



Southern Cape Old Car Club

Website: www.scooc.co.za * Fax: (086) 626-5210

P.O. Box 1749, George, 6530

2014 Committee:

Chairman	Karen van der Merwe	(082) 774-8290
Vice Chairman	Pierre Olivier	(082) 872-6456
Secretary	Krige Bolton	(082) 475-7855
Treasurer	Chris van Staden	(082) 491-5254
Regalia	Mare' Weyers	(082) 845-8916
Young Enthusiast	Andrew Boshoff	(071) 892-3949
Clubhouse	Mare' Weyers	(083) 656-9399
Catering	Mare' Weyers	(082) 845-8916
Events Co-ordinator	Pierre Olivier	(082) 872-6456
Events Assist	Gerhard Hoepfner	(082) 566-2775
Indemnities	Mike Alexander	(082) 495-4780
Membership	Mike Alexander	(082) 495-4780
Dating Officer	Andrew Boshoff	(071) 892-3949
George Old Car Show	Willie van der Merwe	(082) 570-7673
Spanner Magazine	Karen van der Merwe	(082) 774-8290

COUNTRY REPRESENTATIVES:

Knysna	Manie Rademeyer	(044) 382-4538
Oudtshoorn/ Prince Albert	Jeremy Witts-Hewinson	(082) 488-8370
Beaufort West	Brian Zechlin	(023) 414-3542
Heidelberg/ Riversdal	Gawie Breytenbach	(082) 661-6710
Mossel Bay	Kobus Harris	(082) 453-1497
Victoria West/ Loxton	Danie Swart	(082) 857-4003
Insurance (SAVVA / FNB)	Glenn Broadhurst	(087) 736-2222

SCOCC Banking Details:

Subscriptions	: R100.00 per year, plus a once-off R200.00 joining fee.
Account Name	: Southern Cape Old Car Club
Bank	: ABSA George
Branch Code	: 630114
Account Type	: Cheque
Account Number	: 890 167 551

Regular gatherings are held at the clubhouse "Tipple & Torque" at Glenwood House School, as per the Upcoming Events as listed in this magazine. All visitors are welcome. The opinions expressed in Spanner do not necessarily reflect the views of the club committee, the editor, club members, officers of SAVVA or advertisers in this magazine.

December / Desember 2014

Message from the Chair



And just like that, we've reached the end of our event's calendar, the AGM is a thing of the past, hopefully you've all recovered from the Year End Bash and we've all got a few more "wisdom highlights" covering the tops of our heads as evidence that this was another tough year for everyone. We always seem to end off each year by saying that it can't get much worse and that next year will be much better than the last. Well as far as 2015 is concerned, it's going to be a cracker of a year for everyone – I feel it in my bone's and just ask my kids, as far as they're concerned I'm a witch, so it must be true.

I would like to take this opportunity to thank every one of you who made the effort to participate in the events that were organised for you. A club is only as strong as its members and if its members can't be bothered, we might as well all pack up and go home. Pierre has yet again arranged a terrific events calendar for 2015. Please can you all support his efforts, starting off with the New Year's breakfast which this year is at a new venue – Lovain – so take your ProHeps the night before, pack your picnic baskets and join us for a day of merriment. Champagne and orange juice will be provided to get us all into the spirit of 2015.

We have a new club President – congratulations to Kobus Harris and a big thank you to our outgoing President, Mike Alexander. The 2015 committee is ready to rock and roll and I can unequivocally state that the club is again in good hands this year. I'm looking forward to working with you and I thank you in advance for the time and effort that I know you are going to be contributing. Thank you also to the 2014 committee for all the hard work that you put into making sure that everything ran smoothly.

The George Old Car Show is just around the corner and I would like to ask all of you to please get in touch and offer your assistance. We are particularly going to require help on the days preceding the show as well as over the show weekend. Rosters of two hour shifts are being drawn up so please call and commit your services. We really do need all the help that we can get.

To all of you who are travelling our roads these holidays, please take care. Wherever you might be though, I wish you all a healthy, happy and festive Christmas. Rest well, re-energize yourselves because remember, 2015 is going to be a cracker of a year!! Prosperity to you all.

Karen.

Upcoming Events



From the events team:- A huge thank you for supporting our events, and we wish you and your loved ones a joyous festive season and a prosperous New Year.

Byeenkomste vir Januarie en Februarie 2015

Donderdag - 1 Januarie 2015. Ontbyt by Lovain, bring eie eetgoed en eetgerei. Die klub sal vure, lemoensap en vonkelwyn voorsien. Ons vertrek vanaf die Engen vulstasie regoor Virgin Active Gim, om 8:00. Bring jou eie tafels, stoele en gazebos. Vir meer inligting kontak Pierre Olivier by 082 8726456.

Sondag – 18 Januarie. Ontbyt by Boerekos restaurant tussen Mosselbaai en Cooper sylyn. Ons vertrek vanaf Checkers se parker area aan die onderpunt van Yorkstraat om 8:00. Vooraf ooreengekomde spyskaart teen R 60.00 per ontbyt. Bespreek asb. by Pierre Olivier op 082 8726456 voor 10 Januarie 2015.

Sondag – 25 Januarie 2015. Bonnets up by die klubhuis vanaf 12:00. Kom braai of kuier net lekker saam met ander klublede.

Vrydag - 13 Februarie 2015. Die jaarlikse voorskou se veteran toer. Vir meer inligting skakel Philip Kuschke by 082 8565152.

Saterdag en Sondag - 14 +15 Februarie. Die George Oumotorskou vir navrae kontak gerus vir Karen van der Merwe by 082 7748290. As jy jou hulp wil aanbied om take by die skou te verrig kontak Chris van Staden by 082 4915254.

Sondag - 22 Februarie 2015. Geen bonnets up nie.

Saterdag - 28 Februarie 2015. Bring en braai by die eilandmeer seiljagklub. Verrigtinge sal om 1 begin. Bring eie eet en drinkgoed asook eetgerei. Vure sal voorsien word. Vir meer inligting kontak Pierre Olivier by 082 8726456.

Tot volgende keer.
Pierre Olivier.

If you need any further information regarding any event, please call Pierre Olivier on (082) 872-6456. Events are also constantly updated on the web site: www.scooc.co.za

Birthdays

DECEMBER	
Roy Kruger	1st December
Hennie Du Raan	2nd December
Suzette Koen	6th December
Andrew Boshoff	4th December
Ockert Schoeman	5th December
Russell Stander	5th December
Charles Lloyd	5th December
Waldri Spies	6th December
Helmiën Meiring	6th December
Suzette Koen	6th December
Bruce Jackson	7th December
Pat Dolt	7th December
Curly Hanekom	7th December
Yvonne Greeff	8th December
Tjaart vd Walt	9th December
Illze Nel	9th December
Marietjie Bezuidenhout	9th December
Thys Hattingh	10th December
Christopher Botes	10th December
Peter Watson	11th December
Frik Mentz	11th December
Hendi Smith	12th December
Niekie Theron	12th December
Pierre Cronje'	14th December
Errica Iacopini	14th December
Jacqueline Geldenhuys	15th December
Philip Kuschke	17th December
Christina Meiring	19th December
Wally Steffen	20th December
Amanda Rosser	24th December
Jaco v d Westhuizen	24th December
William Stopforth	25th December
Annamarie Jonker	25th December
Margery Wake	26th December
Jack Boshoff	27th December
Gerhard Breytenbach	27th December
Leonie Lodder	27th December
Doc Greeff	27th December
Aletta Janse van Rensburg	27th December
Albert Etsebeth	30th December
Emce Bernhardt	31st December

JANUARY	
Brian Smith	1st January
Johan van Tonder	1st January
Allan Stokes	2nd January
Gert Gouws	3rd January
Erna Duvenhage	3rd January
Karools van der Linde	5th January
De Waal Esterhuys	6th January
Gerhard Barnard	6th January
Anthony Roff	7th January
Richie Jute	7th January
Leonidas Mitchell	8th January
Boet Laas	9th January
Willie Buchner	10th January
Gallie Meyer	10th January
Yvonne Tamsen	10th January
Byron Smith (jr)	10th January
Jan Janse van Rensburg	11th January
Hilton Marx	13th January
Kobus Harris	13th January
Ansie Botes	13th January
Karin Marx	15th January
Lötter Neethling	15th January
Steve Smit	15th January
Josef Botes	15th January
Jeremy Wits-Hewinson	17th January
Elma Leonard	18th January
Rudy Knappe	19th January
Fienie Hoepfner	20th January
Jenny Rademan	20 th January
Kotie Du Plessis	21st January
Carl Grundling	21st January
DeWaal Carstens	21st January
Ruben Wright	22nd January
Fanie van Jaarsveld	23rd January
Rynard Jonker	26th January
Jannie Stander	29th January
Lizelle Scheepers	29th January
Tony Durandt	30th January
Andries Steenkamp	31st January

Wel en Weë

- Pierre Conradie had an unfortunate fall recently which left him with a broken hand and a broken hip. After a successful hip replacement and attention to his hand it seems as though he'll be back in the saddle soon. Heal quickly Pierre, we need you on the show committee.
- Kevin Casey's Mom recently passed away. Our love and condolences to Kevin, Sandy and the rest of the family during this very tough time. Our thoughts are with you all.
- Emil Kuschke has recently undergone back surgery. Hannie tells me that one week into his 6 week recuperation period and he already knows exactly how many cracks are in the ceiling. We hope that you're soon well on the road to recovery.

If you know of someone who is unwell or who is perhaps going through a rough patch, or if someone has happy news, please let me know so that I can announce it in the newsletters and members can then contact or visit them. - spanner@scooc.co.za.

New Members

A very big SCOCC WELCOME to the following members that have joined our ranks since the last Spanner. May you spend many happy hours AND MILES together with us.

608 – Gerhard & Marian Barnard.

609 – Eddie Reppert who owns 1958 VW Beetle Cabriolet, a 1985 Mercedes Benx 230 and a 1977 El Camino bakkie.

610 - Scholtz & Linda Muller who own a 1958 Fiat 600.

611 – Gray & Cheryl Lippert who have a 1968 Barracuda & a 1939 Standard 8 – Flying 8.

612 – John Wigham & Magdalena Bernado.

613 – Jenny Rademan

Shoebox Collection

WOW... What an amazing response we had to the request for donations to this project. We were originally tasked with collecting goodies to go into shoeboxes that would then be wrapped and given away as Christmas presents to children that had no hope at all of receiving a Christmas present from anywhere else. A limit of R150 was placed on the value of each shoebox, with the option to donate just one item that would be put together with other items donated to make up one box and of course, cash was always welcome if people didn't know what to buy in which case we would go shopping.

The initiative expanded further when we requested donations in the form of groceries that would be given away to our local elderly and the response was also phenomenal. Mare' Weyers very kindly wrapped each and every present and coordinated the packing of the grocery parcels. Thanks girl – much appreciated and I'm sure that the appreciative recipients agree with me.

These are the generous souls who donated to this very worthwhile cause, some of them donating double the value originally requested.

Chris & Nellie van Staden
Fienie & Gerhard Hoefner
Alet & Johan Lingenfelder
Corine & Anthony Roff
David & Leonie Purcocks
Akker vd Merwe
Richie & Veronica Jute
Bertha & Richard Laubscher
Joey & Jurgens Fourie
Wouter & Jenny Walkoff
Amanda & Phillip Rosser
Frank & Susan Erskine

Ingrid & Robbie Hewitson
George Marx
Roy & Shaughneen Kruger
Marlene Lampbrecht
Johan & Irma v Tonder
Tony & Etta du Preez
Ali van Jaarsveld
Marilise & Rohan Steenekamp
Krige & Esme' Bolton
Mike & Susan Alexander
Karen & Willie van der Merwe
Mare' & At Weyers



**GIVE THEM
ALL A BELLS!!**

December / Desember 2014

SAVVA Vehicle Dating Day

Sunday October 26th

This was a super, well supported day. We had five members who brought out their cars to be dated, which is quite an achievement – for any club. Because it was such a success, and also because there have been other members who have said that they would like to still do this, we are going to be repeating this opportunity again in the new year. Please look out for information regarding this. Once again, this is a very worthwhile exercise and something that every member should make a point of doing if your car is not already SAVVA dated.



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Braai by Kobus Halliday

Deur Evert Janse van Rensburg

Dis 'n pragtige sonskyn oggend en so teen 11:00 het van die eerste gaste begin opdaag by Kobus en Fienie Halliday se museum. Die museum is op Rheeboek geleë en hul plaas grens aan 'n wildreservaat met 'n asemrowende mooi uitsig van beide die see en Botlierskop.

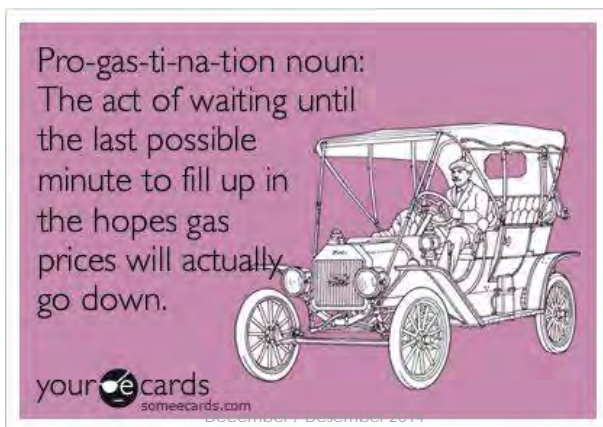
Sowat 100 lede het die braai bygewoon en soos gewoonlik was die ontvangs en gasvryheid uit die boonste rakke. Twee baie besonderse mense met 'n pragtige versameling van veteraan motors. Die versameling bestaan ook uit 'n baie groot verskeidenheid van motors, waarvan die oudste motor 'n 1929 Chrysler Roadster is. "Fienie se trots".

Die versameling is oorwegend Amerikaans met enkele Europese modelle. "Van 'n Elvis Caddy tot 'n Mini Moke". 'n Mens bly maar verstom staan as jy weer so 'n terugblik kry van die verlede en hoe mooi die periode motors werklik was. Daar was beslis geen gebrek aan kreatiwiteit nie.

Nouja, so tussendeur die "Juke Box" musiek in die agtergrond en die braaivleis vure was daar heerlik gekuier. Die manne het soos gebruiklik kennis uitgeruil, terwyl ander weer die veterane bewonder het. Later het Allen Green en sy orkes ook by ons aangesluit en sommer lekker musiek gemaak.

Wat ook opvallend was was die belangstelling van die jonger geslag in die motors. Dit is werklikwaar 'n riem onder die hart, want hierdeur word die toekoms van die ou motors immers verseker. Mooi so ouens!!

Ten slotte wil ons net ook ons dank en waardering uitspreek teenoor Kobus en Fienie wat die besoek moontlik gemaak het en wat ook die heerlike ete geborg het. Baie dankie – ons waardeer dit opreg. Hopelik maak ons weer so volgende jaar!!



Year End Function / AGM

29th November 2014

Despite the change in format this year in the hopes that we would be able to encourage more members to attend the AGM, the attendance figures were again very disappointing although the AGM itself was successful.

There are two new additions to the 2015 committee in the form of Robbie Hewetson and Jannie Engelbrecht. I would like to thank both of you for volunteering your services to the club and look forward to working together with you next year. The committee for 2015 is as follows: Karen van der Merwe (Chairman), Pierre Olivier, Mike Alexander, Chris van Staden, Krige Bolton, Mare' Weyers, Robbie Hewetson, Jannie Engelbrecht and Gerhard Hoepfner. I would also like to thank Andrew Boshoff for his contribution to the committee over the past two years that he has served. The minutes from the AGM will be distributed to everyone as soon as they are complete.

Mike Alexander's term as club President was up and Kobus Harris was nominated as our new club President. Congratulations Kobus, I am sure that you will prove to be an excellent choice. Phillip Rosser was awarded a lifetime Honourary Membership in recognition of his notable service to the club. George Marx was awarded the Chairman's Trophy for event attendance.

Directly after the AGM everyone wandered over to the Regency Hall for a well deserved year end bash. Dinner this year was a braai buffet which made a nice change from the typical roast meats and veggies. Mare' Weyers and her team did a wonderful job of decorating the tables and a few lucky winners had their names drawn out of the hat to collect prizes that had been donated by various local businesses.





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Another Snippet from Annette

Brian and Annette Smith

In the June Spanner I had an article with the four beautiful vehicles, Valiant, Buick, Spyder and Sunbeam, setting off for the George Old Car Show from our home, Heavenly Heights.



The article started with Brian and I being at the first Old Car Show at Paul Fick's grounds near Victoria Bay. I mentioned that we went in Brian's Mom's DKW Junior, which we bought for her in 1960. I thought that you might like the photo of the occasion.

I also said that the car is now with John in Somerset West where it awaits restoration. The other photo shows it being loaded to go to him.

Many of you may recognise Derek Dumbleton's white Mustang, which he gave to his son Trevor. Here it is on it's way to Somerset West, where Frederick Booysen will restore it for him.

So it is that our vehicles pass on to the



next generation, still in our family, and much loved.

Thank you so much for the always interesting articles Annette. Keep them rolling in.

Hans Afarm en die Volstruis

Deur Charles van Zyl

'n Volstruis kan net 'n bromgeluid maak maar daar was 'n tyd toe hierdie grootste van alle voels koning gekraai (of gebrom) het in Suid Afrika. Dit was aan die begin van die vorige eeu.

Die wit pluimvere van die mannetjie volstruis was 'n modegier in Europa en ander lande en fortuine is vir die vere betaal. My pa het ons vertel hoe die boere van die Klein Karoo destyds hulle wingerde en vrugtebome uitgekap het om lusem vir die volstruise daar te kweek. Pa het self ses honderd pond vir 'n paar broeivoels betaal en dit was destyds 'n plaas se geld.

Die Minister van Landbou het die boere van die Klein Karoo destyds kom toespreek en gewaarsku - "Do not put all your eggs in one basket". Min het egter ag geslaan op hierdie waarskuwing.

Nie net volwasse volstruise nie maar ook kuikens was hoog in aanvraag. Hans Afarm was ook 'n volstruisboer. Hy het volstruis kuikens verkoop en daarvoor het hy pare broeivoels in klein afsonderlike kampies aangehou.

Hans was in die gemeenskap bekend as Hans Af-arm. Hy het net een arm gehad. Sy linker arm het net tot by sy elmboog gestrek. Sommige mense het beweer dat hy so gebore is. Ander het weer geglo dat 'n perdekar of wawiel oor sy arm geloop het toe hy nog klein was en dat die voorarm toe by die elmboog afgesit moes word.

Een van die broeikampies was langs Hans se woonhuis en hy het elke dag heen en weer deur die broeikamp geloop om by sy wynkelder aan die ander kant te kom. Hoewel 'n volstruis mannetjie baie aggressief is wanneer die wyfie eiers gele het of op die nes sit en broei, het hulle gewoon geraak aan Hans se besoeke aan die wynkelder en die volstruise het hulle nie meer aan die ou man gesteur me.

Hans was Ouderling in die Kerk op Ladismith. Een Sondag more het hy sy swart manelpak klere aangetrek want hy en die liewe tannie wou met die perdekar kerk toe ry. Die perde was reeds ingespan en Hans het buite by die kar gewag. Dit het egter lank geduur en 'n groot dors het ou Hans oorval. So stap hy weer deur die broeikamp na die wynkelder maar hierdie keer herken die volstruis mannetjie hom nie in die swart pak klere nie. Die volstruis dreig om ou Hans te skop en dit kan baie gevaarlik wees.

Toe die volstruis weer op hom afstorm, gryp Hans die voel met sy regterhand aan die nek en knyp die kop met die stomp arm teen sy liggaan vas. Die volstruis beur agteruit maar die stomp arm behou sy wurggreep. Gou begin die volstruis te gaap

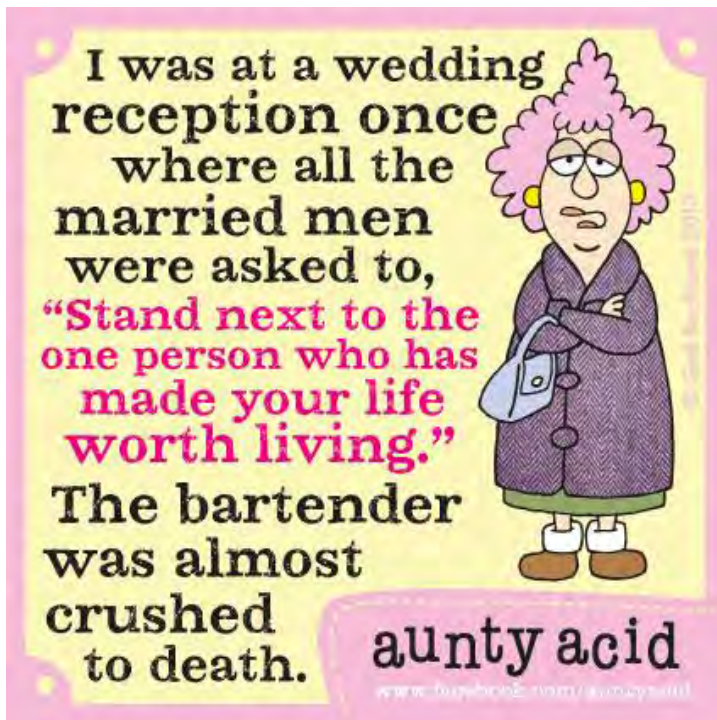
want hy kry nie genoeg asem nie.

Op sy tyd haal ou Hans 'n stuk pruimtabak uit sy sak en begin dit te kou. Toe die volstruis weer gaap toe spoeg ou Hans die tabaksop met pruimpie en al in oop bek. Daar val die volstruis agteroor - morsdood.

Ou Hans was dus die enigste persoon in die wereld wat kon se "Ek het 'n volstruis dood gespoeg".

Na die ineenstorting van die veremark, het ou Hans genoeg geld in die wakis onder sy bed gehad om 'n motor te koop . Toe het hy en die liewe tannie met die motor na die Kerk en terug te ry . Maar dit het nie altyd voorspoedig gegaan nie. Die motor se ratheboom was aan die kant waar ou Hans se stomp arm was en so moes die tannie altyd die ratte verwissel wanneer ou Hans die opdrag gee.

Een Sondag op pad huis toe kon die tannie teen 'n opdraend nie gou genoeg die rat verwissel nie. Die motor het gaan staan en agteruit begin loop totdat dit teen wal gebots het. Niks ernstig het gebeur nie maar ou Hans het besluit om maar weer met sy kar en perde te ry.



Letter to the Editor

Suid-Kaap Oumotorklub
Die Redakteur
Spanner

Posbus 1026
Beaufort-Wes
6970

Geagte Me vd Merwe,

Ek wil gebruik maak van die voorreg om 'n voertuig in die "Spanner" te adverteer. Die ingeslote stukke en fotos gee meer besonderhede.

Ek sluit ook in, 'n afdruk van 'n advertensie, van 'n honderd jaar gelede. Dit is 'n onbekende ou motor waarvan baie min bekend is. Ek wonder of van ons lede/lesers meer lig kan werp op die herkoms van hierdie besondere motor met die tweeslag masjien. Ek is reeds aan die verkeerde kant van tagtig en weet van baie fabrikate wat lankal reeds van die toneel verdwyn het, maar van hierdie een het ek nog nooit gehoor nie. Ek wil aanvaar dat van hulle in daardie jare in die land aangekom het. Dunell, Ebdon & Co was welbekend onder boere as makelaars van wol en bokhaar.

My oorlede vader het in die jare 1930/36 'n garage besigheid gehad onder die naam, "The Beaufort West and District Garage". Dit was in die jare van die groot depressie en dit het maar broekskeur gegaan. Ek is nog in besit van 'n volledige stel van vyf pragtig geïllustreerde handboeke getiteld: "MOTOR CAR MAINTENANCE, REPAIR AND OVERHAULING". A Comprehensive, Practical and Authoritative Guide for the Owner-Driver, Mechanic and Garage Proprietor. Hierdie werke handel veral oor Britse en Europese fabrikate met hier en daar verwysing na Amerikaanse name. Lys volg hierna:

Alvis	Austen	Armstrong-Siddeley	Bentley	Buick	Chevrolet	Citroen
Clyno	Crossley	Daimler	Essex	Fiat	Ford(mod-T)	Hillman
Hudson	Humber	Jowett	Lagonda	Lanchester	M.G.	Morris
Packard	Riley	Rolls-Royce	Rover	Singer	Vauxhall	Wolseley

Dit is insiggewend om te sien dat sekere aspekte van motor tegnologie uit daardie jare nog steeds relevant is in ons hedendaagse voertuie. Dankie dat ek hierdie inligting uit die twintiger jare van die vorige eeu kon deel met mede ou motor entoesiaste.

Die uwe



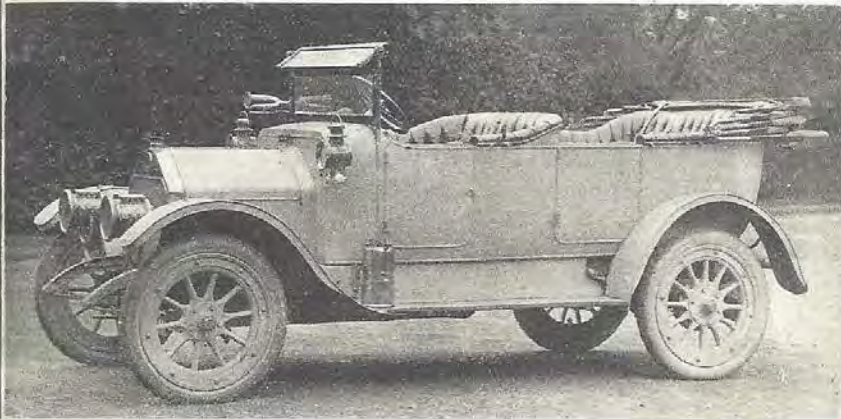
Pieter Lund

29/09/2014

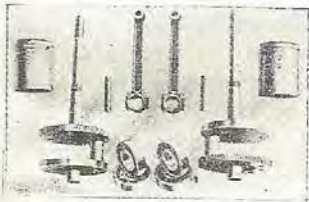
December / Desember 2014

"THE CAR WHICH NEVER LETS YOU DOWN."

Dodson's Valveless.



A 19'9 h.p. Valveless 5-Seater Touring Convertible Sleeper.



WORKING PARTS OF THE VALVELESS.

This shows the extreme simplicity of, and remarkably few parts required in, the "Valveless" Engine.



WORKING PARTS OF AN ORDINARY ENGINE.

This gives some idea of the complication and intricate mechanism of a 4-cylinder 4-cycle engine.

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PORT ELIZABETH.

Sole Agents.

December 7, 2014

Youth Project Anglia Restoration

I have received another letter from Charles Lloyd, our young member who won the Ford Anglia in the latest youth project tender giving us a little bit of feedback on the progress that he is making on the restoration. Please read on....

"Hi Karen

Here is another report on what I've done so far on the Ford Anglia. I have managed to a lot of wiring on the car and replaced burn wire as I want to eliminate each and every fault in the car I've managed to buy new master cylinder as it's not the original master cylinder and it's not easy to find I replaced it with an land rover master cylinder witch is the same and seems to be working great. I have managed to try pumping fuel through the fuel pump but seems to be flooding so I'm in the process of fixing that fault. My brakes is kind of working but I got to the point where just a few adjustments needs to be made. I also replaced all the brake pipes as they were worn and leaking. I also skimmed my front brake pads and serviced the slave cylinders. I am on the lookout for new speedometer and as well as fuel cap. So if it's possible if there is anyone that could be able to help me find these parts and extras for the Ford Anglia.

Here is a short description of what I've done:

- *Replaced Master brake cylinders*
- *Serviced slave cylinders*
- *Replaced leaking Brake pipes*
- *Replace back globes for reverse and indicators*
- *Replaced faulty wires in the car*
- *Added a new battery to the car as well as replaced positive wire to battery*
- *Adjusted hand brake*

.And then a few days ago, I received another mail from Charles:

"Great news I have finally got the car on all 4 wheels and I've driven it around the estate more than 4 times already. I'm so excited to get started on the body work got great plans for the body. The Anglia is driving like a dream every time I climb in it I smile of the excitement. I will be sending pictures as soon as I go for a drive again.

But could anyone really help me with a fuel cap as I urgently need one and the little one that's coming is really eating a hole in my pocket. And if anyone may also have a fuel tank and some speedometers.

Kind regards

Charles Lloyd"

GEORGE OLD CAR SHOW



14 & 15 FEBRUARY 2015

SATURDAY - 8:00 TO 18:00

SUNDAY - 8:00 TO 13:00

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December / Desember 2014

2015 George Old Car Show

The show committee is now starting you reach that “*we have how much time left till the show???*” panic stage. It might feel as though there are still two months left over but three weeks of that can be forgotten about with Christmas, New Year and the fact that everyone will be away on holiday.

This year will be the 19th George Old Car Show which is quite an achievement. Statistically, the lifetime of any show is only about 7 years before it starts to fizzle out and no-one is interested anymore. Well guess what? Clearly we as a club know how to put on a show and next year’s show promises to be just as awesome.

Falling over the Valentine’s Day weekend, the grounds will be splashed with red and the event program filled with all sorts of exciting happenings from the usual drive-bys of all sorts of interesting vehicles to prize draws, lucky competitions, craft market, best Valentine’s Day dressed couple, sexy sports cars and loads of food and drinks to satisfy the most diehard show goer.

We are particularly calling on owners of gorgeous red coloured cars to please contact us so that we can highlight your vehicles by placing them in the special RED exhibition area. If you feel that your wheels belong there, please contact me on (082) 774-8290 or by email on karen@gtmt.co.za.

If you haven’t yet registered, please go to the website and fill out the online form. This can be found at www.scooc.co.za/show_registration.htm. As space will be limited, make sure that your registration is completed early to avoid disappointment. Remember that the show is not only for cars. We are accepting registrations for motor bikes, trucks, stationary engines as well as for tractors.

We still have stalls available in the craft market so if you’re nimble with your fingers and wish to exhibit your wares, get in touch with Shannon on (082) 304-9731 to reserve your spot.

As always, any help that we can get from members who are prepared to give up a bit of their time to help during the days leading up to the show and on the Saturday and Sunday also, would be hugely appreciated. We are drawing up rosters with two hour time slots so if you can spare a couple of hours we would be most grateful. As always, assistance is needed at the gates so if you feel like practising your policing skills please contact me.

The Weston Caravan

Maximillian John Ludwick Weston was born near Vryheid in 1873, schooled and graduated in America, and returned to South Africa to fight for the Boers in the Anglo-Boer War.



He designed many electrical and mechanical devices for which he held world patent rights and wrote several books. Assisted by his cousin, he put the first electric lights into the Paris Opera House and became the first man in South Africa to build a powerful flying machine and the sixth person in South Africa to fly one.

During the First World War he moved to Europe, joined the Royal Air Force and was later seconded to the Royal Hellenic Navy, where he was promoted several times, eventually to the rank of Rear Admiral. Here he became obsessed with the desire to travel. He bought this truck chassis, a 1918 model Commerce, and built the caravan onto it. The family

toured Europe, including Italy, Bulgaria, Czechoslovakia and Greece.

In 1924, the Weston family returned to their home at Brandfort in South Africa and travelled extensively through the country. In 1930 they left Cape Agulhas and travelled through what was then the Cape, Orange Free State, Transvaal, Southern Rhodesia and Northern Rhodesia, into Tanganyika, where they were held up for days on the Serengeti Plain by the great game migrations. Then it was on to Kenya, Uganda and the Sudan, where they followed the White Nile. They continued into Egypt, turned east to Suez and into Palestine, Syria and Turkey.

In 1933 he returned to South Africa and bought three farms in the Bergville District, forming "Admiralty Estates". The Rear Admiral lived there until he was murdered in 1950. The caravan has been rebuilt and kindly donated to the Winterton Museum by Mr. Carl Rein-Weston, son-in-law of the late Admiral Weston.

Barn Find

60 Vintage Cars Found After 50 Years of Neglect On French Farm Are Worth At Least £12 Million.

Even today, when the whole world has been mapped by GPS, there are still valuable hidden treasures left to discover. After calling in auctioneers, the grandchildren of entrepreneur Roger Baillon discovered that the collection of 60 vintage automobiles from the 1930s to the 1950s left to rust in sheds on the family's farm in western France could be worth £12 million or more at auction.

These aren't your run-of-the-mill 1930s vintage automobiles, either (if such a thing exists). One Talbot-Lago in the collection had previously been owned by Egyptian King Farouk and a Ferrari had been used in the filming of a movie with Jane Fonda. Along with the rare Maserati in this collection, Baillon had intended to build a museum with his collection. When things didn't go as expected, however, he had to sell 50 cars, and the rest of the collection was forgotten.

The collection will be put up for auction in Paris on February 6th, 2015. Any cars unfit for restoration will be sold for spare parts.





December / Desember 2014

Classifieds

Op Soek Na: Andie Viljoen is opsoek die “bonnet” en “grill cover” vir ’n 1927 Chevy trokkie. Kontak Andie indien jy hom kan help. **Andie Viljoen – Riviersonderend. (083) 449-3981**



Te Koop.

1955 International R130 2½ ton vragmotor. Een eenaar, nuwe bande. Bak 3.8m x 2.2m. Ideale voertuig om met stilstaande enjins to skou. Maak ’n aanbod. **Kontak Pieter Lund (023) 416-1685 of (072) 091-1760.**

Woodfields Estates

Agro-Ecological Farming

Farm Stay Holiday Cottage Accommodation

6 Sleeper cottage, self-catering with big old style farm kitchen, fire place in lounge big porch with mountain views and a large enclosed private garden. Situated on a working farm just above Wildemess with beautiful mountain and sea views. No pets allowed. Mountain biking & forest walks. Strictly no smoking, Smoking is allowed on the front porch and braai lapa where ashtrays are provided.

Minimum rate: R 1020 per night (includes up to 4 persons)

R 190 per additional person per night sharing

House cleaning is available at an additional cost on request

Reservations; (082) 552-9701 / (083) 457-2087

bruce@douglas.co.za

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Technical Tip # 90

Refurbishing Bakelite

Many cars from the late 1940's and into the 60's have Bakelite components; especially dash board and window trim items. Unfortunately, over the years Bakelite takes on a dull unhappy appearance. The question is how do we refurbish it without damaging the original lustre (antique dealers call it patina).

I had this problem and was given the following advice from a restorer of early radios. You may recall radio cabinets from the 30's and early 40's were made of wood then from the 40's into the 50's were made of Bakelite. Bakelite was subsequently replaced by more modern plastic. Incidentally, Bakelite radios, telephones etc have become highly collectable. Bakelite is a brittle product and if broken extremely difficult, if not impossible to repair.

Here is what I was told to do – Firstly, clean all the old junk off by washing with a good solvent like Handy Andy. Then using water, lightly sand it down with a very fine water (flatting) paper. I used 1200 then 1800. Once the old dry powdery surface is removed, dry it and polish it with good old Nugget shoe polish. You may have to repeat the polishing sequence a few times as the polish is initially absorbed into the Bakelite. Buff with a soft cloth and Walla a really nice original looking finish.



Technical Tip # 91

Wheel Spanners

Have you ever had the experience of trying to remove wheel nuts with the little wheel spanner the manufacturers invariably supply with a car? These spanners may work under perfect conditions - like when the car is brand new, but once you've had new tyres fitted and the wheel nuts tightened by those very special chaps at the tyre shops - add to this a bit of age, dust, rust and rounding off of the nuts - you invariably have no chance of loosening the nuts with the spanner provided. A suggestion is to carry a telescopic or a square wheel spanner. Unfortunately, in recent years, I have had poor results with the square spanners as they seem to be of a very poor quality and invariably only available in metric sizes.

An alternative is a telescopic spanner. They are of excellent quality, 30 cms long extending to 50 cms – so much easier to use. Apart from the added length, the telescopic spanners are much stronger and are slightly offset to clear the wheels rim. They also have a decent rubber grip on the handle. They come supplied with a variety of metric sockets usually from 17 to 23mm, however, as they use a ½ inch drive one can use imperial size sockets suitable for our older cars.

These telescopic wheel spanners are freely available from most accessory shops. The one I'm looking at is made in Germany and sells for R85.00. In addition to using them on wheel nuts they are ideal for heavy work like loosening cylinder head nuts etc.



The photo is a comparison of a closed spanner and an extended one. The black one is typical of one supplied with a Rootes product car (it's a joke).

Conclusion – a worthwhile investment - especially when you're sitting on the side of the road and can't get the wheel nuts loose.

On The Lighter Side

Oil Changing Instructions

Women:

1. Pull up to Jiffy Lube when the mileage reaches 3000 since the last oil change.
2. Drink a cup of coffee.
3. 15 minutes later, write a check for \$40 and leave with a properly maintained vehicle.

Men:

1. Go to O'Reilly auto parts. Write a \$50 check for oil, filter, oil lift (aka kitty litter), hand cleaner and scented tree.
2. Dump old oil from last oil change in back yard.
3. Open a beer and drink it. Jack car up. Look for jack stands.
4. Find jack stands under kid's pedal car.
5. In frustration, open another beer and drink it.
6. Place drain pan under engine.
7. Look for 9/16 box end wrench. Give up and use crescent wrench.
8. Round off drain plug hex with crescent wrench.
9. Unscrew drain plug with vise grips.
10. Drop drain plug in pan, splashing hot oil on you.
11. Clean up using hand cleaner. Have another beer while oil is draining.
12. Look for oil filter wrench.
13. Give up. Poke oil filter with Phillips screwdriver and twist it off.
14. Drop oil filter in full oil pan. Clean up a big splash.
15. Beer. Buddy shows up. Finish case with him.
16. Next day, drag pan full of old oil out from underneath car.
17. Throw oil lift (aka kitty litter) on oil spilled during step 16.
18. Beer. No, drank it all yesterday.
19. Walk to 7-11, Buy beer.
20. Apply thin coat of clean oil to filter gasket. Install oil filter.
21. Remove oil filler cap. Drop it down there somewhere.
22. Dump quart of fresh oil into engine. Remember drain plug (step 10).
23. Feel around in full drain pan to find drain plug.
24. Clean dirty black oil from hands (step 23).
25. Install drain plug. Stay out of fresh oil on the floor.
26. Slip with crescent wrench and bang knuckles on frame.
27. Bang head on same frame in reaction. Begin cussing fit. Throw wrench.
28. Hit Miss December 1992 with wrench. Cuss additional 10 minutes.
29. Clean up. Apply Band-Aid to knuckle.
30. Beer. Dump in remaining 4 quarts of oil.
31. Look for lost filler cap (step 21). Give up. Stuff old rag in hole.
32. Lower car from jack stands. Accidentally crush one jack stand.

33. Move car back. Throw oil lift (aka kitty litter) to spill (step 22).
34. Drive car to O'Reilly's. Buy new filler cap and one quart of oil.
35. Open hood in front of O'Reilly's. Remove rag (step 31).
36. Pour in oil. Install new filler cap. Check oil level on dipstick.
37. Go back in O'Reilly's. Buy another quart of oil and a filter wrench.
38. Crawl under car. Tighten oil filter. Burn arm on hot exhaust pipe.
39. Remove new oil filler cap and dump in another quart of oil.
40. Ignore the oil trail made going to O'Reilly's while driving back home.
41. Stop in front of the 7-11 when the old oil filler cap goes bouncing down the pavement. Stock up on beer while there since it's almost time for a spark plug change

Little Billy and his Dad were down at the race track watching the Spitfires zipping through the cones.

Little Billy looks up to his Dad and says, "Dad, when I grow up, I want to be a Spitfire driver."

His Dad looks down at him and says, "You can't do both, son."

Women know. They just know. Even if they didn't know, they would know. Men might not get this, but women will, because they know.

SOMS PRAAT
EK
MET MYSELF
EN
DAN LAG ONS
ALTWEE
DAAROO.

The Flavour of the Moment

New York Cheesecake



- 5 large eggs, room temperature
- 2 cups (one pint) sour cream, room temperature
- 4 8-ounce packages cream cheese, room temperature
- 8 tablespoons (one stick) *unsalted* butter, room temperature
- 1 1/2 cups sugar
- 2 tablespoons cornstarch
- 1 1/2 teaspoons vanilla extract
- 1 teaspoon fresh lemon juice
- 1 teaspoon grated lemon zest

Generously butter the inside of a 10-inch spring form pan. Wrap a double layer of heavy-duty aluminium foil tightly around the outside bottom and sides, crimping and pleating the foil to make it conform to the pan. This will help to prevent water seeping into the pan when you put it into the bain-marie. Position the baking rack in the centre of the oven; preheat the oven to 300* Fahrenheit.

In a large mixing bowl, using an electric mixer beat the eggs with the sour cream until ***well blended***.

In a medium-sized bowl, beat the cream cheese with the butter ***until smooth and creamy***. Add this to the egg-sour cream mixture and ***beat until smooth***.

Add the sugar, cornstarch, vanilla, lemon juice and lemon zest and ***beat thoroughly, about 2 minutes***.

Pour into the prepared spring form pan and place in a roasting pan (or other pan) large enough to prevent the sides from touching. Place in the oven and carefully pour in enough very hot tap water to reach halfway up the sides of the spring form pan.

Bake for 2 hours, 15 minutes, or until the cake is very lightly coloured and a knife inserted in the centre emerges clean. Remove from the water bath and carefully peel the aluminium foil from around the pan. Let stand at room temperature until completely cool, about 4 hours. Refrigerate, covered, until well chilled. For best flavour and texture, this cheesecake is best chilled overnight.