



Southern Cape Old Car Club

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P.O. Box 1749, George, 6530

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Knysna	Manie Rademeyer	(044) 382-4538
Oudtshoorn/ Prince Albert	Jeremy Witts-Hewinson	(044) 272-2404
Beaufort West	Brian Zechlin	(023) 414-3542
Heidelberg/ Riversdal	Gawie Breytenbach	(023) 541-1683
Mossel Bay	Kobus Harris	(082) 453-1497
Victoria West/ Loxton	Danie Swart	(082) 857-4003
Insurance (SAVVA / FNB)		(041) 365-1865

SCOCC Banking Details

Subscriptions	: R100.00 per year, plus a once-off R100.00 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.

On the cover - Kobus Halliday's Corvette at the Knysna Car Show.

June 2013

Voorsittersvoorwoord

1 Junie 2013: Wat 'n onvergeetlike aand was dit nie saam met vriende en gaste nie! 'n Aand vol van nostalgiese staaltjies uit die verlede – 'n geleentheid wat ons as klublede nie maklik sal vergeet nie. Baie dankie aan almal wat die verjaarsdagvieringe van ons klub bygewoon het. Die SKOMK is 25 jaar jonk en steeds besig om te ontwikkel as een van die leiers binne die oumotorbeweging.

Op 3 Junie 1988 het 8 wyse manne en een besonder wyse dame 'n stigtingsvergadering te Moodiestraat 6 in George gehou. Dit was die geboortedatum van ons klub – Die Suid-Kaap Oumotorklub. Hierdie stigterslede het die visie gehad om 'n klub te stig met besonderse doelwitte. Ons kan terugkyk op die suksesse van die verlede en droom oor die toekoms. Suksesse was daar baie:

- Die positiewe groei in ledetal en in besonder onder die jeug.
- Die positiewe bankbalans van die klub.
- Die baie gewilde George Oumotorskou - wat as die beste in die land gereken word.
- Die positiewe beeld van die klub onder oumotor-entoesiaste van reg oor die land en by ons nasionale liggaam, SAVVA.
- Die aanbied van verskeie SAVVA nasionale tydrenne - reeds van die vroeë dae deur Mike Romanoff en Robin Meeks gereël, tot die mees onlangse 2013 SAVVA Veteraantoeer in Februarie vanjaar.
- Die ingebruikneming van ons lang-verwagte klubhuis.

Die SKOMK het nou 'n "huis" met 'n "vaste adres" - 'n klubhuis waar ons tuis kan voel. Baie dankie vir almal wat aan die naamgewingskompetisie deelgeneem het. Dit was 'n baie moeilike besluit vir die komitee om te kies tussen die meer as dertig name wat ons ontvang het.

Die klubhuis sal voortaan bekendstaan as "**Tipple & Torque**". Vir die Afrikaanssprekende lede: jammer oor die Engelse naam, maar ons het slegs een Afrikaanse naam ontvang wat ons kon oorweeg. Vir julle wat nie weet wat die naam beteken nie: "Kom klink 'n glasje en laat ons gesels oor die wringkrug-lewering van jou motor".

Mag ons toekomsdrome (soos die drome van die stigterslede 25 jaar gelede) spoedig realiteit word. Mag die Latynse woorde **FACTA NON VERBA** (dade, nie woorde nie) die leuse onder ALLE klublede vir die volgende 25 jaar wees.

Maak die handrem los en laat die speke vrylik draai ... Oumotorgroete

Philip Kuschke

June 2013

Message from the Editor

Yikes, June already and it appears that winter has finally arrived. We had an interesting weekend in May with the arrival of the Zapp family from Argentina. About thirty of us were rounded up by Pierre Olivier for an impromptu breakfast run on the Freedom Day public holiday. We were like birds picking up bread crumbs - as we drove along, friends waiting along the route filed in behind us joining our merry "snake" that was led by Pierre in his Morris. We ended up at Barrels just beyond MossGas where we were treated to a staunch breakfast of bacon, eggs, wors, mince & beans, pap & sauce as well tons of lekker boer brood, cheese & jam and moer coffee served in authentic enamel coffee pots with the coffee grounds hanging from a cloth strainer - awesome stuff. I barely made it home in time for a nap.

For those of us who drive cars without windows, the drive out to the Knysna Car Show at first light on Saturday 4th May was fresh to say the least. With all the rain that we had chucked down on us the day and night before, we weren't sure that we'd be able to get there so the dry weather on the day was very welcome. Thanks to Mike Alexander and his stash of anti-freeze, the only one of us with a brain, we slowly warmed up from the inside out. Coffee... pfffft what were we thinking??!!

We have a few really grand events coming up in June and July so pencil them into your diaries. For those of you a little slow on the draw, the Erfenis Toer is sold out I'm afraid.

And of course, the highlight of recent events was the club's 25th birthday party held at the clubhouse on 1st June. This was hugely supported which was really lovely to see but I can't help thinking that it would be nice if more members would also support normal monthly club events. The Amazing Race unfortunately had to be cancelled for this very reason - 4 entries, 3 of which were committee members. Seriously people??

It's that time of the year again when your membership fees are due and payable. Everyone who has fees due will find an invoice in the envelope together with the Spanner. Please can you all make sure that you promptly pay your fees this year. Believe it or not, there are still members who haven't paid their fees for last year!!

Till next time, take care and stay warm.....



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Upcoming Events

Club Events

- 12th June** Garage Evening. Come & listen to a talk to be given by Richie Jute on the general performance & modifications of camshafts. 104B Fichat Street in George Industrial - next to George Diesel Injection. Look out for the club banners. As usual, wors rolls, beers & cold drinks will be available. Meet there at 6:00pm. Call Clay if you need any further info (074) 199-6499.
- 15th June** Saturdag aand sop en brood aand by die klubhuis @ 6:00pm. Bring jou eie eetgerei en breekware en kuier saam met ons vir 'n aand van pret en goeie moed.
- 30th June** Bonnets Up at the clubhouse at 12:00 noon. Bring your braai packs and come and join us.
- July 6th** Youth Tour (Old & New Vehicles). Entry forms & further details will be provided closer to the date. Check the website also for more info.
- 20th July** Potjiekos at the clubhouse from 12:00pm. Bring your own cutlery and crockery and join us for a heart-warming meal and fantastic company.
- 28th July** Bonnets Up at the clubhouse at 12:00 noon. Bring your braai packs and come and join us.

Non Club Events

June 9th to 13th	44th Milligan Rally/ Tour	EPVCC
June 15th	Vryheid Cars in the Park	Vryheid
June 16th	Cars @ The Mall	Nelspruit
July 6th - 7th	1000 Bike Show	Germiston
July 20th - 21st	Natal CMC Bike Show	Durban

If you need any further information regarding any event, please contact Clay Whittal on (074) 199-6499, Manie Smith on (083) 656-9399 or Byron Smith on (072) 566-5033.

2013 Erfenis Toer



As mentioned earlier, please take note that this event is completely sold out. For those of you who have entered, we look forward to seeing you in September for three days of awesomeness. Any extra information will be forwarded to you closer to the start date.

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Birthdays



On behalf of all our members, we would like to wish the following people a very special birthday. Best wishes for a happy day filled with love and laughter.

JUNE

Christof Olivier	2nd June
Bruce Napier	3rd June
Willie van der Merwe	5th June
Dave Price	6th June
Sias Koen	7th June
Christo Geldenhuys	9th June
Evert Janse van Rensburg	9th June
Sybrand van der Spuy	9th June
Cronjé Hanekom	10th June
Johan Spies	11th June
Mel Wake	14th June
Elsie Reuvers	16th June
Richard Laubscher	18th June
Ben Tamsen	18th June
Hennie v d Walt	22nd June
Wikus Terblanche	23rd June
At Weyers	23rd June
Jacob Louw	24th June
Daniel Niewenhuis	24th June
Rudolf Peda	28th June
Blackie Du Plessis	28th June
Henta Engelbrecht	30th June

JULY

Hugo Lodder	2nd July
Swanie Swanepoel	2nd July
Johan Lingen Felder	5th July
Lourens Wright	5th July
Bob Newton	9th July
Lourens Jonker	10th July
Coenraad Visser	12th July
Philda Benkenstein	15th July
Andre Fourie	16th July
Kosie Lamprecht	16th July
Manie Rademeyer	17th July
Karen van der Merwe	19th July
Daniel Jordaan	21st July
Mike Bailey	22nd July
Petrus Crous	25th July
Laurachelle Peda	25th July
Mike Alexander	27th July
Nell Kingwill	30th July
Johan Engelbrecht	31st July
Mauritz Meiring	31st July

If your birthday has accidentally been left out or if you notice any mistakes, please accept my apologies and also let me know so that I can make the corrections - spanner@scocc.co.za. Take note though that we can only mention your birthday if we know when it is!! So, if you have not returned your completed Member Update Form and your birthday is not mentioned on this list, this could be why. Please return your forms to ensure that our member lists are up to date. Need another copy? Drop me a mail and I'll send you one.

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Wel en Weë



Our condolences go out to Philip and Rosita Kuschke after the sudden passing of Philip's older brother Karel. Our thoughts and prayers are with you and your family during this very difficult time.



We would like to wish Tony Durandt and Andre' Kritzinger a speedy recovery after their recent surgeries.



Oom Charles van Zyl is also recovering from stomach pains and a recent hospital visit but says that he is now feeling much better.

If you know of someone who is unwell or 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. - karen@gmt.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 together with us.

Frank Erskine	1904 Cadillac "B"
Ty Terblanche	1937 Packard Super Eight 1501 Coupe'
	1938 Buick Century Sports Coupe 66S
	1916 Model T Ford
Bool Smuts	1958 Mercedes Benz 220S
Gordon Meyer	1963 Renault R8
Philip Mattheus	A pair of 1970 something Kango Buggys

A wife goes to her husband. "The cars broken down," she says " it has water in the carburettor."

The husband replies "Water in the carburettor? That's ridiculous."

"I tell you the car has water in the carburettor."

"You don't even know what a carburettor is. I'll check it out. Where's the car?"

"In the swimming pool."

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Letters To The Editor

Ek en Mariette het die naweek die voorreg gehad om saam met lede Gamkaskloof of die "Hel" te besoek. Alhoewel dit my vierde besoek was, was hierdie een iets besonder. My opregte dank aan die organiseerders. Die reelings was puik, verblyf was goed en die "Braai" uitstekend. Ek dink die jongste besoeker ooit aan die "Hel" was sekerlik die "Baby Girl" van Manie en Hendie Smith. Sy is blykbaar op 5 April 2013 gebore. Sy het nie net daar oorgeslaap nie, maar het die braai end-uit bygewoon. Daar was 'n paar gille afkomstig uit die Dames se badkamer maar dit was toe net 'n paar onskuldige spinnekoppe.

Ek het die roete met my 1987 Toyota SR aangepak, maar daar was die dapperes wat met n Cortina motor (Jurgens Fourie), Datsun motor (een van ons junior lede van Mosselbaai) asook n lid van Prins Albert met n Ford bakkie die roete aangepak het. Hierdie voertuie mag oud wees maar staan nie n tree terug vir hulle jonger 4 x 4 boeties nie. Ek dink met 'n volgende klub byeenkoms moet Manie en sy helpers aan ons demonstreer hoe potbrood gebak word. Ek het op n stadium gehoor dat die korsie nie te dik gesny moet word nie, want die deeg loop nog uit.

Groete,

George Marx

USE CAR'S EXHAUST TO CLEAN CUSHIONS



Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions

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Knysna Car Show

By Karen van der Merwe

On Saturday 4th May it was once again the turn of the "Petrolheads in Paradise" from the Garden Route Car Club to host the Knysna Car Show. Sadly this year the car show was a stand alone event as a result of the cancellation of the Knysna Speed Festival because their title sponsor pulled out at the last minute. Peter Pretorius and his team worked extremely hard to put together a class act as far as car shows go and they certainly got it right - despite the weather Gods efforts to dampen everyone's spirits.



Daar was 'n indrukwekkende line-up van voertuie vanjaar met 230 motors geregistreer is met 'n paar van die mees bekende motor name, insluitende MG, Jaguar, Austin Healy, Porsche, Morgan, Triumph, Austin, Morris, Lotus, Ferrari en Aston Martin te noem maar 'n paar. Voeg daarby die Amerikaanse spier motors, en jy het 'n resepsie vir Petrolhead sukses.



This year celebrates 150 years of Henry Ford and in recognition of this fact, a collection of various Ford models were also on display including Manie Smith's "restoration in progress" of his 1918 Model T Ford which invited many curious glances and questioning.

Een motor het 'n besonder melding al en dit is Waldo Scribante se nuutverworwe 1935 agterste-enjin Mercedes Benz 130 wat lyk merkwaardig soos die VW Beetle. Die nasionale

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motortydskrif-tydskrif Classic Performance Car-Afrika geborg is twee Concours d'Elegance trofeeë, vir alle klassieke motors ingeskryf het in die show.



The House of Classic & Sports Cars het 'n lang lys van voertuie opgeveel as hulle gedoen het by die George Old Car Show en die World of Wheels Car Show in Port Elizabeth. Hierdie keer egter, is die veiling verdeel in 'n stille veiling asook 'n tradisionele lewe veiling. Die lys van inskrywings vir die veiling sluit in 'n 1936 Ford Roadster, 1929 Chev Phaeton, 1971 MGB Roadster, 1937 Plymouth Coupé, 1957 Rover 90, 1930 Ford Model A Phaeton, 1948 Chev Fleetline, Healey 100/6, 1973 Triumph GT6, 1964 Cadillac Convertible 1958 Ford Fairlane, 1965 Rolls Royce Corniche, 1931 Plymouth Sedan, 'n 1940 Packard 110 Touring Sedan en Richard van Zummeren se 1924 Model T Tourer.



After a fun filled day of far too many hot dogs, pancakes & Black Labels we headed into the setting sun as we made our way back to George. All good things as they say, must come to an end. Thanks again Peter. It was a sterling show as was evidenced by the wonderful turn-out of both cars and spectators with the nominated charities being the ultimate overall winners. This is after all, what it's all about.

Thanks to Pierre Olivier and Mike Monk for the photos.

Clubhouse Naming Competition

As you will all recall, in the last Spanner we invited you all to suggest names for our new clubhouse. We received suggestions from 16 club members which were considered at the last committee meeting. No-one knew which name had been submitted by who so there couldn't be any funny business.

After much deliberating back and forth, it was finally agreed that the new name for the clubhouse would be "Tipple & Torque" as submitted by Willie van der Merwe. Clay Whittal has made up a beautiful sign from of a lovely piece of yellowwood into which he has routed the new name and which will be proudly hung up outside the club's front door. Thank you Clay. Willie has advised the committee that he is donating the value of the prize towards the bar tab at the end of year function, to be enjoyed by everyone who joins us that evening.

These are classified ads which were actually placed in U.K. newspapers:

FREE YORKSHIRE TERRIER.

*8 years old,
Hateful little bastard.
Bites!*

FREE PUPPIES

1/2 Cocker Spaniel, 1/2 sneaky neighbour's dog.

FREE PUPPIES.

*Mother is a Kennel Club registered German Shepherd.
Father is a Super Dog, able to leap tall fences in a single bound.*

COWS, CALVES: NEVER BRED.

Also 1 gay bull for sale.

JOINING NUDIST COLONY!

Must sell washer and dryer £100.

WEDDING DRESS FOR SALE .

*Worn once by mistake.
Call Stephanie.*

FOR SALE BY OWNER.

*Complete set of Encyclopaedia Britannica, 45 volumes.
Excellent condition, £200 or best offer.
No longer needed, got married, wife knows everything.*

SAVVA Technical Tip # 72

Replacing Brake Fluid

An article in the Sunbeam Club's newsletter reminded me of the necessity of replacing brake fluid on a regular basis or at least every two years – something most of us shy away from because it's a messy job. We must keep in mind that most of our older cars have single brake systems and not the dual ones of today. If anything goes wrong with the single braking system then one is in the proverbial pool! It's therefore imperative that we keep these systems in 100% order.

The experts say that brake fluid boils at 290c but when contaminated with water it will boil at 150c making braking ineffective.

To quote the Sunbeam Club article: "We must keep in mind that brake fluid is hygroscopic and absorbs water – the water turns to steam under heavy braking and who wants steam in the braking system". We must also keep in mind that some of our older cars weigh a ton or two and capable of fairly high speeds. To stop them we are relying on some bits of rubber and brake fluid.

Recently I was replacing the brake system on a typical English sports car and the brake fluid that came out was a delicate shade of brown and noticeably full of condensation. Unfortunately, when it came to dismantling the brake and clutch and wheel cylinders it was found they were badly corroded and passed their use by date simply because of the water ingress over the years. The cost of replacing these cylinders was mind blowing – never mind the work involved. All this would have been unnecessary if the brake fluid had been changed on a fairly regular basis at a cost of +/- R20.00 a bottle.

Considering the cost of a bottle of brake fluid - is it worth the risk? We could use the fact that it's a two man job replacing the fluid but that's an excuse and not true anymore. All the parts shops have "one man" brake/clutch bleeding bottles available for a few rand.



At SILVERTON RADIATORS George we offer expert advice and a comprehensive range of services on automotive cooling systems

Laing Street, George. Tel: (044) 873-2491 / (044) 873-6345
Contact Etienne Malherbe for personal and knowledgeable service

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SAVVA Technical Tip # 73

Silicone brake fluids - to use or not to use

The question often arises – should I convert to silicone brake fluid or not? There have been so many positives and negatives about this issue. I would therefore like to add my little bit to the saga of "to use or not to use". I can only go on my own experience.

For about 30 years I owned a 1930 Dodge which had hydraulic brakes as standard. A problem was that every couple of years the brakes had to be stripped down to remove the crystallized jelly that had built up on the wheel cylinders, honed and new washers fitted. Apparently the problem is that conventional brake fluid is hydroscopic and on top of that our early cars don't generate enough braking heat to disperse any resultant water build up.

Eventually I had to have the cylinders re-sleeved because of pitting and the continuous honing. I then took the plunge and converted to silicone fluid. Until I sold the car some 15 years later I never had to attend to the brakes again - in fact, I don't recall having to top the master cylinder.

I've heard comments like – after using silicone fluid the brake pedal was spongy, or, the washers swelled up. Well maybe, however I think you will find in these cases they didn't fit modern brake washers but used the old rubber based ones that they had on the shelf. I know numerous car owners who have used silicone fluid with very positive results.

For those of us who don't know the history of Silicone fluids, I believe it was originally developed by Dow Corning for, amongst other users, the US Army. They used it in vehicles that were waiting for a war to happen. You must appreciate once a war has started there's no time to start overhauling brake systems.

Silicone brake fluid tends to be more expensive than conventional brake fluid, but over a period of time pays for itself. Availability may be problematic but most professional brake repair shops as well as motorcycle shops stock it.

It is interesting to note that many modern car and motorcycle manufacturers are using silicone fluids in the braking systems.

Note: If you decide to go the Silicone route please get advice on how the clean out the brake fluid from the system. If my failing memory serves me right they use meths.

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25th Anniversary of the SCOCC

Karen van der Merwe



2013 is the year in which many fine Marques celebrate milestone anniversaries. The Porsche 911 celebrates 50 years, Aston Martin 100 years, McLaren 50 years, Lamborghini 50 years and the Southern Cape Old Car Club celebrates 25 years since its inception.

An extract taken from Jean Boshoff's notes at the time reads, *"The SCOCC was initiated by a group of eight old car enthusiasts who gathered together in a private house on June 3rd 1988 to hold an inaugural meeting.*

The club functioned under the auspices of the E.P.V.C.C. until it was accepted by SAVVA two years later, thus making it one of its 20 members and the only official old car club between Cape Town and Port Elizabeth.

Gradually the club has developed enjoying many outings although the C.P. Nel/ Delta Rally is the highlight of the year. Although most members live in George, Oudtshoorn, Mossel Bay, Knysna and Plett, there are those from as far afield as Albertinia, Beaufort West Port Elizabeth and even Springs!! A quarterly newsletter is distributed to keep all informed.

This club has served a great purpose by stimulating and motivating it's members from 18 year olds to pensioners into rolling their sleeves and dedicating the F.L.C. to these dust covered beauties that lie forgotten in garages, farm fields and dumping grounds. Gradually these treasures make their appearances after months and years of dedicated work.

The 55 members own approximately 150 old cars, all in various stages of repair from perfection to "chicken coops" but hopefully we'll see more of the former and less of the latter in future."

The eight old car enthusiasts that Jean mentions in her notes were Doug Moulders, Keith Baynes, Japie van Rooyen, Jan Reuvers, Nils Molzen, Andre' Salzman, Roelf Botha and Jack

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Boshoff together with Jean Boshoff and who were all then recognised as the founder members of the club. Well, thanks to the foresight of these people, and to their hard work as well as that of many others along the way, we are all very fortunate to have this wonderful institution that we can proudly say we form part of today.

Die afgelope Saterdag aand het ons bymekaargekom by die klubhuis om hulde te bring aan diegene stigterslede en die 25ste herdenking van die SCOCC te herdenk. Ongeveer 130 lede het ten spyte van die moeder van alle koue fronte wat met neer op ons met 'n bedreiging. Dit was regtig 'n pragtige geleentheid en ek vir een het nogal 'n paar nuwe gesigte wat ek nie gesien het nie voor te ontmoet.



Philip Kuschke kick started the proceedings by retelling a bit of the club history before moving on to unveil the three new Honour Roll boards that will be proudly displayed in the clubhouse. On these boards, recognition is given to the Founder Members, past Presidents, Club Patrons, past Chairmen, past Vice Chairmen, Secretaries, Treasurers, Honourary Members and show coordinators. Thank you to Clay Whittal for manufacturing them for us. I know how much work went into getting these just right and how close you came to losing a finger a two. Clay they really are stunning.



Philip also announced the winner of the clubhouse naming competition which was Willie van der Merwe who came up with the name "Tipple & Torque". Again Clay demonstrated his wizardry with wood by turning a beautiful piece of Yellowwood into a stunning pub sign which is now hanging proudly outside the Tipple & Torque.

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Na die formaliteite is versorg, almal het 'n sjampanje gevul, aandenking emaljebeker vervoerd met die klub se 25ste verjaarsdag herdenking logo, te roosterbrood tot die suksesvolle toekoms van die SCOCC. Aandete het bestaan uit 'n lekker lam op die spit met kant slaaie, pampoenkoekies en roosterkoek wat deur 'n sjokolade en karamel Ganachetruffels koek gebak en pragtig versier deur Ria

van der Walt. Dankie aan beide jou en Pierre wat dan vriendelik dit geskenk het. Dit was lekker.



Thanks need to go out to quite a few members who were instrumental in the success of this evening. You all know who you are, but you also need to know that your continual help at events such as this one is truly valued and appreciated and that without all your help, we just wouldn't be able to pull it off.



En so, 'Drie hoera's vir die Suid-Kaap Old Car Club. Lank mag sy geniet word deur baie meer wat sal kom na ons.'

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Gas Power

You should never sacrifice **three things:** your family, your heart, or your dignity.

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Trip na Die Hel

Manie Smith

Die trippie Gamkaskloof toe, ook beter bekend as “die Hel” was wel n kort trippie, maar een van die lekerstes wat ons in 'n lang tyd gehad het. Ons het afgeskop by die Engen garage in George waar 'n paar lede by mekaar gekom het waarna ons vertrek het Oudsthoorn toe, en daar nog 'n paar van die lede ontmoet het. Ons het daarna die pad aan gedurf deur die asemrowende Swartberg Pas. Natuurlik kon ons nie deur ry sonder om van die kans gebruik te maak om te stop vir 'n paar fotos nie. Na die vinnige, maar wel verdienende stop het ons die pad verder aan gedurf. Bly en opgewonde was die gemoedere toe ons die bordtjie sien vir Die Hel, min weetend hoe lank die pad sou wees, en die beste van die pad was natuurlik die grootste verrassing op die beste “4x4 by far” wat ons die voorreg gehad het, om saam met ons op die trip te he. Ja lede ek praat van die brawe Werner Smit wat die pad aangedurf het met sy 1200 Datsun. Groot was ons verbasing om te sien hoe die klein karretjie die pad aandurf sonder enige moeite, deur water, oor groot klippe en heuwels op en af, dit het net gekos om die wiele so bietjie af te blaas en daar skiet ons weer voort. Die grond pad na Die Hel was lank maar een van die mooiste tonele wat mens kan sien en ons het ook die voorreg gehad om 'n groot bobejaan in die berge te hoor skree. Die laaste been van die pad was ongelooflik toe ons kom sien hoe die pad sy laaste draaie maak na die afgelee plekkie van Gamkaskloof. Daar gekom moes ons eers 'n ietsie kry vir die keel om die stof af te was.

Pieter van die Hel het toe alreeds die tente op geslaan waar die lede sou oornag. Ek en my gesin was net van plan om vir die dag deur te ry oor dat Ina-Marie toe net n skrale 6 daggies oud was, maar dit het nie baie van Byron en Elizna gevat om ons te laat oornag nie. Ons kon nie van die wonderlike geleentheid afsien om 'n aand in die asemrowende plekkie met sy bos gevoel, stil berge en 'n heerlike aandjie saam as klub en vriende te oornag nie.

Ons het gereel vir 'n braai saam al die lede wat daar was Saterdag aand, en ek en Byron het toe deeg gaan kry om vir almal lekker braai broodtjies te maak, maar dit het baie vinnig deur ons deur gedring dat braai broodtjies die laaste ding is wat ons gaan kry na vele poogings om die deeg in broodtjies te omskep, en dit vas klou aan ons vingers soos tweede handse gom. Ons het toe maar besluit om dit in elk geval op die rooster te probeer, maar die deeg wou nie op die rooster bly nie, maar het eerder besluit om deur die rooster te sluip en in die vuur te val. Elizna het toe met die skerp gedagte gekom, dat ons maar die hele bondel deeg in my vleis bak gooi, en net so in die kole te gooi vir 'n lekker vars brood. So het dit toe gekom dat ons besluit die brood is nou lank genoeg in die kole, en toe ons na vele verbrande vingers die bak uit het toe sien ons dat die brood al begin brand het, maar ons was nie te min baie opgewonde oor ons broodtjie tot ons besluit het dis nou tyd om hom te sny, en ons agter kom al hoe wel gebrand aan die buite kant is hy nog rou aan die binne kant. Dit het baie vinnig baie duidelik geword aan almal teenwoordig dat ek en Byron eerder die brood gebakker vir die kenners moet los. Daar is toe besluit dat ons dit

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in elk geval moet sny, en dan “toast” ons sommer die snye brood so op die rooster. Dit was darm eetbaar- vir sommige van ons!!! Daar is tot laat die aand lekker om die vure gekuier en gesels.

Die koue het toe maar later begin knuip en daar is besluit dat dit nou tyd is vir die kooi, nadat ek eers die hele bed moes inspekteer onder die wakende oog van my vroultjie wat tot die dood toe bang is vir enige gogga- van vlieënd tot kruipend. Na my vroultjie se goedkeuring dat die bed na wense was, het ek myself lekker tuis gemaak in die sagte bed.

Toe Hendi die eerste been op die bed sit, word die hele tent wakker geskreeu, en Hendi is uit die bed met 'n gevaarlike klappery wat Bruce Lee sal bang maak. Toe ek probeer uitvind wat aan die gang is, is al wat sy kan uit kry, “vieslike gogga!!!!” Toe die flitslig aangeskakel word sit die swart ding met kruwelrige bene op my rug, nou ja, na n lang gesukkel om uit te vind wat dit is, en dit van my rug af te kry, kom ons agter dat dit eintlik net “Tokkie” is, wat n vriendelike miskruier is waarmee my vier-jarige seun mee gespeel het, en in die tent gesit het om Sondag verder mee te speel. Soos daar gese word, kinders en karre is wat mens nederig hou! Tokkie is toe uit gegooi en ons kon uiteindelik rustig slaap, na 'n lang dag op die pad.

Vroeg die volgende oggend kan mens nie die kans laat verby gaan om die vure op te steek, 'n kettel op te sit in die kole, en te wag vir sy fluit om ons te laat weet dis koffie tyd nie. Na 'n vinnige “oorskiet vleis” ontbyt het ons weer die pad aan gedurf, maar moes ook darm eers 'n draai maak by die museum oor die geskiedenis van Gamkaskloof. Laat ek julle se, as julle nou lus is vir lekker lees, is die museum die plek om te wees.

Die pad was lank, en ons wiele was pap, maar iets wat ek en my gesin enige tyd weer sal aanpak saam die lede van die klub. Baie dankie vir almal wat daar was en die aand saam met ons geniet het. Dit was nog een vir die boeke as een naweek om altyd te onthou. Ons was by die Hell en het dit oorleef!!!



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PHOTO BY HENRI BRON, S.C.



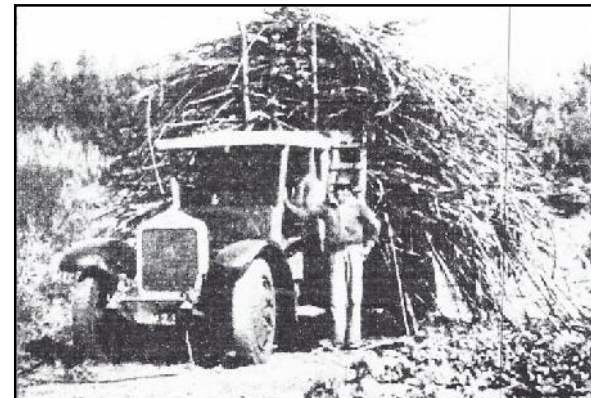
Everything about a Cadillac is fit, far nicer this year—for the ladies. The beautiful new interiors are simply gorgeous—both in fabric and coloring. The car is even easier to handle. Actually, it all but drives itself! There is finer comfort, too. And, of course, there is stunning new beauty of line and contour. We sincerely hope this is your year to get a Cadillac—because the car has never offered so many things to make you happy.

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DRIVE OR EAT... WILL IT COME TO THIS? *Some Thoughts On Biofuels From History's Viewpoint.*

by Bob Johnston

Over a century ago the motor vehicle appeared on the scene in a world of steamships, railways and traction engines, all fueled by coal. Flying was only by gas balloon. In no time motor racing caught on particularly in France which had some reasonable roads and a progressive attitude. Some remarkable and fearsome competitions were staged, one of the first being the Circuit du Nord in 1902. Cars used 'essence', or petrol, a new wonder fuel distilled from crude oil being discovered in many parts of the world, especially America.



Accidents caused both to drivers, and a public quite unaware of the dangers of roadside spectating, led the French Minister of the Interior to prohibit the race. His counterpart, the Minister of Agriculture, then put forward his case; he had a vast surplus of agriculturally-produced alcohol obtained from crops such as potatoes and

sugar beet. A race would give publicity to home-grown motor fuel provided it was run only on plant-derived spirit. The ban was lifted. Reportedly the cars, which included some 'steamers', ran 'adequately' on alcohol, though not as well as on petrol. Sales of the domestic fuel were negligible.

Meanwhile down in South Africa, thinking men, well ahead of their time, were suggesting that the country's potential for raising crops like maize and sugar cane, could be directed towards an indigenous fuel industry.

"I AM SATISFIED THAT THE TIME IS NOT FAR DISTANT WHEN WE WILL ALL RUN OUR MOTOR CARS ON ALCOHOL DISTILLED FROM POTATO SPIRIT" (*The Secretary of the Automobile Club of South Africa, 1905*).

"PETROL IS A DIMINISHING QUANTITY COMPARED WITH THE ENORMOUS INCREASE IN THE CONSUMPTION OF MOTOR FUEL" (Alfred Hennessy, the Cape's first motorist, speaking in 1914).

His views were echoed by General Christiaan Beyers, Commander-in-Chief of the South African Forces, who had bravely volunteered to sit next to Compton Paterson, the pioneer airman, in a flight in a 'stick and string' float-plane over Table Bay harbour.

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Unfortunately such men could not foresee that growing enough crops for renewable energy could mean arable land would have to be switched from food production required to feed the world's rapidly increasing population. Is the choice DRIVE OR EAT? Let us not get into that subject which is beyond the scope of our magazine but list past ventures of South Africans to come up with substitutes for the great shadow that looms over us all Petroleum. It has been rightly said "The History of a Country is the History of its Transport".

NATALITE - During the First World War when petrol, all imported, was in short supply, Durban chemists developed and patented a motor spirit based on alcohol distilled from molasses. Tests on car engines apparently proved satisfactory. This caused considerable interest in Europe since patentees claimed it could be manufactured in any country where alcohol-producing crops such as potatoes or sugar beet could be grown on a large scale.

Natal Cane By-Products Ltd., marketed the spirit as NATALITE and it was railed to stockists and farmers

all over the country in the four gallon tins used before the introduction of petrol pumps. It was advertised as the National Motor Fuel of the Union of South Africa and the Standard Fuel of the South African Railways. Unfortunately it was way ahead of its time as, with the war over, cut price petrol could be imported from America, Persia, even Russia, backed by the distribution facilities of the big oil companies which caused the discontinuance of this promising industry. In any case, the rapid growth of motor transport would soon outstrip the capabilities of the country's sugar crop.

Today the only visible souvenir of a praiseworthy scheme is a once-universal two gallon running-board can stamped NATALITE in the clubhouse of the Veteran Car Club of Natal.

UNION SPIRIT - This was an alcohol-petrol mixture also produced in Durban. It consisted of approximately 50% first grade petrol, and was introduced in 1930. By 1933 the problem of a small percentage of water and a tendency for oxidation of carburetor parts had been overcome and UNION SPIRIT blend was selling well in Natal with a few outlets elsewhere. It had good anti- knock qualities with an octane rating of 84, making it suitable for higher-compression engines. It soon found favour with the racing crowd many of whom devised their own secret mixture to suit their needs. Moreover it was offered below the price of petrol whereas in practically all other parts of the world such fuels were sold at a premium. I know UNION SPIRIT was still available in the late 1960s, but doubt very much whether it is still available today.

ALCOLINA - This was compulsory in the Beira district of Mozambique, then known as Portuguese East Africa. In order to create an additional market for the sugar cane farmers the local authorities laced imported petrol with a proportion of alcohol. This caused a problem for the Johnston family who had landed their Auburn from a ship in Beira in 1937. The car performed poorly on a tankful of ALCOLINA and just failed to make the Rhodesian border before running out. I am under the impression that Brazil mandates the compulsory mixing of fossil- fuel with a proportion of sugar cane alcohol.

1985

EELD, VRYDAG, 8 NOVEMBER 19

Brandstof is goud werd!

Datum:	Sent per liter:	Koste van 50 l:
April 1970	9,173c	R4,59
April 1971	9,9c	R4,95
Julie 1972	10,2c	R5,10
Desember 1972	10,4c	R5,20
Januarie 1973	10,9c	R5,45
November 1973	12,4c	R6,20
Februarie 1974	15,1c	R7,55
April 1976	23,8c	R11,90
Maart 1979	39,3c	R19,65
Junie 1979	54,2c	R27,10
April 1980	54,4c	R27,20
Julie 1981	61c	R30,50
April 1982	64,6c	R32,30
September 1982	65,2c	R32,60
Februarie 1983	63,6c	R31,60
Augustus 1983	59,6c	R29,80
Julie 1984	63,5c	R31,75
Januarie 1985	88,5c	R44,25
April 1985	90,1c	R45,05
September 1985	94,6c	R47,30
11 November 1985	100,5c	R50,25

4 APR 2013 1308c R 654,00

SATMAR - Although a fossil fuel refined from oil-bearing shale found in the Ermelo district, SATMAR created quite a stir in the early 1930's. The shale was called TORBANITE and the refining company got its name from South African Torbanite Mining and Refining. The refinery was at Boksburg on the Reef. In a way SATMAR can be said to have spawned the SASOL oil-from-coal synthesis of today. In those happy days of petrol priced at eight gallons to the pound sterling SATMAR sold at Reef pumps for a penny or two a gallon less.

A century after the insightful prognostications of pioneer South African motor men we still have petroleum fuels although we consume them at a rate they could never have envisaged. They are getting horribly expensive as the world is scoured for supplies. A far cry from a boyhood memory of reading a sign at a California 'gas station' in 1932**"FILL UP HERE - EIGHT CENTS A GALLON"!!!!**

Murphy applied for a job at an Irish brewery. A Pole applied for the same job, and since both applicants had similar qualifications, they were asked to take a test.

Both men scored 19 out of 20.

The manager said to Murphy, "Thank you for coming to the interview, but we've decided to give the job to the Polish chap."

Murphy asked, "And why would ya be doin' dat? We both scored 19 outa 20. Dis bein' Ireland and me bein' Irish means I should get the job."

The manager replied, "We made our decision based on the answers you got wrong."

Murphy said, "And how can one wrong answer be better dan anudder?"

The manager answered, "On question 7 the Pole wrote 'I don't know,' and you wrote, 'Neither do I'."

Always Wear Underwear...

Always wear underwear in public, especially when working under your vehicle. From the local paper comes this story of a Brisbane couple who drove their car to the shopping centre, only to have their car break down in the car park. The man told his wife to carry on with the shopping while he fixed the car.

The wife returned later to see a small group of people near the car. On closer inspection, she saw a pair of hairy legs protruding from under the chassis.

Unfortunately, although the man was in shorts, his lack of underpants turned his private parts into glaringly public ones. Unable to stand the embarrassment, she dutifully stepped forward and quickly put her hand up his shorts, and tucked everything back into place.

On regaining her feet, she looked across the bonnet and found herself staring at her husband who was standing idly by watching.

The R.A.C.Q. mechanic however, had to have three stitches in his forehead.

June 2013

The First Motorcar in South Africa

From KLAXON No 8 (undated, but c. March, 1959).

The first motorcar in South Africa, or for that matter, to run on any road outside of Europe or America, was a one and a half h.p. Benz voiturette, a two seater car built on dogcart lines, with ordinary carriage lamps for candle lighting, the front wheels being much smaller than those behind. Steering was direct by tiller through a vertical column.

This was bought while in Germany by two Pretoria gentlemen, Messrs J.P. Hess and A.E. Reno, and arrived in South Africa towards the end of December 1896, little more than a month after Emancipation Day (November 14, 1896), which marked the repeal of the repressive "red flag" law in England, and still is celebrated there by the annual London-to-Brighton run on that date.



The arrival of South Africa's first automobile coincided with a serious outbreak of Rinderpest and other animal diseases, and is thus referred to in the 'S.A. Mining Journal':

"The arrival of the motor carriage imported by Messrs J.P. Hess and A.E. Reno is an event of great interest. The roads of Pretoria will be a severe test for any piece of mechanism, and, if the motor survives them, its usefulness - especially in localities visited by horse-sickness, will have been established. The imported

machine is, however, handicapped by the nature of its fuel - naphthalene - as all such volatile hydrocarbons are unsafe, and therefore most costly to import in so warm and unchangeable a climate such as ours."

The vehicle itself was described in the 'African Cyclist' of January 1897 as follows: "In general appearance the car is very similar to a small sized Phaeton. It is fitted with solid rubber-tired wheels. In its construction the chain and gear principle of the safety bicycle has been adopted, the one set of gearing being such as to obtain a speed of four miles an hour, and the other varying speeds up to fourteen miles an hour. The engine, which is situated under the back portion of the carriage, is a single-cylinder one of one horse power, and for every impulse effects two revolutions of the wheels. The engine drives on a counter-shaft, and thence pulleys are driven on the main axle. The vehicle weighs a little over 1,000 lbs"

The little Benz was publicly exhibited on January 4th, 1897, in the Berea Park, Pretoria, the preliminary advertisement reading:- "The motorcar or horseless carriage is destined to work a revolution in locomotion. Carriages, cabs, hotel buses and heavy delivery vans have

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been fitted with the motor; the ox-wagon will be propelled by this machinery in time, and then farewell to Rinderpest - as shortly we will bid farewell to horse sickness, expensive forage, broken harness, lazy grooms and run away horses. Our motor carriage can stand in the street, unattended, and the bumptious ZARP (Republican Police - Editor) dare not interfere.

That the motorcar, like the bicycle, has come to stay and be the craze of the century is amply proved by the dozens of publications devoted to the motorcar. Exhibitions, competitions and races are being held everywhere, and the utility of this marvellous contrivance has not yet been completely grasped."

President Kruger attended the Berea Park Military Exhibition with full military escort, and all Pretoria flocked to see the strange horseless vehicle. Mr. Reno drove the car around a cycle racing track, and Mr. Hess then invited the President to take a ride. President Kruger declined, however, humorously objecting that a dog might bark and the car could buck and throw him out. But he congratulated Mr. Hess on such a clever invention and expressed his intention to mark the importance of the occasion by the presentation of a medal. In a whisper Dr. Leyds (State Secretary) informed Oom Paul that Mr. Hess was not actually the inventor.

"Never mind", the President replied and in due course Mr. Hess received his medal which was of solid Transvaal gold with the Republican arms emblazoned in colours, and on the reverse inscribed in Dutch: "Presented by his Honour, Paul Kruger, President of the Transvaal Republic, to Mr. J.P. Hess, on Monday, 8th January, 1897, in commemoration of his having introduced the first motorcar to South Africa."



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June 2013

Garage-Aand by Roelf Vermeulen

By Pierre Conradie

Die onlangse garage-aand by Roelf en Wenda Vermeulen se huis in George, was weer eens 'n reuse sukses en al die lede van die klub wat dit bygewoon het, het dit gate uit geniet.

Roelf het in sy garage, wat oor die jare al verskeie aanbouings benodig het, ongeveer 30 ou motors van onskatbare waarde, wat strek van 'n 1915 Model T Ford tot 'n 1948 Fleetline Chev.

Behalwe die worsbroodjies te ete, is daar baklei om van Wenda se lekker tuisgebakte brood met botter en konfynt (dit was soos "poeding") te kry. Hierna was daar nog haar heerlike sjokoladebolletjies en koffie ter afsluiting.

Daar is tussen die motors rondgehoop en lekker gesels oor alles wat daarmee saamgaan - net soos manne dit kan doen. Behalwe oogtande, was daar nog meer op die spel geplaas om een van die blink gepeetste motors te bekom.

Nadat almal naby die vuur op die stoep gaan sit en die jong manne met die braai begin het, het Roelf sy lewensverhaal begin vertel. Soos julle kan dink, het dit hoofsaaklik gewentel rondom ou motors.

Roelf is in Graaff-Reinet gebore en het sy skooljare daar deurgebring. Sy pa het van hom verwag om verder te studeer, maar sy liefde vir karre was groter. Hy het in 1955 die skool verlaat en by National Motors ('n GM handelaar) in George begin werk as 'n vakleerling motorwerktuigkundige.

Roelf was nie net slim met motors nie, maar dis ook hier waar hy vir Wenda, wie se pa aandele in National Motors gehad het, ontmoet het. In 1962 is hy met Wenda getroud. Hulle het drie kinders: Roelfie, Remalia en Adèle, wat verder uitgebrei het na vier kleinkinders.

Roelf is in ongeveer 1960 na CP Nel in George (ook 'n GM Handelaar) waar hy Jackie Boshoff ontmoet het, wat sy boesemvriend en later vennoot geword het, omdat hulle altwee gaande was oor motors en lekker kon saamwerk.

Daarna is Roelf na York Motors (VW handelaar) waar hy gewerk het tot 1968. Hierna het hy en Jackie "**Roelf & Jack Garage**" in George begin het, wat tot vandag toe spesialiseer in die herstel van ou motors, met Jackie, en Roelf se seun, Roelfie, in beheer.

Roelf vertel van dié keer toe hy die 1915 Model T Ford vir sy dogter Remalia se troue in 1994 reggekry het. 'n Week voor die troue was die Model T gereed vir 'n toetsrit. Toe Roelf uit die garage uitry met rigting-aanwysings van sy werkhulp Japie, was daar 'n klein bultjie in die pad. Met die handbeheerde petrol wat ver oopgedraai was om genoeg spoed en krag te kry, het die Model T agteruit gespring en het die tent die bokant van die garagedeur-opening geslaan, wat laer was as wat hy gedink het. Die volgende oomblik het

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beide die tent en die voorruit mors-af gebreek en in die pad geval, waarna Roelf wat na Wenda uitroep: "Nou is die kar in sy moer".

Maar Roelf het nie moed opgegee nie, en die middernagkers behóórlík laat brand om die Model T betyds gereed te kry vir Remalia se troue (sien foto hieronder).



Dit was opsigtelik dat vier van sy motors name op het – dit is sy nalatenskap vir sy kleinkinders:

- 1915 Model T vir "Roelfie"
- 1926 Model T vir "Tinus"
- 1940 Jeep vir "Christiaan"
- 1928 Chev Coupe vir "Hildi".

Toe Roelf vir Wenda ontmoet het, het sy vir Standard Bank gewerk, maar na die eerste kind se geboorte, het hy haar oortuig om vir **Roelf & Jack** te kom werk en na die boeke om te sien, wat sy tot vandag toe nog doen. Kom ons kyk terug: kies eers 'n ryk skoonpa met aandele in die regte besigheid, oortuig 'n goeie vriend om sy vennoot te word, kies 'n vrou wat sy boeke kan doen en koop toe van die beste ou motors oor 'n tydperk van ongeveer 40 jaar. Roelf het waarlik goeie keuses in sy lewe gemaak!

Roelf het al 'n paar keer onder die mes deurgeloopt toe die meganiese gedeeltes van beide 'n knie en 'n skouer vervang is. Hy is nou "afgetree", maar so af en toe sien mens hom met 'n oorpak aan by Roelf & Jack. Hy sê hy werk nou net op Wenda se senuwees.

Dit was 'n baie interessante aand - almal is laat-aand eers huis toe. Baie dankie Roelf en Wenda vir julle gasvryheid !

June 2013

The Zapp Family

By Karen van der Merwe



After driving their way through Africa, the Zapp family have another continent on their to do list - Europe. For the last 13 years, Herman and Candelaria Zapp have traversed the coasts of South and North America, Asia, Australia and Africa in their 85-year-old vehicle which has also been their home.

Along the way they have covered almost 200,000 miles and visited more than 40 countries. Oh and they've also had four kids - all born in different countries.

Pampa, ten, was born in Greensboro, North Carolina, Tehue, seven, was born in Argentina, Paloma, four, is a native of Vancouver Island, Canada, and little Wallaby, three, is - obviously - from Australia. At last Bonnets Up, they joined us for a braai and regaled us with stories of their various adventures around the world.

Joggie van Staden was ook daar met 'n seleksie van sy foto's op die skou. Joggie is 'n voldonge plaaslike fotograaf met 'n baie geloofwaardige portefeulje van klassieke motor foto's wat hy oor die jare geneem het. As jy wil kommissie 'n fotosessie, kontak Joggie op (079) 500-5529. 'N Gedeelte van die inkomste uit die lid foto lote sal geskenk word aan die klub.



June 2013

George Old Car Show 2014

8th and 9th February 2014



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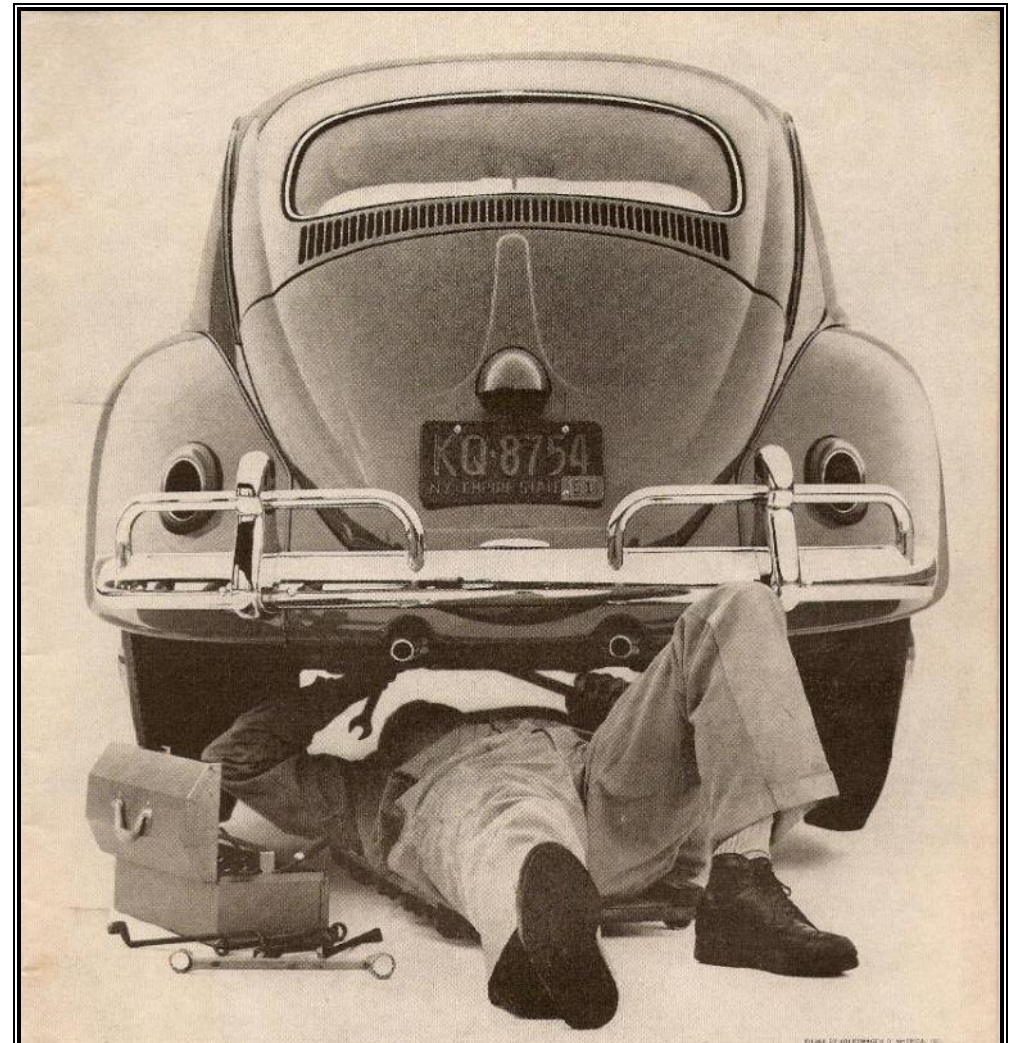
The 2014 George Old Car Show is only about 10 months away. To many people this may seem a long time, but in order to get everything in place for the show we are already busy with the planning.

Due to the resignation of some members of the 2013 organising committee, we need your assistance with some key functions. We are looking for someone with quite a high level of computer / technology competence as well as a good knowledge of (old) cars to assist us with the registration of vehicles for the show. In addition, we need some more people to assist us in various areas of the organisation of the show.

If you are prepared to help and willing to make a commitment, please contact Phillip Rosser as soon as possible by e-mail on motorshow@scocc.co.za or cell: (082) 410- 590.



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June 2013

The Ford Mustang: An American Icon, But Why?

By Robert Crump



1964 Ford Mustang coupe

First of all the Mustang is not a very good car to drive. It is only good at going fast in a straight line. It can't go around a corner fast without crashing into a tree. It only looked good twice. The first time was when it first rolled off the Ford assembly line in 1964 and the second time as in 2005 when Ford redesigned it to look like it did in '64. Ford called it retro-futurism. So if it's not that great of a car to drive, why do people love it?

In the 1950s the American car makers made cars for just one person, Dad. Ford finally woke up in 1957 and saw something coming, the baby boom. What they woke up to was that America was getting younger and richer. So in '64 they were ready for the boom, with the Mustang. It helped that it was cheap, \$2,300, for a new muscle car! It was for everybody too, not just for Dad. You could also just rent one for about \$17 a day and race it. It also was one of the first cars with an options list. The Mustang wasn't designed for the driver, it was designed by the driver.



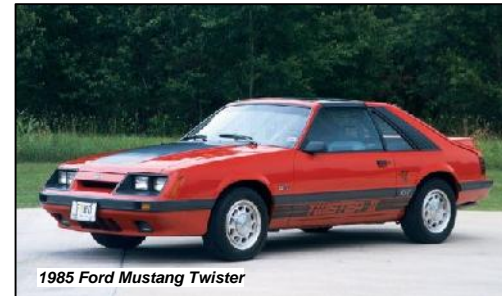
1974 Ford Mustang coupe

When you think of something that could be an American icon, you may think of something like apple pie, baseball, or even hot dogs. You may not think of a car as an icon or legend, but if people think of the Ford Mustang, they think of it as one of the biggest American icons, but why is that? How could a car be an icon of a whole country? Why would the Mustang be a good contender and not some other car? Why would anybody even care?

The Mustang shared components that other Ford models had. The interior, chassis, suspension, and drive train came from the Falcon and Fairlane. This helped keep the cost down. It also helped dealers get the Mustang in their showroom without having to spend a load of money on new parts. Of course, sharing parts with another car doesn't mean that it will drive well.

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Ford projected that they would sell less than 100,000 Mustangs in the first year. However, they sold over 300,000 in the first year. No other car in the world has ever sold faster. A record the Ford still holds to this day. In the first eighteen months, more than one million Mustangs were built.



1985 Ford Mustang Twister

From 1979 to 1993 we saw the bad 80s looks on the Mustang. The interior was styled to accommodate four people in comfort. The car almost became a front-wheel drive model, based on the Mazda MX-6. The Mustang had bad slumping sales, because of high gas prices in the early 80s. The MX-6 became the Ford Probe.



1995 Ford Mustang coupe

1994 to 2004 we saw a new look for the Mustang. The first major redesign for fifteen years. The base model came with a V8 that only had 145bhp. Ford started to use their New Edge styling theme with sharper contours, larger wheel arches, and creases in it's bodywork. This New Edge styling combined arcs and other features, creating "surface tension by adding creases to soft aerodynamic shapes." This new Mustang came as the base, Bullitt, Mach 1, and Cobra.



2005 Ford Mustang convertible

Then in 1974 it all went down hill. Ford came up with a smaller fuel-efficient car for '74. The new Mustang was based on the Pinto, need I say more? Another problem was the U.S. emission and safety regulations. The new car was heavier, because of the regulations. It also came as a hatchback, which was a mistake.

Finally in 2005 Ford redesigned the Mustang to look like the fastback Mustang of the late '60s. For '05 to '09, the base model had 210bhp. A new option for the '09 Mustang was a \$1,995 glass roof. The new '10 models are redesigned with reduced drag coefficient of 4%. Base cars has a 315bhp engine. Other new features included

new spring rates, dampers, traction control system standard on all models.

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The Mustang was the first car to win the Tiffany Gold Medal for excellence in American design in 1965. It was on Car and Driver's Ten Best list in '83, '87, '88, '05, and '11. It won the Motor Trend Car of the Year award in '74 and '94. In '05 it won the Canadian Car of the Year award.



2010 Ford Mustang coupe

The Ford Mustang is an American icon, because it was first made for the American environment in the late 50s early 60s. Ford could see that there was a change coming to the U.S. and knew that they had to change with it. The customer could modify the car anyway they want to. When other car makers made cars for your dad, Ford made a car for everybody. If you compare it to other cars similar, it's not as good a car.

The 60s was a party. The Beach Boys brought the music, the Mexicans brought the smokes, Mary Quant brought the clothes, and Ford brought the car. There were riots outside of Ford dealerships, people would crowd around the windows just to get a peek of Ford's new creation. So is it an American icon? Well it changed the world, mobilized a generation, redirected the way we thought about cars. So I would say so, yes.

*Wat om vir Hom of Haar
te gee vanjaar.*

Die alreë probleem van die verjaarsdagpresente! Jaar vir jaar kom dit weer te voorskyn, en jaar vir jaar moet 'n mens jou hoof breek om iets te vind wat sal geskik wees. Besluit nou vanjaar om 'n present te gee wat dadelik sal gewaardeer word. Gee iets wat sal hou — 'n present met 'n toekomst. Gee 'n Kodak. Elke klein geneem met u geskenk sal 'n hoodskap van liefde van u oorbring.



Vra u plaaslike handelaar om u sy hele sortering van Brownies en Kodaks te wys.



KODAK (Suid-Afrika) Bpk. KAAPSTAD, JOHANNESBURG, DURBAN.

Nou is die tyd "Die Boersvrou" wanneer u by ons Advortvaarders koop.

Facts – Motoring

There are lots of facts which most of us don't know. This page is completely about motoring facts, they can be unbelievable. And we don't know whether these are just fake or real? It can be said like "Some Say.....".
(SOURCE: Geocities Yahoo)

- There is currently no way to monetize the cost to the economy of the air pollution and associated health problems caused by motoring.
- Rolls-Royce refused to sell its Phantom IV to anyone other than a member of the Royal Family.
- The 1911 Stutz Racer which contested the Inaugural Indy 500 took just five weeks to design and build.
- The 1922 Trojan had an all-weather 'indoor' starting handle.
- Of the 24.3 million cars in Britain, more than 2 million lack a valid tax disk.
- The Ford DFV Grand Prix engine won its very first race and went on to score a record 155 victories between 1967 and 1983.
- Luxembourg has the most crowded roads in Europe with 570 cars per 1,000 inhabitants. Britain has just 427.
- The Green Monster, Art Afrons 576 MPH, jet powered 1965 record breaker, cost £6,000! That's less than a Ford Fiesta!
- By 1905 London had 19 motorised Taxicabs and 10,361 of the horse-drawn variety.
- The car with the highest MPG is the Team 1200 with 9,427 MPG. It could drive around the equator (24,902 miles) on only 2,5 gallons of petrol!
- The Trojan Bubble Car Company also built McLaren racing cars.
- The first car to swim the British channel, a 1962 Amphicar, used a triumph herald engine.
- Predating the People-Carrier by half a century, James Young built a Bentley with sliding doors as early as 1935.
- Chrysler launched its 1934 Airflow Sedan after deciding that most cars were more aerodynamically efficient when travelling backwards.
- Peter Stevens whose credits include the McLaren F1, the Lotus Élan and the Jaguar XJR-15 also designed the sunroof handle for the original Ford Granada.
- Rudolf Diesel's first engine ran on coal dust.
- Mini creator Sir Alec Issigonis failed maths three times.
- The BMW Z3 is the first German car to be built solely outside Germany.
- When Peugeot bought Chrysler's entire European operation in 1978 they paid the Americans only \$1.
- A Japanese man has legalized a Reynard F3000 car so it can be driven on the road, this car generates enough down-force at 150 MPH to be driven upside-down.
- The first Daimler to be fitted with brake disks was the four-wheeled-drive Scout cars which were made for the war.

- A scaled down version of the tricked-out Aston Martin DB5, James Bond drove in the Goldfinger film was one of the toy-makers Corgi's best-ever sellers. The 007 model was sold in 137 different countries, and more than 6 million were bought worldwide.
- An airbag moves up to 4500 MPH within a second when triggered. A force of 200g is generated. There are designed to explode at an impact speed of 19 MPH. The bag inflates within 40 milliseconds of a crash.
- Enzo Ferrari used to drive for Alfa Romeo.
- The Ferrari Formula 1 team is unique in that it produces both chassis and engines for its cars.
- Ferrari makes a maximum of 14 cars everyday.
- The Fiat Strada was hand-built by robots.
- The Porsche 911 was originally badged as a 901 until a disagreement with Peugeot who were using the '0' in their model numbering.
- The Ford Puma is the first Ford to be entirely designed on computer.
- When the Preston Bypass Britain's first motorway, opened in 1958 the penalty for reversing up the carriageway was a £20 fine.
- Ferrari or Alfa Romeo didn't make the first sports car, Vauxhall did in 1911.
- It costs £20,000 for an F1 car to complete 1 lap. Designing and building F1 car's chassis costs from £500,000 to £1 million, a set of four tyres is £1,200 to £1,500, and a 300 mile engine strip down costs £30,000.
- The London Motorshow began in November 1895, organized by RAC founder member Sir Evelyn Ellis, there was merely 5 cars in a field, and only 500 people turned up.
- Until 1923 in Italy, motorists could drive on the right-hand side of the road in rural areas, but had to drive on the left in towns and cities.
- The world's longest traffic hold-up was 110 miles long, between Paris and Lyon on the French Autoroute in 1980. A more recent contender for the title was a 100 mile long traffic jam, near Hamburg in Germany in 1993
- In the twenties, fabric materials were used to cover car bodywork – partly because it saved in weight. Most fabrics were green or blue, but towards the end of the decade, car makers started using tartan fabrics to brighten up their cars. Surprisingly enough, the trend soon died!
- The first known automobile was built in 1668, it was a two foot long steam powered model constructed by Ferdinand Verbiest, a Belgian Jesuit priest.
- The longest custom-built car is the 16 wheeled, 60 ft (18.3 meters) Cadillac Limousine. It features a swimming pool, hot tub, helipad, satellite dish, crystal chandelier and has 'ample luggage space'.
- The most powerful piston engine car is 'Quad Al', designed and built in 1964 by Jim Lytle. It features four Allison V12 aircraft engines with an engine size of 112.1 Litres and can put out 12,000 BHP, it has 4 wheel drive, 8 wheels, 95 exhaust pipes and weighs 2958 kg.
- The fastest time for removing a car engine and replacing it is 42 seconds for a Ford Escort, on 21 November 1985.
- The first patrol cars owned by the British Metropolitan Police were so slow, that they couldn't even break the 20 MPH speed limit.

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Classifieds

For Sale:

- 3x Singers Le Mans ± 1932 models (Completely dismantled)
- 1x Triumph Spitfire (Partially Restored and Re assembled)
- 1x 3 Litre Ford Capri body only (Partially Restored)
- 1x2 Litre Ford Capri (1600 Cortina Engine, running)

Being sold out of a deceased estate. For more information contact the attorneys in charge at Liston Brewer & Co on (041) 585-3363.

For Sale:



1957 AJS Motor Bike 500cc in good running condition - similar to the one pictured below. R25,000.00. Contact Kevin Casey on (058) 622-3200 or (082) 922-3618

Wanted:

Engine block for 1938 Chev. (between number 1187822 and 1915447)

For Sale:

- 1959 Peugeot 403 Station Wagon. Re-sprayed, needs final assembly. Sedan included for spares.
- 1948 Morris Oxford MO. Engine running. Needs restoration. Many spares including spares car.

Contact Tom van der Vyver (083) 948-1168 or vdvyvert@iafrica.com.

For Sale:

Brian Gordon-Hogg has the following items for sale. Contact Brian on (082) 721-7261

- | | | |
|----|---|---------|
| 1. | Chevrolet 1948 car gearbox with booster | R800.00 |
| 2. | Chevrolet 1957 car gearbox, pistons & some engine parts | R950.00 |
| 3. | El Camino automatic gearbox 4.1 | R700.00 |
| 4. | Manaro automatic gearbox 3.8 | R700.00 |

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Wanted:

Waldo Botha is looking for the Plymouth badge found on the spare wheel cover at the back of his 1935 Plymouth Coupe. I have attached a photo of the badge on the front of the grill which is an exact version found on the spare wheel cover.



If anyone can help Waldo with information on where he might be able to find a replacement badge please contact him on: waldobotha@gmail.com or (082) 662-9181.

For Sale:

Austin Ascot 12/6 1936. Dis heeltemal oorgedoen - alles is nog oorspronklik. Nuwe leer sitplekke en mat. Die kar is in 'n goeie toestand. Die prys is R90 000 ohb.

Kontak my gerus - Charlene: cmtheron@yahoo.com of Jacques (082) 452 7878.

Found:

At The Gully a few months back - two WPC News magazines were found on the bar counter after Bonnets Up. Please contact Karen if they are yours (082) 774-8290.

For Sale:

1960 Pontiac, All original paintwork, interior and 55000 original miles. R95,000.00
Contact - Johan van Tonder - (083) 701-3156



Please note that advertising in the classified section of the Spanner is free to all members. Your advert will run for 3 editions of the Spanner, unless sold or found earlier. Please let me know though if you have found or sold the item that you have been advertising so that I can make space for other members wishing to make use of this service.



AUCTION AT SYLVIAVALE HERITAGE MUSEUM

It's not often that a museum sells its assets, but this June, the Sylviavale Heritage Museum based in Vanderbiljpark is planning an exciting auction of vintage, classic and collectable vehicles as well as automotive memorabilia set to take place on 29 June 2013 at the Museum's premises.

According to museum curator Siggie Düvel, "We have a number of significant projects that we know the museum do not have the ability to restore, and in keeping with our desire to have exciting vintage vehicles on the road rather than sitting in storage, we want to give the public the ability to take on these projects and at the same time raise funds to continue to grow the museum.

There are an incredible variety of vehicles that we will be disposing of, from convertibles to trucks, all in different states of repair, from barn find to show cars, but most importantly, every vehicle has a fantastic story to tell.

Some of the notable passenger vehicles in running condition include a 1923 Ford Model T Tourer, a 1930 Chevrolet Sports Roadster, a 1948 International KB12 Woody, a 1957 Hillman Minx convertible, and a 1958 Wolsley 1500. Future classics include a 1989 Ford Bronco Eddie Bauer edition, and a 1991 Mercedes Benz 560 SEC.

Sylviavale is not just a collector of passenger cars, but also, of trucks and tractors. For this reason, they have some hard-to-find commercial vehicles in good condition included in the auction. Buyers will be offered a number of trucks such as a 1937 International Panel van, a 1949 GMC Truck, a 1957 Commer Pick-up, a 1958 International Dreyer drill rig and a 1970 International 1300 Pick-up truck.

Tractors in good condition include 1951 Farnall Cub Model B, 1954 Farnall BM, 1954 Farnall M Rowcrop, 1957 John Deere 70, 1957 Deutz 40S.

Various vehicles suitable for restoration or parts include a 1934 Ford Phaeton, a highly desirable right hand drive 1962 Ford Galaxie convertible, a 1926 Dodge Brothers Tourer, a 1948 Buick Sedanette, a 1948 Fleetmaster, a 1960 Sunbeam Series 1. Commercial vehicles include a 1937 Ford Pick-up, a 1938 Oldsmobile truck, a 1938 Diamond T truck, a 1942 Chevrolet fuel bowser, a 1942 Warde la France wrecker, a 1946 Ford tipper, a 1951 Ford Pick-up, a 1955 Albion tipper, a 1957 Mercedes Benz 917 truck, a 1965 AEC 8-wheeler, a 1976 Tatra 6x6. Tractors include a 1936 Oliver 80, a 1942 Ford 2N, a 1950 Hanomag 45, a 1951 John Deere Model B, a 1952 Allis Chalmers WC35, a 1952 Deutz 514, and a 1952 Allgaier R20.

Other unique lots on auction will include a restored ox wagon, old plant, workshop machinery, antique implements, tools, and signage.

According to Shannon Winterstein, of WH Auctioneers, "It's infrequent to see such an exciting and eclectic mix of vehicles and in such a variety of condition. We know this is going to be a great day." Watch the Press for further details or contact Siggie: Cell [082 492 5214](tel:082-492-5214), Tel (016) 932-2495, email: sylviavale@heritagemuseum.co.za.

On The Lighter Side

Die polisieman was op sy perd, op die punt om die straat oor te steek, toe 'n dogtertjie met haar blink trapfiets langs hom stop.

"Mooi fiets," sê hy, "het Kersvader dit vir jou gebring?"

"Ja!" sê sy trots en opgewonde.

Hy kyk die fiets deur, en gee haar 'n R50 boete.

"Sê volgende jaar vir Kersvader hy moet onthou van die reflektor."

Die dogtertjie kyk op na die polisieman op sy perd.

"Mooi perd," sê sy, "kom dit ook van Kersvader?"

"Ja, hoe't jy geraai?" se hy.

"Onthou om volgende jaar vir Kersvader te sê die poepol moet onder die stert sit, nie bo-op die perd nie!"

A disappointed Coca-Cola salesman returned from his assignment to Saudi Arabia.

A friend asked, "Why weren't you successful with the Saudis?"

The salesman explained, "When I got posted, I was very confident that I would make a good sales pitch. But I had a problem. I didn't know how to speak Arabic. So I planned to convey the message through three posters.

First poster : A man lying in the hot desert sand totally exhausted and fainting.

Second poster : The man is drinking Coca-Cola.

Third poster : Our man is now totally refreshed.

And then these posters were pasted all over the place.

"Terrific! That should have worked!" said the friend.

"The hell it should have!" said the salesman.

"No one told me they read from right to left!"



June 2013

The Flavour of the Moment

Peanut Butter Cheesecake



Ingredients:

Crust:

1 1/2 cups crushed Oreo cookies (about 15 cookies)

Cheesecake:

4 (8 ounce) packages cream cheese, softened

1 cup sugar

4 eggs

1 teaspoon vanilla

1 cup semi-sweet chocolate chips

1/2 cup creamy peanut butter

Chocolate Ganache:

1/2 cup whipping cream

1 cup milk chocolate chips

Instructions:

- Preheat oven to 350 degrees.
- Press crushed Oreo cookies into bottom of 10-inch spring-form pan. Bake 5-6 minutes or until set. Do not burn! Cool on wire rack while preparing cake. Reduce oven heat to 300 degrees.
- Beat softened cream cheese, sugar and vanilla until smooth and creamy; add eggs one at a time beating well after each addition. Divide batter equally between two bowls.
- Melt 1 cup semi-sweet chocolate chips; stir into one of the bowls of cheesecake batter; pour batter into crust prepared pan. Microwave peanut butter until soft, about 20-25 seconds; stir into other bowl of cheesecake batter and pour on top of the chocolate layer.
- Bake cheesecake at 300 degrees for 50-60 minutes or until center is almost set (not jiggly). Do not over bake. Don't worry if there are a couple of cracks. They will come together when refrigerated and were covering it in chocolate anyway.
- Place pan on cooling rack; cool approximately 1 hour. Carefully run a knife around edge of pan and remove sides of pan. Place cream in a microwave safe bowl and heat for one minute or boiling. Pour chocolate chips into cream and let sit until soft. Stir until chips are melted and mixture is smooth and creamy. Pour chocolate over top and sides of cheesecake. You may want to place your cheesecake on a cookie sheet to catch the run off. Refrigerate overnight.
- Serve with a dollop of whipped cream. It's great to cut the richness. Refrigerate leftovers.

June 2013