop vir ontbyt van by Rietfontein Padstal op N1.

2de stop was Prins Albert, sommige lede het coffee shop en ander Bush Pub besoek. Die aand heerlijk gebraai en gekuier by gastehuis. Sondag oggend ontbyt by Swartberg Hotel en van daar via Klaarstroom weer huis toe met n stop by Silwerkaroo padstal vir middagete

Ons het n heerlike vasvra gehad oppad Prins Albert toe en die aand om die vuur is daar tot pryse uitgedeel wat geborg is deur Midas Beaufort-wes





BERG UIT





THE 2022 ERFENISTOER TAKES PLACE
UNDER THE AUSPICES OF

THE SOUTHERN CAPE
OLD CAR CLUB



10^{DE} ERFENISTOER

MET TROTSE ONDERSTEUNING DEUR MULTI FINE FOODS

The magnificent Heritage Tour fleet can be admired exclusively during tea stops in Prince Albert, Matjiesfontein, Tulbagh, St Helena Bay, Windmeul, and Montagu.

22 - 25 SEPTEMBER

DAY 1: George - Oudtshoorn - De Rust - Prins Albert - Matjiesfontein

DAY 2: Matjiesfontein - Ceres - Tulbagh - Porterville - Velddrif - St Helena Bay

DAY 3: St Helena Bay - Vredenburg - Windmeul - Worcester - Robertson - Montagu

DAY 4: Montagu - Barrydale - Tradouw Pass - Buffelsjagrivier - Riversdale - George



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SUID-KAAP OUMOTORKLUB ERFENISTOER 2022 – VIR OUMOTORS

Met trots geborg deur

Die **SKOMK Erfenis Toer** vind elke jaar plaas in September maand. Die eerste Erfenis toer was in 2012, en vanjaar se 2022 toer sal die tiende toer in elf jaar wees.

September is altyd propvol aksie: in Suid-Afrika is dit Erfenismaand, Toerismemaand, en vier ons Nasionale Braaidag. Daarby nog is dit SAVVA se National Drive It Day – als geleentheid wat mens ten volle kan geniet in die goeie geselskap van oumotors en hul eienaars.

Vanjaar se SKOMK Erfenis Toer van nagenoeg 1200km's vind plaas in die Wes-Kaap, en strek oor 4 dae vanaf **22 – 25 September 2022**.

Pierre Olivier, as **SKOMK Erfenis Toer Voorsitter** kan gekontak word by: **082 872 6456**.

Ons is dankbaar dat die 2022 SKOMK Erfenis Toer vanjaar geborg word deur **Multi-Fine Products** an **Ojanna Distributors**.



20 YEARS OF EXCELLENCE
exceeding expectations



We are a national food ingredient supplier, providing commodities and specialised raw food ingredients to the manufacturing industry in South Africa and abroad.

We deliver innovative solutions, differential food products, reliable service and sound technical advice to our customers.

Multi-Fine Products are proud to sponsor and to be associated with the 2022, SCOCC Heritage Tour to be held in September this year. We are looking forward to participate in this special anniversary Heritage tour.



Niel en Ria Kasselmann is die eienaars van Ojanna Distributors in George. Na 'n klein begin vanuit 'n enkel stooreenheid in Julie 2017 beslaan hul reeks vandag amper 400 stelselkomponente, insluitende plafon, partisie, insulasie en akoestiese komponente, met nuwe produkte maandeliks bygevoeg.

Ojanna staan kliënte in enige streek of dorp in Suid-Afrika by met hul projekte, groot of klein. Naas hul passie vir die besigheid, kom die Kasselmans se liefde vir oumotors. Niel is sedert 2007 deel van die SKOMK en haal altyd makliker asem met een of ander ou enjin in die motorhuis.

“Ons is trotse Oumotorklub lede en sien uit na die 10de Erfenistoer!”



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SAVVA
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FROM THE DESK OF SAVVA – 24



April 2022

DIE BELANGRIKHEID VAN VSR'S

Wat beteken VSR? Die VSR's is 'n stel reëls spesifiek opgestel vir die oumotorbeweging in Suider Afrika en staan vir, "Standing Supplementary Regulations" (VSRs). Hierdie stel reëls is deur SAVVA in opdrag van Motorsport Suid-Afrika, vir die bestuur en beheer van alle SAVVA goedgekeurde kompetisies en byeenkomste in Suider Afrika opgestel. Die VSR's moet in samehang met die "**General Competition Rules (GCRs)**" van Motorsport Suid-Afrika gelees word.

Die volledige stel "**Standing Supplementary Regulations**" (VSRs) is op SAVVA se webblad beskikbaar. Dit is belangrik dat alle SAVVA klublede hulle vergewis van die VSR's. Alle SAVVA-lede wat aan byeenkomste deelneem, hetsy dit 'n Nasionale SAVVA-goedgekeurde byeenkoms is en of dit slegs 'n SAVVA-goedgekeurde klubbyeenkoms is, is onderhewig aan die streng nakoming van hierdie reëls.

In die aanhef tot die VSR's vind ons die volgende: **These regulations (VSR's) will apply to all events held under the waiver granted by Motorsport South Africa to SAVVA affiliated Clubs and are applicable only to competitors driving vehicles accepted by SAVVA in terms of its Constitution.**

Die volgende VSR's verdien spesiale vermelding:

VSR 4. PERMISSION AND APPROVAL FOR EVENTS (a) No competition shall be held within the territory of MSA unless MSA has signified its approval by granting an Organising Permit. MSA however has delegated the responsibility for issuing organising permits for SAVVA events to SAVVA MS.

Geen byeenkomste mag dus gereël word sonder die verkryging van die nodige goedkeuring deur SAVVA Motorsport nie. Indien 'n ongemagtigde byeenkoms by 'n klub sou plaasvind en daar enige versekeringseise sou ontstaan, sal die klub self verantwoordelikheid hiervoor moet neem. Verder kan die owerhede indien hulle bewus is van so 'n byeenkoms, die byeenkoms kanselleer/verbied om voort te gaan.

VSR 10. ENTRIES Hierdie VSR stel dit duidelik dat sodra die deelnemer se inskrywing ontvang en goedgekeur is deur die organiseringskomitee van 'n byeenkoms, daar dan 'n **kontrak** tussen die deelnemer en die toerorganiseerders tot stand kom. In hierdie kontrak verbind die deelnemer hom daaraan dat hy/sy aan al die voorwaardes van die toerorganiseerders sal voldoen.

VSR 11. RESPONSIBILITIES OF AN ENTRANT An entrant shall, inter alia, **(a) By his/her signature to the entry form, accept responsibility for the competing vehicle being in a safe and roadworthy condition in terms of the Road Traffic Act and Regulations and ensure that it will be thus maintained for the duration of the event;**

Klublede word vriendelik versoek om te verseker dat hulle voertuie werklik aan alle padwaardigheidsvereistes voldoen. Maak seker dat u voertuig se enjinnommer en registrasienommer van die voertuig met die wettige lisensieskyf op die voertuig ooreenstem.

Indien dit nie die geval is nie, kan dit verreikende gevolge vir die individu asook SAVVA inhou. Indien so 'n voertuig in 'n ongeluk betrokke sou wees kan die eienaar moontlik gedagvaar word vir bedrog. Die versekeraars sal moontlik ook nie die eis hanteer nie, aangesien die voertuig nie korrek gelisensieer is nie. Vir SAVVA kan dit lei tot die opskorting van die SAVVA groepversekeringskema. 'n Verdere implikasie kan ook die opskorting van die SAVVA Publieke aanspreeklikheidspolis wees.

VSR 12. PRE-START REQUIREMENTS Artikel 12 (k) stel dit ook baie duidelik dat alle voertuie wat aan die byeenkoms deelneem 'n geldige lisensieskyf asook 'n wettige nommerplaat moet vertoon. **"Competing vehicle must display a valid clearance certificate (licence disc) and valid registration plate/s.**

[see VSR 15]

VSR 15 PRE-EVENT SCRUTINY Alle deelnemers aan toere/byeenkomste en tydrenne moet hulleself ook vergewis van hierdie baie belangrike Artikel.

Artikel 22 van die VSR's **TRAFFIC REGULATIONS** moet noukeurig bestudeer word en daar moet veral gelet word op subartikel (g):

(g) Notwithstanding any penalty imposed in terms of these regulations, MSA or SAVVA MS may take disciplinary action against the competitor concerned in the case of any breach of traffic regulations whether reported by the organisers or by the traffic authorities.

VSR 31. STEWARDS omskryf die belangrike rol wat die SAVVA Steward tydens kompetisies vervul. Klubs word versoek om ten alle tye bekwame SAVVA Stewards met genoegsame ervaring en kennis aan SAVVA Motorsport voor te lê vir goedkeuring vir byeenkomste.

Klubkomitees word vriendelik versoek om hulself asook alle klublede met die volle omvang van die VSR's en GCR's te vergewis. Onkunde oor hierdie saak is nie 'n verskoning indien 'n lid enige van hierdie reëls sou oortree nie.

Laat die ouwiele voort rol!!

Groete



PE KUSCHKE
Voorsitter



JOHN REIDY
Onder - Voorsitter



GAVIN ALLISON
President



April 2022

THE IMPORTANCE OF VSR'S FOR EVENTS

What are VSR's? They are the rules that have been specifically adopted for the old car / motorcycle movement in Southern Africa known as "Standing Supplementary Regulations" (VSR's). These rules have been adopted under guidance from Motorsport South Africa, for the management and control of "approved regulated competitive events" that are organised in Southern Africa. The VSR's must be applied / interpreted together with the "**General Competition Rules (GCR's)**" which are issued annually by Motorsport SA.

A complete current up to date set of "**Standing Supplementary Regulations "(VSR's)**" is available on SAVVA's web page. It is imperative that all SAVVA Affiliated Clubs that organise competitive events and their members that participate in such events familiarise themselves with the VSR's.

It is a prerequisite that all Clubs organising a SAVVA approved event strictly apply the VSR's in their entirety. This is emphasized in the introduction to the VSR's that "**These regulations (VSR's) will apply to all events held under the waiver granted by Motorsport South Africa to SAVVA affiliated Clubs and are applicable only to competitors driving vehicles accepted by SAVVA in terms of its Constitution**".

The following VSRs require special mention,

VSR 3. ACQUAINTANCE WITH AND SUBMISSION TO THE RULES Every person or group of persons organising a competition or taking part therein shall by doing so And upon entering for a SAVVA sanctioned competition / event be deemed to have, and recognise that they have, inter alia made themselves acquainted with the GCRs of MSA, the VSRs of SAVVA and the SRs pertaining to the event, **AND to have submitted themselves without reserve to the consequences resulting from these rules and any subsequent alterations thereto.**

VSR 4 (a) must be read in conjunction with VSR 4 (b) detailed below

Effectively no event may be organised without the approval/acknowledgement from SAVVA Motorsport. Should a Club organise a non-SAVVA approved event from which a "Public Liability Insurance "claim may arise – then the organising club – with the organising committee – will be personally liable for such claim – as any such claim will be invalid and rejected by the SAVVA Public Liability Insurers. In addition, should SAVVA become aware of such an organised event – it may be cancelled and prohibited from taking place.

VSR 4 (b) The organising or holding of any competition within the territory of MSA – other than in accordance with the GCR's of MSA, **shall render every person connected therewith, or taking part therein Liable to the consequences and penalties provided by the GCRs**

VSR 10. ENTRIES This VSR clearly states that once the intending entrant offers to participate in an event – which is then accepted by the organiser's – he enters into a contract, which binds the competitor to

take part in the competition for which he has entered, and which binds him/her and the organisers, to all the conditions of such an entry.

All Club Members are requested to ensure that their vehicles/motorcycles fully comply with all Road Traffic Act and Regulations, in particular that the vehicle/motorcycle's engine, chassis/frame and license plate numbers are legally valid and pertain specifically to the vehicle/motorcycle so entered.

Should this not be the case, the subsequent consequences could be not only far reaching, but punitive for both SAVVA and the individual. Should such a vehicle be involved in an accident, the owner/individual could be charged and sentenced. In addition, SAVVA's Insurance Schemes will reject any claim, be it the SAVVA Vehicle Owners or Events 3rd Party Insurance Scheme, on the basis of the vehicle not being correctly licensed. It may also result in the cancellation of both the SAVVA Vehicle Owners and Public Liability Insurance Schemes.

In addition VSR 12 (a) states that" the rider/driver – and if applicable the co-driver also, are in possession of a valid driver's licence – not a learner's license - of a category (code) appropriate to the type (class) of vehicle driven/ridden in the event.

VSR 15 (c) The driver/rider/entrant / owner of the vehicle must certify that he/she accepts the responsibility for the roadworthiness **AS WELL AS the correct and valid licensing of the particular vehicle in question.**

All competitors in tours / regulated rallies must be aware of the important aspects, including **VSR 22 (a) Traffic Regulations - as detailed below** namely.

"Competitors shall observe all traffic rules and regulations, including speed restrictions, which are in force in areas traversed by the event. A competitor will be excluded for the infringement of any traffic ordinance or regulation reported to the organisers, prior to the announcement of the provisional results, by a traffic officer, police officer or official of the event."

Competitors shall also observe all traffic rules and regulations, including speed restrictions in force in areas traversed by the event as well as VSR 22 (g).

(g) Notwithstanding any penalty imposed in terms of these regulations, MSA or SAVVA MS may take disciplinary action against the competitor concerned in the case of any breach of traffic regulations whether reported by the organisers or by the traffic authorities

VSR 31. STEWARDS – The SAVVA Stewards perform an extremely important role. Clubs are requested to ensure their nominated SAVVA and Club Stewards at all times –have a satisfactorily experience and working knowledge of the GCRs, VSRs and allied regulations.

All Club Committees as well as their club members are respectfully requested to familiarise themselves with the GCRs, VSRs and related regulations. Ignorance of these regulations is not an acceptable excuse, in the event of any transgression of such rules.

Keep the OLD wheels rolling!

Regards



PE KUSCHKE
Chairman



JOHN REIDY
Vice Chairman



GAVIN ALLISON
President



TWK AGRI 2022 SAVVA Nasionale Toer vir Veteraan- en Noagmotors

18-22 September 2022

Die Model T Ford Klub van Suid-Afrika is opgewonde, maar ook baie dankbaar om TWK Agri as naamgewendeborg van die komende SAVVA toer te verwelkom. TWK Agri is die hoofborg van die toer en hierdie borgskap sal beslis die nasionale toer 'n baie professionele aansien gee.

Met hierdie borgskap is dit moontlik dat die organiseringskomitee vir alle voornemende deelnemers wat voor die sluitingsdatum, 31 Julie 2022, hul inskrywing vir die toer indien, 'n kontantbedrag van R500-00 kan skenk. Deelnemers kan hierdie bedrag met groot vrug vir brandstof gebruik.

Hierdie aanbod sal ook vir alle inskrywings geld wat reeds ontvang is.

BAIE dankie aan TWK Agri Verskering.

Wees pro-aktief en stuur jou inskrywing so spoedig moontlik.

Toere van aansien is geensins moontlik, as dit nie vir die finansiële ondersteuning van ons borge is nie. 'n Spesiale woord van dank aan AL ons borge!

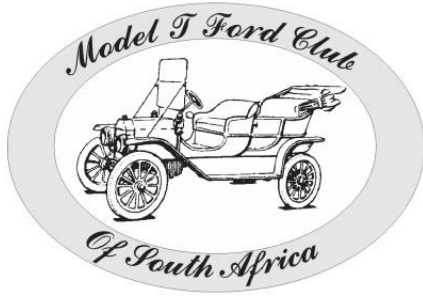
TWK Agri Versekering se professionele benadering in sy borgskap tot die toer sal beslis deur elke deelnemer gevoel en waardeer kan word.

Onthou, die lewe gaan oor neem EN gee. Ondersteun ons borge, want dit is hulle betrokkenheid wat dit vir ons moontlik maak om die stokperdjie waarvoor ons so lief is, te geniet.

Die organiseringskomitee sien daarna uit om jou inskrywing vir die TWK AGRI Versekering 2022 SAVVA Nasionale toer vir Veteraan- en Noagmotors in September spoedig te verwerk.

PE KUSCHKE

VOORSITTER: ORGANISERINGSKOMITEE



1 Maart 2022

DIE 2022 SAVVA VETERAAN- EN NOAGTOER

Dit is vir die **Model T Ford Klub van Suid-Afrika** baie aangenaam om die organiseerders van die **2022 SAVVA Veteraan- en Noagtoer** te wees. Die toer vind in die Gariëpdam-area in die Vrystaat plaas en wel vanaf Sondagmiddag 18 September tot Donderdagoggend 22 September 2022. Die toergroep sal al vier aande tuisgaan by die Forever Resort – Gariëpdam. Die reëlingskomitee vir die toer bestaan uit: Philip Kuschke, Phillip Rosser, Paul Hoogedoorn, Freddie Durow en Emil Kuschke.

Die organiseerders poog om ten minste 25 voertuie byeen te kry wat aan die toer sal kan deelneem. Die toer word beplan vir alle maak van voertuie wat vervaardig is voor 31 Desember 1930.

Die beplande roete word tans op 650 km geskat. 'n Sirkel-roete vir elke dag van die toer word in die omgewing van die Gariëpdam beplan. Tydens hierdie roetes sal deelnemers na baie interessante geskiedkundige plekke geneem word. 'n Besoek binne in die Gariëpdamwal sal beslis ook een van die hoogtepunte van die toer wees.

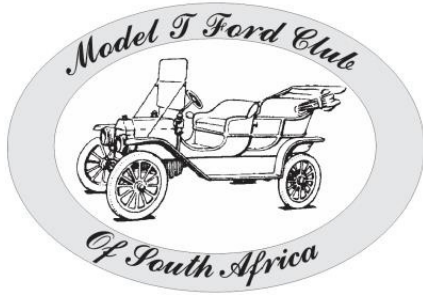
Emil en Philip is baie hard aan die werk om vir ons 'n asemrowende roetebeplanning te doen wat vele verrassings sal inhou.

U word vriendelik versoek om die inligting, asook die aangehegde inskrywingsvorm aan alle belangstellendes deur te gee.

U is ook welkom om vir Philip Kuschke te skakel by 082 856 5152 of per e-pos by: philros@telkomsa.net vir enige verdere navrae.

PE KUSCHKE
Voorsitter: Reëlingskomitee

E E KUSCHKE
President: MTFCSA



1 March 2022

THE 2022 SAVVA VETERAN AND VINTAGE TOUR

It is a privilege for the **Model T Ford Club of South Africa** to host the **2022 SAVVA Veteran and Vintage Tour**. The tour will take place from Sunday afternoon 18 September to Thursday morning after breakfast on 22 September 2022 in the Gariep Dam area of the Free State. The organising committee consists of: Philip Kuschke, Phillip Rosser, Paul Hoogendoorn, Freddie Durow and Emil Kuschke.

The organisers are aiming to attract at least 25 vehicles to participate in the tour. The tour is open to vehicles of any marque manufactured before 31 December 1930.

The distance of the planned route is estimated to be about 650 km. A circular route is planned in the Gariep Dam area for each day of the tour. Participants will visit interesting historical places and a visit inside the Gariep Dam wall will be one of the highlights.

Emil and Philip are hard at work plotting a beautiful route for the tour which will include several surprises. You are kindly requested to distribute the information as well as the attached entry form to all interested parties.

Please contact Philip Kuschke on 082 856 5152 or by e-mail at: philros@telkomsa.net for any queries.

PE KUSCHKE

Chairman: Organising Committee

E E KUSCHKE

President: MTFCSA

BATTLING THE ODDS IN A TOUGH WORLD

Roger Houghton, 22 April 2022



The motor industry worldwide can be a comparatively secure career path with many opportunities for advancement. On the other hand, this industry can also be a very tough operational area where only the resolute and those who are multi-skilled survive. And it may even be possible for one to weave in time to enjoy your favourite area of interest and hobby, namely motorsport, whilst doing so.

One of those people in the latter group is Derek Nightingale, who retired recently to Knysna after a working life that was taken up mainly by various aspects of the motor business, mixed up with short and odd diversions into work such as food manufacturing, household appliance manufacturing, radio manufacturing and engineering plastics sales.

As a child, he emigrated with his family to South Africa in 1957 and completed his schooling at Parktown Boys High. Now, at the age of 77 – he was born in Edinburgh on St Patricks Day, 1945 – and having spent 60 years in various business worlds he has called “time” and retired to Knysna with this wife, Vivienne.

Best known for his legendary skill in the repair of automotive instrumentation – particularly for classic motor vehicles – and as a founder member of the company which built the locally-designed Marauder sports car starting in 1969, Derek has been employed in many other occupations during his long journey to retirement.

However, let us not jump the gun, so back to the early days.

After obtaining an NTC4 certificate as an auto electrician at Technical College, young Nightingale joined Stansfield Ratcliffe as an apprentice. The company was an agent for Lucas, Smiths, and British Jaeger instruments among a host of other brands and products.

“I was particularly interested in the new electronic Smiths instruments that came my way, including a transistorised electronic rev counter, when most of these instruments were mechanically driven at that stage,” commented Nightingale.

Fate brought him together with ardent car racer Richie Jute when the two of them were putting petrol in their cars at a service station in Parkhurst, Johannesburg. Nightingale’s “wheels” at that time was one of the last four-door Ford Prefects, with the first Kent 1 000cc 105E engine, while Jute had rolled up in a gold Cortina Mk1, that evidently had a ridiculously hot camshaft, judging by the lumpy idle.

Nightingale questioned what was under the bonnet and Jute replied it was a 1 500cc Cortina engine he had enlarged to two litres. The two chatted and Jute found out that the person he was talking to was an accomplished auto electrician. This resulted in a request for help with rewiring his Dart racing car at his house near the filling station.

Thus began a long friendship between the two of them, which continues to this day, with Jute now living in nearby George. It also

involved Nightingale in much after-hours work in a cold Parkhurst garage and at the racetracks. Nightingale subsequently met Bob Olthoff, a South African champion, and worked on some of his race cars too. He also spent time working for Jack Holme on his legendary Lotus Elan endurance racing car, which entailed pit-crewing at Kyalami 9-hour races.

Nightingale then spent a year working for Jute at his Camshaft Remanufacturing operation in Johannesburg before leaving South Africa for a spell of wanderlust, which included travelling through seven countries. On his return to South Africa, he was fortunate to get a job back at



Stansfield Ratcliffe as supervisor of the instrument department.

Nightingale’s interest in motor sport saw him often at Wembley Stadium on Friday nights watching hot-rods. It was here that he was impressed by the giant-killing exploits of Peter Meffan in his radical U2-like car where the



BATTLING THE ODDS IN A TOUGH WORLD

Roger Houghton,



driver virtually lay down alongside a four-cylinder 1 000cc engine giving excellent weight distribution, outstanding handling, and beating all the other cars in the 2-litre class.

This led to another career change as Nightingale teamed up with Meffan to develop and build a road going, two-seater version of his Wembley special. Orders for this kit car, as well as a few factory built cars, flowed, driven by the Wembley success, and kits for an initial eight cars were made before the decision was taken to move to a mini factory in Wynberg. The name given to this car was Marauder.

This is where Nightingale's multi skills came into their own as he became involved in all aspects of the new car's manufacture. His major task was Mig-welding of the spaceframes, but he was also responsible for making up the wiring harnesses and instrumentation, as well as fabricating other car parts.

Initially the Marauder body was made of lightweight aluminium sheeting which suited the car's angular design. Later the mudguards and certain other panels were made of glass fibre and ultimately the "MkIII" Marauder had a full glass fibre body shell.

Meanwhile Nightingale had been concerned about the safety aspect of the Marauder and worked by himself on Sundays to develop a revised version of the suspension, where he replaced 16 of the 18 rod end joints with rubber bushes. These changes transformed the car into a comfortable vehicle more suited to road use. Most Marauders were fitted with the ubiquitous Ford 1600 crossflow engine.

Racing versions of the car were also developed, culminating in the manufacture of more than 100 Marauder kits and cars, before financial problems forced the closure of the business.

This meant yet another change of career, joining long-time friend Steve Desilla as a motor insurance assessor with IGI.

"This was an enjoyable time in my life as it entailed a move to La Lucia in KZN and I did well in this new career," said Nightingale. "However, the opportunity then arose to return to Johannesburg and create a family food manufacturing business where I worked for three years. This proved to be an unwise decision, and as a result I joined Barlow's Appliance Division as Quality Control Manager, during this time obtaining a diploma in Polymer



technology, which led to another career move into Engineering Plastic sales.

"After 10 years in the plastics industry I set up my own business manufacturing chiropractic equipment that was previously available only from the United States. This equipment was displayed at a trade show in Pittsburgh, USA"

"A final career move back to my roots saw me returning to the exacting work of repairing and restoring Smiths classic car instruments full time again, but this time it was my own business at my own premises. A visit to Roger Pearce at the Emgee Workshop brought additional work. This lasted 15 years and then I decided it was time to retire," said the multi-faceted Nightingale.

Nightingale still found time to get involved in a number of other significant projects with Jannie van Aswegen. These included restoring the mid-engined version of Rauten Hartmann's "Netuar," a home-built

Peugeot Special single-seater F1, and the rebuilding of a genuine Lotus 7 Series 4 that had been severely damaged in a fire.

"Following a meeting with Roger Pearce, who was looking for a replacement for Birkin 7 kits which were no longer available locally, I designed, developed and built the 'Mavric', a mid-engined Lotus 7 concept car. The search for good classic components such as Ford gearboxes and rear axles for a rear-drive car proved fruitless. This led me to look up another avenue and that was to design a car that had the same appearance as a Lotus 7, but using modern, front wheel drive parts. A mid-engine chassis would allow the use of these, more readily available, components," explained Nightingale.

"I bought a complete VW Golf Mk1 'write off' and designed a mid-engine chassis to accommodate these parts, as well as making it easy to assemble as a kit. The name Mavric comes from an article in the 'TLC' magazine, where I was described as a 'maverick' because I had built a Lotus 7 concept car with a mid-engine.

The Mavric proved to be excellent, but Roger (Pearce) did not think it would market well with customers who wanted a conventional Lotus 7 type car. The project was shelved, and the car sold to a happy new owner."

Nightingale may have retired but he still has unfinished business which he is working on at his Knysna home. This time it is a mid-engine sports car with a ladder-type chassis and Dino-type glass fibre body shell. Engine is a modified Rover V8, bolted to an Audi trans axle.

As mentioned in the introduction, the motor industry can be a very tough environment and often it requires special people to keep going and find a solution when circumstances are challenging. Derek Nightingale is one of those people.



Queenstown Automobile Club SAVVA National Rally

20  22



SAVVA National Rally

This year's National will be based in Queenstown at the Queens Hotel & Casino. We have obtained a favourable rate per room per night including breakfast. It will be a spider rally over four days. Vehicles manufactured on or before the 31st December 1995 will be eligible. Speeds are 60, 70 and 80 km/h so it will be ideal for slower and older vehicles.

Entries are open and entry forms are available from the Convener, Peter Bolze, e-mail peter.bolze@gmail.com. He will send them on to you.

If it is your intention to attend, may we suggest you let us know soonest, as there are only 32 rooms available at the Queens Hotel and they will be allocated on a first come first served basis. The balance of entrants will be accommodated at B&B's in the area.

Indications are that this is going to be a very popular rally, so don't wait to the last minute.

Come and join us.



Technical Tip 175 - Oil Filters

Many owners of early cars express concern about the lack of an engine oil filter. This concern is quite legitimate as early oils settled the gunk to the bottom of the sump to be drained out at the next oil change – usually at every 1000 miles. Modern oils suspend the gunk and the filler removes it – if you have a filter that is. The concern is – what if you don't have a filter – the junk just keeps circulating wearing out the engine components prematurely.

In the early 30's through to the 50's many cars, especially the posh ones, had simple disposable "by-pass" oil filters fitted. Obviously, they weren't as effective as modern full flow filters but were better than nothing. Unfortunately, nowadays even these replacement by-pass filters are very difficult to find. However, depending on your engine, there is an alternative filter one can use which will give you a bit of peace of mind knowing that the oil will pass through it every few minutes.

If your engine is an OHV and has an oil line that travels externally from the bottom of the engine up to the cylinder head where it feeds the rocker arm and tappets, one can tap into this line and fit a by-pass filter. Attached is a picture of such a fitment on a typical G.M. engine. These filters take the modern "screw on" disposable oil filter.

An ideal filter body would be the one used on Valiants. It was external and fitted on top of the engine having two flexible oil lines to the engine. The question is – what happened to all the Valiants? I'm sure there are numerous other cars using a similar arrangement that we can use.

Years ago, Doep du Plessis from Vrede, a top restorer, fitted full flow filters to his side valve Chrysler engines by drilling into the block near the oil pump. The oil was pumped out, through a filter, and back into the block. - I don't know the details but it can be done.

This picture is of a typical GM engine conversion using the housing from a diesel engine that was purchased at a flea market for a few Rand.





Technical Tip 176 - Paint Containers

How often have you opened a tin of touch up paint to find out it has hardened and is useless?

Considering the cost of a liter today it's quite depressing. Apart from the cost of the paint, one has to shlep to the paint shop to get a new lot. Modern twin pack paints take longer to dry-out than cellulous or Duco type paints but, still dry out. I was faced with this problem a few months ago and just managed to save a liter which was on the "way out".

The problem appears to be the containers the touch-up paint is supplied in, either the metal or the horrible plastic ones don't seal properly. I looked for an alternative and found what could be the answer and that was a plastic container from the Plastic Shop. I transferred the paint to it with a gollop of thinners. That was over six months ago and I'm glad to say that so-far it's working. The paint is still very usable.

The cost of the container was about R100 which wasn't bad considering the cost of the paint and the inconvenience of having to go and replace it. In most cases one has to take a piece of body work to match the colour one needs and has to go back the following day to fetch it.





WELKOM / WELCOME

LYS VAN NUWE LEDE SUID-KAAP OUMOTORKLUB 2022

April	Gert & Maria Greyling 1934 Fordor Ford	Klein Brak River
Mei	Henri & Jana von Steen 1969 Porche 912 1979 Porche 911	George
Mei	Frikkie & Nadia van der Merwe 1957 Wolseley 15/50	Port Elizabeth
Mei	Andro & Susanna Theart 1981 Mercedes Benz W123 230E	Bellville
Mei	Hermann & Monique Mostert 1948 F100 Ford Bakkie 1954 Chevrolet Bakkie	Oudtshoorn
Mei	Nico & Alicia Mienie 1961 Morris Minor 1000	Oudtshoorn
Junie	Albert Wiffen	Mosselbaai
Junie	Luther Niemand 1974 Fun Bug VW Beetle	Reebok



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



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:

2 Apr	Gerrie Bezuidenhout	14 May	Desmond Casey	1 Jul	Bes Bezuidenhout	28 Aug	Brian Zechlin
2 Apr	Riaan Brand	17 May	Ted Burden	2 Jul	Clifford Daines	28 Aug	Mario Vermeulen
2 Apr	Magda Conrad	18 May	Marthinus Botha	2 Jul	Gideon Haasbroek	29 Aug	Jacob van Rooyen
2 Apr	Shaughneen Kruger	18 May	Albert Wiffen	2 Jul	Swanie Swanepoel	29 Aug	Kobus Halliday
4 Apr	Marlene Beyers	19 May	Peet Botha	2 Jul	Rudi Conrad	29 Aug	Johan Lötter
5 Apr	MC Botha	19 May	Mike Roumanoff	3 Jul	Hugo Basson	29 Aug	Hugo van Dyk
5 Apr	Pieter Coetzer	19 May	Magretha Vlok	4 Jul	Liezl Barnard	29 Aug	Cornè Bosch
6 Apr	Andre' Kritzinger	20 May	Bob Hafner	5 Jul	Rudi Conrad	29 Aug	Laurette Smi
7 Apr	Leon Oelofse	20 May	Johan van der Merwe	5 Jul	Niel Kasselmann	29 Aug	Dee Venski van der Merwe
8 Apr	Lenie Stokes	21 May	Anita Harris	5 Jul	Lourens Wright	29 Aug	Gert Greyling
9 Apr	Tom Meiring	21 May	Janetta Bellingan	7 Jul	Andrea Iacopini	29 Aug	Louise du Plessis
10 Apr	Eugene Crous	22 May	Johan Klue	10 Jul	Dwayne Erasmus	30 Aug	Natasja la Grange
10 Apr	Magda Jacobs	22 May	Waldo Scribante	12 Jul	Brenda kretschmann	30 Aug	Wendy Rademeyer
10 Apr	Kobus Swart	23 May	Susan Alexander	12 Jul	Pierre Conradie	2 Sep	Charmaine Pienaar
10 Apr	Judy Meyer	24 May	Gerrard Hoek	16 Jul	André Fourie	5 Sep	Henri von Steen
12 Apr	Roelf Vermeulen	24 May	Fienie Halliday	16 Jul	Stephanus Terblanche	5 Sep	Johan Claassen
12 Apr	Bets Coetzee	25 May	Anita Wright	17 Jul	Manie Rademeyer	7 Sep	Sonja Erasmus
13 Apr	Hermann Mostert	26 May	Donald Goldfain	20 Jul	Wenda Vermeulen Snr	7 Sep	Paul van Jaarsveld
14 Apr	Ingrid Hewetson	28 May	Marilyn Houseman	22 Jul	Mike Bailey	9 Sep	Alma van Tonder
14 Apr	Ria Kasselmann	30 May	Jan Enslin	22 Jul	Willie Swift	9 Sep	Ockert van der Berg
14 Apr	Lettie van Zyl	31 May	Dalene Oelofse	22 Jul	Heleen van Deventer	10 Sep	Hermien de Swardt
15 Apr	Poena Le Grange	2 Jun	Christof Olivier	25 Jul	Hennig Marais	12 Sep	Rina Steenkamp
15 Apr	Sep Serfontein	5 Jun	Franshelle Botha	27 Jul	Mike Alexander	13 Sep	George Marx
15 Apr	Japie van Rooyen Jnr	7 Jun	Naas van Zyl	27 Jul	Erik Janse van Rensburg	15 Sep	Jan Wright
15 Apr	Gesina Koch	8 Jun	Kevin Irwin	30 Jul	Nell Kingwill	16 Sep	Linda Kleinhans
16 Apr	Leonie Purcocks	9 Jun	Evert Janse van Rensburg	30 Jul	Miela Pesstena	16 Sep	Lilibet nel
16 Apr	Susanna Theart	9 Jun	Sybrand van der Spuy	31 Jul	Mauritz Meiring	16 Sep	Eddie Haumann
19 Apr	Johan Duvenhage	9 Jun	Shirlane Mostert	31 Jul	Marthie Bornman	18 Sep	Jan van Deventer
19 Apr	Quinton Nauschutz	10 Jun	Wilna Brand	3 Aug	Werner Barnard	2 Sep	Robbie Hewetson
19 Apr	George van Zyl	11 Jun	Johan Spies	6 Aug	Jack Collier	19 Sep	Willie Thompson
20 Apr	George Peach	13 Jun	Luther Niemand	7 Aug	Kobus Swanepoel	20 Sep	Stan Stander
20 Apr	Magda Conrad	14 Jun	Koos Alberts	8 Aug	Tilly Olivier	21 Sep	Walter Fivaz
23 Apr	Hannes Basson	15 Jun	Stuart Cox	8 Aug	Philip Lochner	22 Sep	Chris Kühn
23 Apr	Hein Rust	16 Jun	Thinus Nel	9 Aug	Jo Cook	22 Sep	Otto Reinecke
24 Apr	Jozua van der Merwe	16 Jun	Mienke Strydom	12 Aug	Julie Goldfain	22 Sep	Marianne Kritzinger
26 Apr	Alicia Mienie	17 Jun	Ray Kretschmann	12 Aug	Nadia Kasselmann	22 Sep	Graham Davies
27 Apr	Calvyn Vlok	17 Jun	Evelyn Rust	12 Aug	Nadia van der Merwe	23 Sep	Frank Erskine
28 Apr	Herman Neethling	20 Jun	Nico Janse van Rensburg	15 Aug	Johan Lund	23 Sep	Carel Smit
3 May	Gerald Coetzee	21 Jun	Jaco Pretorius	16 Aug	Riaan van Rensburg	23 Sep	Gerhard Hoepfner
4 May	Rossouw Labuschang	23 Jun	Wikus Terblanche	17 Aug	Maré Weyers	26 Sep	Riette Marais
6 May	Desire Lund	23 Jun	At Weyers	18 Aug	Tommy Hough	26 Sep	Niel Moolman
7 May	Riaan van Niekerk	23 Jun	Martie Daines	18 Aug	Enrico Iacopini Snr	27 Sep	Marianna van Rooyen
8 May	Dawie Koch	23 Jun	Rina Thompson	18 Aug	Marlise Steenekamp	27 Sep	Christine Botha
8 May	Sandra Bezuidenhout	24 Jun	Daniel Niewenhuis	19 Aug	Rian Duminy	29 Sep	Reho Le Riche
8 May	Jeanette Ellis	25 Jun	Lynette van Niekerk	19 Aug	Willie van Rooyen	30 Sep	Rina Durandt
9 May	Jacqueline Boshoff	26 Jun	Jana von Steen	22 Aug	Marianne Alberts	30 Sep	
9 May	Charl Pretorius	28 Jun	Rene Hafner	23 Aug	Egmond Coetzee		
10 May	Maryke Haasbroek	30 Jun	Petro Grobbelaar	24 Aug	Koot du Toit		
12 May	Andrew Stroebel	30 Jun	Omella Iacopini Snr	24 Aug	Susan Erskine		
12 May	Rensche Kühn	30 Jun	Delia van Rooyen	25 Aug	Andro Theart		

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

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IN MEMORIA 2022

Byron Smith Snr

George

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VOLBLAD SWART EN WIT	R300
HALFBLAD SWART EN WIT	R200
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2022 SCOCC EVENTS

JANUARY

2022/01/01	Saturday	New Year' Champanje	Scribs BENZeum
2022/01/08	Saturday	Classic Cars & Coffee	die BENZ
2022/01/16	Sunday	Outing	
2022/01/20	Wednesday	Technical/Garage evening	
2022/01/30	Sunday	Bonnet's up	die BENZ

FEBRUARY

2022/02/05	Saturday	Classic Cars & Coffee	die BENZ
2022/02/09	Tuesday	SCOCC Committee meeting	Club house
2022/02/11	Friday	SCOCC Vet tour	
2022/02/12	Weekend	SCOCC Geoge Old Car Show	EDEN Technical
2022/02/13	Weekend	SCOCC Geoge Old Car Show	High School
2022/02/16	Wednesday	Technical/Garage evening	
2022/02/20	Sunday	Outing	
2022/02/27	Sunday	Bonnet's up	die BENZ

MARCH

2022/03/05	Saturday	Classic Cars & Coffee	die BENZ
2021/03/08	Tuesday	SCOCC Committee meeting	Club house
2022/03/20	Sunday	Outing	
2022/03/23	Wednesday	Technical/Garage evening	
2022/03/27	Sunday	Bonnet's up	die BENZ

APRIL

2022/04/02	Saturday	Classic Cars & Coffee	die BENZ
2022/04/12	Tuesday	SCOCC Committee meeting	Club house
2022/04/17	Sunday	Outing	
2022/04/20	Wednesday	Technical/Garage evening	
2022/04/24	Sunday	Bonnet's up	die BENZ
2022/04/24	Sunday	Karl Reitz	The Girls

MAY

2022/05/01	Sunday	Knysna Motor Show	Knysna
2022/05/07	Saturday	Classic Cars & Coffee	die BENZ
2022/05/10	Tuesday	SCOCC Committee meeting	Club house
2022/05/15	Sunday	Outing	
2022/05/18	Wednesday	Technical/Garage evening	
2022/05/29	Sunday	Bonnet's up	die BENZ

JUNE

2022/06/04	Saturday	Classic Cars & Coffee	die BENZ
2022/06/14	Tuesday	SCOCC Committee meeting	Club house
2022/06/19	Sunday	Outing	
2022/06/22	Wednesday	Technical/Garage evening	
2022/06/26	Sunday	Bonnet's up	die BENZ

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2022 SCOCC EVENTS

JULY

2022/07/02	Saturday	Classic Cars & Coffee	die BENZ
2022/07/12	Tuesday	SCOCC Committee meeting	Club house
2022/07/17	Sunday	Potjiekos	die BENZ
2022/07/20	Wednesday	Technical/Garage evening	SCRIBS BENZeum
2022/07/31	Sunday	Bonnet's up	Potjiekos @ die BENZ

AUGUST

2022/08/06	Saturday	Classic Cars & Coffee	die BENZ
2022/08/09	Tuesday	Women's Day	Hô-Kaai Padstal
2022/08/16	Tuesday	SCOCC Committee meeting	Club house
2022/08/21	Sunday	Outing	Mosaic Market-Sedgefield
2022/08/24	Wednesday	Technical/Garage evening	
2022/08/28	Sunday	Bonnet's up	die BENZ

SEPTEMBER

2022/09/03	Saturday	Classic Cars & Coffee	die BENZ
2022/09/04	Sunday	MBCSA Snoekbraai	Mossel Bay
2022/09/13	Tuesday	SCOCC Committee meeting	Club house
2022/09/18	Sunday	Outing	
2022/09/21	Wednesday	Technical/Garage evening	
22-25 /09/2022	Weekend	SCOCC HeritageTour	
2022/09/25	Sunday	Bonnet's up	die BENZ

OCTOBER

2022/10/01	Saturday	Classic Cars & Coffee	die BENZ
2022/10/11	Tuesday	SCOCC Committee meeting	Club house
2022/10/16	Sunday	Outing	
2022/10/19	Wednesday	Technical/Garage evening	
2022/10/30	Sunday	Bonnet's up	die BENZ

NOVEMBER

2022/11/05	Saturday	Classic Cars & Coffee	die BENZ
2022/11/08	Tuesday	SCOCC Committee meeting	Club house
2022/11/20	Sunday	Outing	
2022/11/21	Wednesday	Technical/Garage evening	
2021/11/26	Saturday	SCOCC AGM	die BENZ
2021/11/27	Sunday	SCOCC Yearend Party	die BENZ

DECEMBER

2022/12/03	Saturday	Classic Cars & Coffee	die BENZ
2022/12/06	Tuesday	SCOCC Committee meeting	Club house
2022/12/16	Friday	Outing	



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