



Southern Cape Old Car Club

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Heidelberg/ Riversdal	Gawie Breytenbach	(082) 661-6710
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Victoria West/ Loxton	Danie Swart	(082) 857-4003
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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.

October / Oktober 2014

Message from the Chair

Hello Everyone,

Welcome to the penultimate edition of the Spanner for 2014. It seems like just yesterday that we started the year with a bang and the pace just hasn't let up. We have been thoroughly spoiled with fantastic event opportunities throughout the year. Those of you who took advantage of them will surely agree with me. The Erfenis Toer is done & dusted for another year and Liquorland have agreed to another year of sponsorship, but just how the planning committee can make next year's Erfenis better than this year's, I have no idea. Despite the freezing temperatures and sporadic down-pours, it was a tour of note. Thanks to Pierre Olivier and his committee for another job well done.

I would like to take this opportunity to sincerely thank those members who have very kindly submitted articles for inclusion in the Spanner. I cannot begin to explain just what a help this is. Please keep them coming.

This past weekend was the lunch in Barrydale. As you know, a bunch of us decided that the lunch should actually be a weekend and the invitation was extended to you all to join us at the Warmwaterberg Spa. Well all I can say to those of you who did not come is SHAME. You missed out on an amazingly, relaxing and fun filled weekend where not a minute passed without someone making a hilarious comment. At & Willie took a bakkie load of women to the top of the hill to star-gaze and returned with stories of unheard of wors honde in constellations. Running out of petrol seemed to feature often; the men looked like Gorillas in the Mist with just their heads sticking out of the hot spa surrounded by shrouds of steam and Mike Heffner was also there in his ever present dressing gown. I won't even mention the "kwitansie" story - perhaps someone will write a Barrydale weekend article for the next Spanner and can go into greater depth about this. We all returned home feeling like new-borns, dead keen for a do-over in the near future.

There are only a few events left over for the year, so please diarise them and try to attend as many as you can. Look out for more information further on in the magazine.

Take care till next time,

October / Oktober 2014

Upcoming Events

Please take note that the Country Opskop originally scheduled for the 8th November has been cancelled due to logistical nightmares. Don't despair though, we will be hosting this event in 2015, so keep all your cowboy gear easily accessible.

Sunday 19th October - Braai at Kobus Halliday's house in Klein Brak. Ladies, please can you bring a salad or side dish along with you. Please RSVP to Pierre Olivier before 15 October so that we can have an idea of numbers attending for catering purposes. bring own utensils.

Saturday 25th October - Drive-In. This will be the 3rd SCOCC Drive-In to be held at Glenwood College. Drinks and refreshments will be on sale so pack your picnic blankets and join us for a throw-back night of fabulous fun. Title of movie to be advised in follow up email. Tickets are R30.00 per car, so pile in as many as you can. This event is open to everyone so please notify your family & friends. For more details contact Andrew Boshoff (071) 892-3949

Sunday October 26th - Bonnets Up & Vehicle Dating Day. Join us for a bring & braai or pack a picnic basket. Clubhouse opens at 12:00 noon. This Bonnets Up will be slightly different from the usual because we are holding a SAVVA vehicle dating day. Dating officers will be on hand should you wish to have your vehicle SAVVA dated, something that every member should have done. For further enquiries, please refer to the article further on or call Andrew on (071) 892-3949.

Saturday 1st November – This one was not a scheduled event. Drive to Oudtshoorn to join the 100 year celebrations of the Prince Vincent Building. Join us for a breakfast and please RSVP with Pierre Olivier on (082) 872-6456 before 24 October if you intend joining us so that we can confirm numbers for catering purposes.

Saturday November 29th - AGM & Year End Function. The AGM starts at 4:00pm to be followed immediately by the year end function at the Protea Hotel King George, so book your tickets early - R160.00 each and available from any committee member or call Karen on (082) 774-8290 or Pierre Olivier on (082) 872-6456 . We have a fabulous menu arranged as well as a cash bar with comparative drink prices. Please see article further on in the Spanner for more information. Bookings will close on 20 November.

Sunday November 30th - Final Bonnets Up of the year.

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

OCTOBER	
Mary Forman	1st October
Stewart Vallery	3rd October
Pieter Oosthuizen	4th October
Isabel Keyter	4th October
Edward Oberholster	6th October
Japie Beyers	7th October
Coleen Perhat	7th October
Hendrik Kleinhans	7th October
Francois Oosthuizen	8th October
Johnny Marais	10th October
Jacques Pienaar	11th October
Alet Lingen Felder	11th October
Gert v Schalkwyk	11th October
Charlie Amm	12th October
Werner Smit	12th October
Werda Peach	13th October
Jan Ellis	15th October
Tian Geyer	15th October
Alf Dolt	17th October
Gordon Meyer	18th October
Francis Nieuwenhuis	21st October
Theresa Terblanche	21st October
Pieter Cronjé	22nd October
Wollie Wolmarans	22nd October
Elsa Green	23rd October
Axel Hirschberg	23rd October
Chris van Zyl	23rd October
Pierre Fourie	24th October
Roelf Vermeulen Sr	24th October
Robin Meeks	26th October
Bev Du Raan	26th October
Ria Conradie	26th October
Rosita Kuschke	27th October
Ansel Terblanche	27th October
Tony Keyter	28th October
Loda Bothma	29th October
Irene Vermeulen	29th October
Heidi Fourie	29th October
Francois Kasselman	30th October
Rohann Steenekamp	31st October

NOVEMBER	
Johan Rademan	1st November
Anene Geustyn	1st November
Phillip Rosser	2nd November
Clay Whittal	2nd November
Ann Boyce	3rd November
Dwayne Knuppe	4th November
Laura Le Riche	4th November
Leon Becker	4th November
Gordon Stewart	4th November
Patti Posniak	6th November
Johann Lochner	7th November
Marthinus Lamprecht	8th November
Corrie Cronjé	8th November
Jacques Naude	9th November
Tias Hanekom	10th November
Dienkie Van der Berg	10th November
Philip Mattheus	10th November
Paul Hoffman	12th November
Ilse Erskin	12th November
Willy Wilson	13th November
Louis Serfontein	14th November
Aubrey Wesso	15th November
Akker vd Merwe	16th November
Gordon Fraser	17th November
Wolsley Jacobson	17th November
Adam Koen	17th November
Phillip Du Toit	19th November
René Scribante	19th November
Catharin Du Plessis	22nd November
Ewie Albertse	22nd November
Pierre Olivier	24th November
Dottie Cox	24th November
Maurice Leonard	25th November
Bev Du Raan	26th November
Ria Conradie	26th November
Ina Senekal	28th November
Jan Senekal	28th November
Stephen Trollip	30th November

Wel en Weë

- Rolf van Lubeck was tragically killed while on holiday in Bali recently. Our sincerest condolences go out to Ada, the rest of his family and all who knew and loved him.
- Dwayne Knuppe has been in for his latest scan and the excellent news is that the tumour in his brain is in remission.
- Jaco van der Westhuizen has recently got married. Congratulations and all the best for years and years of happiness ahead of you.

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@scocc.co.za.



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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.

- # 601 **Shannon Smith** who is now our official "Youngest Member".
- # 602 **Errica Iacopini.** Errica owns a 1998 Cobra, a 1954 Lancia Appia, a 1965 Ford Mustang and a 1947 Fiat 1100 Ballila.
- # 603 **Andrea Iacopini.** Andrea owns a 1948 Buick Special convertible, a 1972 Peugeot 504 convertible, a 1940 Fargo and a 1974 Lancia Fulvia.
- # 604 **Irene Vermeulen.** Irene owns a 1948 Chevrolet Fleetline, a 1965 Fiat 1500 and a 1965 Mercedes Fintail.
- # 605 **Werner Barnard.** Werner owns a 1956 Peugeot 203, a 1934/6 Fargo and a 1938 Chev.
- #606 **Ewert Albertse.** Ewert has a 1956 Chev 210, a 1965 Ford F100 and a 1966 VW Split Window VW.
- #607 **Phillip Steenkamp.** Phillip has a 1957 Borgward Isabella TS.

October / Oktober 2014

Shoebox Collection

I refer you all to my earlier email that I sent out advising all of you that we are taking up a collection of goodies that will be placed into shoeboxes, to be wrapped up as Christmas gifts for those children a little less privileged than our own.

The ages of the children range from 12 to 18 years of age, boys and girls, and the average value of each shoebox will not exceed R150.00. I have asked you all to please contribute items, you don't need to fill a complete shoebox on your own, the items will be bundled together according to the age that they best suit.

I have already received a couple of wonderful donations - you people know who you are and I thank you. The following collection will take place at this Bonnets Up on Sunday October 26th so please dig deep into your hearts and your pockets and bring along at least one item as your contribution. School supply items are also always very welcome.

SAVVA Vehicle Dating Day

Sunday October 26th

As licensing of our old cars becomes a tougher and more complicated issue with each and every year that goes by, with new legislation constantly being brought in, it is becoming more and more important that all vehicles be SAVVA dated and I'll explain why. SAVVA is the controlling body in South Africa, that is there to essentially look after our interests as old car owners. SAVVA has in place a uniform system of dating vehicles and motorcycles that ensures a true record of the authenticity of the vehicle. A standard Application Form, Certificate and Plaque is used by all clubs.

Owners of old vehicles are encouraged to have their vehicles dated as this proves beyond doubt the authenticity of the vehicle and can be used for licensing and insurance purposes. Far too often, we are contacted as a club and asked to please provide a letter confirming the date of a vehicle so that the owner can apply for an S-Licence. This will no longer be accommodated. Once dated, clubs will accept the date of the vehicle without question as will municipal licensing departments. Moreover, it is conditional for entry into many competitive events organised by clubs that vehicles are dated and the only recognised medium of proof required by organisers are the official Plaque or Certificate.

Therefore, we have arranged that Andrew Boshoff, our club dating officer, will be on hand along with a couple of assistants at the October Bonnets Up to assist any member who requires their vehicle to be SAVVA dated. Be warned, this is a lengthy but extremely worthwhile process and I would like to encourage as many of you as possible to take advantage of this offer.

October / Oktober 2014

This service is only available to members in good standing who purchase the required form from the Club Dating Officer who will assist them with the procedures. Three photographs of the vehicle from specific angles are required to be attached when the application is submitted to the SAVVA Dating Officer.

When the major components of a vehicle or motorcycle are of a different year of manufacture, then the dating is done as follows;

Example No.1. Chassis and body are 1927, Engine is 1929 in order to get the vehicle mobile. The certificated 'date' would be 1927/1929. and for events the vehicle would be entered / classified as a 1929.

Example No.2. A motorcycle frame 1917, Engine 1923. Certified 'date' would be 1917/1923. Vehicle would not be able to enter as a Veteran.

When the body of a vehicle ;

a) has been altered or modified to create a body which differs in style or appearance from the original body as fitted at the time of manufacture,

b) is an exact reproduction or recognised coach work but has been created at a later date than the date of manufacture of the engine, chassis and original body, this vehicle is to be recognised as a non-authentic replica and should be described as either a replica or a special or a non-authentic reproduction in the SAVVA Register, on the Dating Certificate and on the back of the Dating Plaque.



Example of Dating Certificate and Badge

Year End Function / AGM

29th November 2014

This year the committee has decided to forego the Black Tie Gala Evening that we have arranged the previous two years in favour of a more informal function. Although this is an extremely successful event, out of fairness to all of our club members, and considering that all members would love to attend the year end function, but not everyone feels comfortable wearing black tie gear, we have therefore decided that we will hold the Black Tie Gala Evening on another date during the year and keep the year end function as a smart/ casual affair where everyone can feel at home and let their hair down after what I am sure has been another long year for everyone.

We have also decided to again combine the year end function with the club AGM as was the case in previous years. However, the AGM and the party afterwards will be strictly separate from each other - the AGM is all business and the party is, well, a party - and will also be held in different venues at the Protea Hotel King George. The AGM is scheduled to take place in the Charlotte Room in the main hotel building. Thereafter, the year end function will be across the parking lot in the Regency Hall, the same function hall where we held last year's function.

The reason for this is very simple. The committee would sincerely appreciate as much support of the AGM as possible. We understand that some of you need to travel further than others who live locally and therefore attending both events becomes a costly exercise and invariably it's the AGM that gets skipped in favour of the year end function. Hopefully we've provided you all with a viable solution, one that also rewards you with a party afterwards.

Instead of the usual buffet dinner, we have arranged for a spit-braai together with fabulous salads and desserts. The menu looks amazing. The club will be subsidising a portion of the cost of each member's meal, as well as providing table wine. There will be a cash bar stocked with what we hope covers the majority of your alcoholic needs. For example, if you drink Brandy, there will be one brand and not all of them for you to choose from, there will also be a selection of beers, wines, ciders, etc., but there won't be any of those rarely asked for items - all in an effort to keep the cost to your back pocket way down.

Tickets to the function will go on sale shortly and will be available for purchase from any committee member. The price per person is a humble R160.00 which isn't bad for a three course meal plus wine so please get your tickets early.

Casino Ete

Deur Evert Janse van Rensburg

Die Vrouedayvieringe by die Mosselbaaise Casino het baie goed afgeloop en ten spyte van effens ongure weer, het sowat ongeveer 60 lede die ete bygewoon.

Die buffet-ete was uit die boonste rakke en van die "bitter-einders" het ook tot laat middag gekuier.

Ds. Pieter Cronje' het ook soos oudegewoonte met die beste van humor voorendag gekom. Weet ook nie hoe hy al die kwinkslae en sêgoed onthou nie!!

Sowat 15 lede het met hul spoggerige "classics" opgedaag en dit het weer baie goeie herinneringe opgeroep van die "ou" dae!! Die dae toe 'n Ford Cortina GT nog R1,600.00 gekos het an 'n liter brandstof sowat 8c. So gepraat van die "ou" dae - hoe lyk dit dan met 'n behoorlike opskop van die "sixties" - met musiek van die Beach Boys, Elvis, Cliff Richard, die Beatles en Bob Dylan om maar enkeles te noem. Ons laat maar die gedagte oor aan die organiseerders.

Ons will ook net baie dankie sê aan almal wat die verrigtinge bygewoon het en 'n baie spesiale woord van dank aan al die vroue van ons land wat so baie vir ons beteken en ook so 'n groot rol vertolk in die gesin asook in ons samelewing. **BAIE DANKIE DAMES, ONS WAARDEER JULLE OPREG!!**

Ten slotte, ook net 'n woord van hartelik dank aan Pierre Olivier wat hom weereens baie goed gekwyt het van sy taak met betrekking tot al die reëlings.



Snoek Braai at De Bakke

Yet again, we were privileged to be invited to the Mercedes Benz Club's annual Snoek Braai that is always held in September at de Bakke in Mossel Bay. The weather this year was absolutely fabulous which made for a day of enjoyment sitting under the pine trees amongst friends.

The proceeds from this event each year are donated to charity which makes it all the more heart warming, over and above the wonderful lunch that we all enjoyed. Thanks to the Mercedes Benz club for their hospitality and inter club camaraderie.



October / Oktober 2014



Deur Bertha Laubscher



Niks in die lewe is 'n Reg nie, alles is 'n Voorreg. Dit geld ook vir die Erfenistoer.

Die nagaan van motors is gedoen Dinsdagaand 23 Sept 2014 voor die vertrek die volgende more. Dit verseker veiligheid en ook om die toer suksesvol te laat verloop. Daar was 25 motors altesame insluitende die 5 Model T fords en 1 Model S ford. Elke bestuurder het 'n mandjie ontvang wat gevul was met geskenke: 2 baadjies, 'n pet, eetgoed,



October / Oktober 2014

drinkgoed, flits, komperstokkie, medisynekassie, beker ens. Weet die borge hoe gelukkig hulle my gemaak het? Hierna is die borge bedank, 'n prystrekking gedoen (ek het die skaap gewen!!) en Meals on Wheels het 'n yskas ontvang. Liquorland het dan summier nog kos ook beloop om in die yskas te sit EN hulle sal die volgende toer weer borg!! 'n Ete is voorgesit aan die borge.



Woensdagoggend was dit reënerig en die bestuurders soort van traag. Die TV span het 'n onderhoud gevoer met Pierre Olivier, Phillip Rosser en Ali van Jaarsveld. Die verkeerspolisie het ons begelei tot op die nasionale pad.

Dag 1 het begin vanaf die klubhuis tot Montagu. By Heidelberg het ons tee & muffins geniet by Delish. At se driewiel het net daar gaan staan sonder petrol. Hy moes letterlik 'n kan Morrispetrol leen om tien tree te ry na die garage! Hierdie ou Morristannie was toe maar sy gelukbringer agterop die vuurwa tot by Tredouwspas waar die span dan spontaan 'n bosbraai gehou het. Die rit was BAIE lekker en die braai-atmosfeer besonder gesond. Omdat die braairibbetjie so sout was het die twee bottelbabas gereeld gestop op pad na

October / Oktober 2014



Montagu vir 'n drinkdingetjie. Die Montagu Hotel is puik. Ek het ons verblyf geniet. Die vraag is net of hulle ons terug gaan verwelkom want toe die klomp motors weg was, was die hotelmuur vol swart roetkollie soos die manne ge-ref het. Boys & their toys!!

Dag 2 het gestrek vanaf Montagu na Ceres. Die droevrugte winkel was verseker dankbaar dat ons daar gestop het, ek ook! Die Koo vallei het sy eie mooiheid. By die Aquila



Natuur tuin het ons twee olifante in die veld gesien. Hierdie deel van die pad was onbekend aan my en omdat Theronberg persoonlike betekenis vir my het, het ek dit spesiaal gewaardeer dat die roete daarlangs geloop het.

October / Oktober 2014



In Ceres het die personeel reggestaan met tee & skons. Nadat almal nesgeskop het, het die manne verkas na Basil Wesson se motors. 'n Ou kar is mooi, maar genoeg is genoeg. Ons dames het die R5-winkels baie meer geniet en boonop was At so vrygewig om sy vrou 'n R10-noot te gee om met ons te deel! Die manne dink jou waarlik ons is Cheap!!! Dit was baie lekker ontspannend om buite te sit en net almal te leer ken – daar is 'n paar interessante dames. Tydens ete die aand het Catherina Moolman summier opgestaan en begin bekfluitjie speel! Gawie staan op 'n stoel, maak almal stil en vertel grappie! Dit skep so 'n lekker atmosfeer.



Dag 3 se roete was vanaf Ceres na Kleinmond. Mitchellspas, Slanghoek, Villiersdorp - hierdie deel van ons land is so verskriklik mooi dat 'n mens waarlik nie kan ophou kyk en genoeg kry nie! Ons het darem puik boere! Al die vrugteboorde is so netjies versorg, vol bloeisel of begin al vrugte vorm. Ook is daar oraloer so baie varkore vol in blom. By Villiersdorp het ons tee genuttig by Kelkiewyn. Die personeel het letterlik die roosterkoek vanaf die rooster tafel toe gedra. Die arme Model T-ryers was dood van die koue. Nou het sommige lede na die groot boot (die Alwyn Vintcent) gaan kyk wat gerestoureer word. Die roete het verder gestrek oor die Houwhoekpas na Grabouw, ons het in die rigting van Hermanus gery waar ons dan regs

October / Oktober 2014

moes draai om na Kleinmond te gaan. Omdat hier nie slaapplek vir almal saam beskikbaar was nie, het ons verskillende vakansiehuise betrek vir die nag. Ons groepie was gelukkig om die musikmaker (Tilly) en grapjas (Gawie) te hê. Dus was ons kuier heerlik ontspannend. Laat namiddag het ons afgestap see toe en die walvis se toertjies geniet. Almal het wel saam ge-eet by die hawe – weereens het Catherina musiek gemaak en die res het gesing en rugby gekyk.



Dag 4 was 'n moeilike reëndag, maar ons vertrek nogtans na die Strand om Laurie Claasen se karre te gaan kyk. Ons was te vroeg daar en het so by Pajamas & Jam beland. Die kuier was besonder lekker, van die manne wou toe nie loop nie! Dit is 'n koffiewinkel in 'n industriële area wat gevul is met ou 'scrap', boeke,

tasse, yskaste, blikke ens ens. Ons het weer eens in die pad geval al die pad terug langs die

see in die gietende reën. As gevolg van al die reën wou die blou morris se reënveers nie meer werk nie en Tilly moes letterlik by die venster uithang om die reënveers 'manually' te werk. Arme ding, wat moet die vrou nie alles vir 'n man doen nie? By Stanford area het dit ophou reën en kon ons die rit ten volle geniet. Ons het deur Napier en Bredasdorp gery en geniet heerlike pastei & tee by die Van Brakelstoer



October / Oktober 2014

Padstal. Dit was nou gesellig by 'n lekker vuur. My oog is voortdurend oop vir voëls en ons het dan jou waarlik 'n visarend gesien!!



Die dag was 'n lang roete, maar almal het veilig by Swellendam aangekom. Daar was genoeg tyd vir ons om te ontspan voor die afskeidsparty. Die tema was 'Western'. Pryse is uitgedeel en elke bestuurder het 'n bonus ontvang in die vorm van petrolgeld, elke dame het 'n dagboek & pennestel gekry. 'What a bargain!!'

Nou vra ek jou: Wie kan nie so 'n toer geniet nie? Wie sou nie dankbaar wees teenoor die borge nie?? DANKIE aan Liquorland, SuidKaap OuMotorKlub, Kobus Halliday, Adley House, Exite, Lamprecht Museum, Daan Botha, Terblanche Transport, Barnard Boerdery, Stander Boerdery, Game Car Wash, ACD en Voltex. DANKIE aan Pierre Olivier en span helpers. DANKIE aan Johan Lingefelder wat 'Sweeper' was.



Bertha Laubscher.

October / Oktober 2014

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8th - 12th July 2015

October / Oktober 2014

Annette's Marvellous Morris Minor

Brian and Annette Smith

In 1955 I started my four year stint at UCT. Wonderful years they were with dances, Rag, Groot Brag and Inter-Varsity. All lots of fun, but we also had to study!! I was in Residence at Fuller Hall, which was on the University Campus in Rondebosch, but most of my lectures were at drama school, the Little Theatre, at the top end of the Gardens. So, with a first lecture from 9:00 - 9:45 on the Campus, and the next lecture at Hiddingh Hall from 10:00am, there was a transport problem with de Waal Drive in-between. No problem!! Business men by the score used this route on their way to work in Cape Town, so we young lassies, in our many petti-coated skirts, minute waists and exciting young boobs used our thumbs and hitchhiked with these men, who screamed to a halt, only too delighted to have our company to start their otherwise dull day.

There were several hitching posts, like bust stops really. One evening in winter, semi-dark, I'd had a late lecture, so walked to Roland Street's hitching post and stood there at the garage, under a welcome street light. It was NOT RED! Suddenly a huge black car slowed to a halt on the opposite side of the road. Who should it be but my parents, in Cape Town from the farm and on their way to the Mount Nelson Hotel. Imagine farmers from the platteland, seeing a young girl, standing alone on the side of the street, in the darkening light, and then to discover that she was none other than your daughter!! Well, Daddy did a U-ey (U-turn) and picked me up and took me to residence. For us to hitch-hike was a common everyday thing - but not to my parents.

So the next day, there she stood, in front of our residence, that marvellous, pale green, Morris Minor, with 4 doors!! Remember, we were three girls having to get to Drama School daily, so four doors offered a lady like entry. We needed lots of space to accommodate all those frilly petticoats and a briefcase full of books. Only one snag though - not one of us had ever driven a car!!

But Daddy always had a plan. He was a proud father whose daughter was studying at university and who was now one of only two women there who owned a car. He gave me an envelope containing £10 for me to give to the salesman when I got my licence. He was determined to earn that money as quickly as possible so he arranged for three driving lessons. The learning part was very easy for a student who was challenged with far greater studies, but the practical side was a nightmare!!

Apart from proudly sitting behind the steering wheel, there was so much to master. The knobs on the dashboard (which had a cubby hole) were beautifully simple - lovely - but oh dear, those pedals! I wore fancy sandals, often with heels, and had to try to manage those minute little pedals, clutch, brake and accelerator, only inches apart - sometimes all three at once - change gear, with a hand gear lever, clutch in, foot on brake so as not to run

October / Oktober 2014

backwards, give a little petrol so as not to stall. Sheer hell - the worst nightmare in city traffic and the 5 o'clock traffic jam over de Waal Drive. At the time they were re-building it and it took 3/4 to an hour to get to the university.

So, after these three lessons he took me to Green Point Traffic Department for my test, which I passed. He then wanted the envelope and told me to go into town to get my licence card. What?? By myself?? Yes, he said, you've passed. Well, I got to Drama School and was greeted ecstatically by my two friends. But de Waal Drive lay between me and my bed. They had to half carry me from the car - my legs couldn't cope after such a strain.

They were very fair about sharing the petrol costs. We needed five shillings worth a week, for the ten trips. On cold winter nights I had many friends who asked me to park somewhere on the campus, so that she and the boyfriend could have shelter from the elements.



And so we filled up and continued on our tedious trip in stony silence, knowing that the Olds had unknowingly whizzed by hours before. We reached Cape Town safely, but Derek had blown the Olds' bearings, so Brian had to get back to George by plane. Not a happy trip - we can still call those long steep hills - Morris hills?

October / Oktober 2014

Makadas - Ons Speelmaat

Deur Charles van Zyl

Voordat ek skoolgaande ouderdom bereik het, het my ouers op die hoek van Kerkstraat en Suidstraat in Ladismith Kaap gewoon. Ons huis was reg voor die Ou Wit Kerk in die dorp. Die Kerk staan nog daar maar dit word tans as 'n museum gebruik.

Die stoomtrein wat destyds tussen Touwsrivier en Ladismith geloop het, het reg agter die Wit Kerk verby gegaan. Tussen die Kerk en die spoorwegstasie het die spoorlyn onder 'n padbrug deurgegaan. Die trein was bekend as Makadas en dit het twee keer en soms drie keer per week vanaf Touwsrivier na Ladismith en terug geloop.

Vir my en my jonger broertjie was die aankoms van Makadas altyd 'n opwindende gebeurtenis. Die pakasak, pakasak geluid van die lokomotief was kilometers ver hoorbaar want daar was 'n geleidelike opdraend na die dorp. Sodra ons die trein hoor aankom, het ons na die padbrug gehardloop en reg bokant die trainspoor gaan staan net om die warm lug van die skoorsteen in ons gesigte te voel. Dan hardloop ons weer na die anderkant van die brug om weer reg bokant Makadas se skoorsteen te wees wanneer dit onder die brug uitkom. Daarna het ons na die stasie gehardloop en probeer om op die perron te wees voordat Makadas daar stilhou.

Hierdie speletjies was nie gevaarlik nie maar dit het later gevaarlike afmetings aangeneem. Gedurende die wintermaande het Makadas eers na sonder op Ladismith aangekom. Teen die tyd wanneer die passasiers afgeklim het en al die bagasie, roomkanne, possakke en ander houers uit die Kondukteurswa gelaai is, was dit alreeds donker en die stasie terrein was in duisternis gehul. Ladismith het destyds nog nie elektrisiteit gehad nie.

Ons kinders, dit is nou my broer, ek en nog 'n paar maatjies het nog gewag vir die opwinding van die rangeer prosedures. Die hele trein moes omgedraai word om die volgende dag weer terug na Touwsrivier te gaan. In werklikheid word net die lokomotief met sy kolewa en watertank omgedraai en dit gebeur op 'n driehoeklyn wat bekend was as die "Triangle". Die res van die trein word net herrangskik sodat die lokomotief heel voor is, gevolg deur die trokke, dan die passasiersrytuie en die kondukteurswa heel agter.

Die trokke is altyd eerste gerangeer. Elke trok het treeplanke onder en handreelings bo aan die sykante gehad en so het ons op die treeplanke gestaan en aan die handreelings gehang terwyl die trokke gerangeer word. Party trokke is na die goedereloods rangeer, ander na die lewende hawe laaibank waar die veekraal was,

October / Oktober 2014

terwyl trokke ook soms na 'n oop terrein in geneem is waar die karweiers die volgende dag hulle op en aflaaierwerk gedoen het. Die Rangeerder het 'n lantern gehad wat 'n rooi, geel of wit lig uitgestraal het en so kon ons altyd sien waar hy was maar hy kon ons nie sien nie.

Teen die tyd wat die passasiers-rytuie gerangeer moes word, het ons reeds in die rytuie gesit, elkeen in sy eie kompartement. Gelukkig het die lokomotief eers na die "Triangle" gegaan nadat al die rangeerwerk klaar gedoen is. So het die lokomotief se skerp lig nooit in ons rigting geskyn nie.

Ons speletjies op die stasie terrein was darem nie altyd ongeoorloof nie. Die Laaimeester by die Goedereloods was 'n baie gawe man. Oom Bennie het ons toegelaat om met die laai en aflaaier van die trokke te help. Om met die trollies heen en weer te hardloop was al te lekker. Ons het geweet hoe om die handvatsels van die trollies in mekaar te haak sodat ons hulle soos motors kon stuur. Die trolliemotors kon swaar sakke graan, sement en lusembale dra en so het ons ook al spelende Oom Bennie se taak ligter gemaak.

Makadas was die naam van die hele trein en nie net die lokomotief nie. Wat die oorsprong van die naam betref, was daar twee menings. Sommige het beweer dat die naam Makadas afgelei is van die Engelse uitdrukking "Make-a-dash". Die ligte Klas 7 lokomotief moes behoorlik 'n stormloop uitvoer om oor steiltes te kom.

Die ander teorie was dat die naam betrekking gehad het op die droe kraalmis en die stof van lusembale ("Muck and dust") wat vanuit die oop trokke gewaai het wanneer die trein op spoed was. Kraalmis en lusern was destyds van die vernaamste uitvoerprodukte van die boere van Ladismith.

Daar was elf haltes tussen Touwsrivier en Ladismith maar Makadas het nie altyd by al die haltes gestop nie. Meestal net by die groter haltes soos Winkelplaas, Vensterkrans, Plathuis en Hondewater. By Winkelplaas was daar 'n plaaswinkel naby die halte. By Vensterkrans was 'n vierkantige gat in 'n kransmuur naby die halte en by Plathuis was 'n huis met 'n platdak. Waar Hondewater se naam vandaan kom weet ek nie.

Makadas het 56 jaar lank tussen Touwsrivier en Ladismith diens gedoen. Op 25 Januarie 1981 het geweldige stormwaters die spoorlyn onherstelbaar beskadig. Dit was dieselfde vloed wat die Laingsburg ramp veroorsaak het en wat die lewens van 104 persone geëis het. 'n Paar trokke is vandag nog in Ladismith te sien en die lokomotief staan as 'n museumstuk op Matjiesfontein.

October / Oktober 2014

Youth Project Anglia Restoration

I have received a 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

I Apologize for not responding as often as I should regarding the status of the Ford Anglia. I have been Busy with loads of planning and saving for the car to repair it. I have not done much to the car yet as I have been away a lot with my previous work but I am more home now so I can concentrate more on my car now.

See attached a few picture of what I've done with the car so far.

The engine was not completely together and I have assembled it and started the car also came across wiring problems to the ignition, the radiator was not in the Engine bay and I have inserted it as well as after starting the car I have removed the master brake cylinder and cleaned it, removed the rear brakes bought new slave cylinders and cleaned and skimmed brake and brakes parts. Removed also the speedometer as wanting to find a replacement. I Have not done any body work yet as the space in the garage is limited and therefore when I have more space will start scraping of old body paint and sanding body. I am planning to make the car mat black as well. I also renewed the car license. Please let me know if there is anything I left out that you want to know about the car.

Thanks for the opportunity to restore this amazing car.

Regards,

Charles Lloyd."



**Jannie Stander
Boerdery**

TEL. NO.:- 083 6276794

ALMAL WAT EET HET N PLIG TEENOOR LANDBOU

October / Oktober 2014

Technical Tip # 88

Electronic Ignition

Often discussed are the pros and cons of fitting electronic ignition to early cars. I'm sure there are pros and cons to fitting them however I cannot think of a con. Modern cars have proved the point as I doubt if there is one make still fitting points and condensers – they are all electronic. There are numerous types of electronic ignition units available, most being either optical or magnetic. I believe the optical is possibly the better way to go especially for very high revving cars but for my purpose I settled for the simple magnetic type. I have used them for many years on various cars and have never had a problem.

I've just fitted one to a Sunbeam Alpine (the type as fitted to MGBs) made by Accuspark, England. Fitting is so simple even an accountant could fit one. Firstly, you dispose of the points and condenser and the wire lead that goes from the distributor to the coil. Next, you fit the electronic module where the points were situated. It's the same size as your points and uses the same fixing screw. Now you lift off the rotor, drop on the magnetic ring and replace the rotor. Coming out of the distributor from the module will be two new wires a red and a black. The red goes to the positive side of the coil (+) and the black to the negative side (-) and there you have it. No points to wear out and no condenser to give trouble. The units are maintenance free and no adjustments are necessary.

Six volt units may be a problem to obtain. Perhaps they will have to be special orders. Positive to earth are available for some distributors at an additional cost. There are various suppliers of these electronic units. In Gauteng, Carl Reynolds will do the whole job for you. He is at 082 442 1902 or ignition@optical.co.za. For the D.I.Y. enthusiasts a D.I.Y. version is available from Old Timers Vintage & Classic in Cape Town. They cost about R650.00 each plus postage. They are available from Steve 0826460824 or woodward@icon.co.za



For the brave, who would like to build their own unit we can offer a diagram for a 6 volt system. It retains the points and has a separate control box which fits onto the fire wall. The condenser is discarded with, and the points will last forever as there is only a minuscule amount of current going through them. The heavy current is absorbed by the electronic gadgetry in a box attached to the fire wall. I fitted one of these 6 volt systems to a Buick 8 many years ago and haven't seen the inside of the distributor since. Perhaps this can be the content of a future article.

October / Oktober 2014

Technical Tip # 89

Electronic Ignitions for 6 volt cars

In the last Technical Tip we discussed fitting electronic ignition modules to cars. Also mentioned was the possibility of a 6 volt unit for the DIY enthusiasts. I have had numerous enquiries as to the availability of these 6 volt circuits so the following is where you'll find them.

Some 8 or 10 years ago I fitted a "build your own" unit to a 1935 Buick 8 cylinder with great success. Over the years the car has started first swing of the engine, hot or cold, and I haven't looked inside the distributor once. This system still uses the points to operate the I.C. but only a miniscule current goes via them so they should last indefinitely. The condenser is no longer used so the points won't get a positive or negative build up on either side of them. Once built-up the unit will fit into a small box approximately 8 x 6 x 4 cms that can be fitted to the firewall. Like all electronic devices it is advisable to drill a few holes in the box for air flow. The number of pistons or the type of distributor used is immaterial, they are however negative to earth so should you wish to use positive to earth you'll have to sort that out yourself.

The kit was purchased from Electronics 123 in Pretoria. Incidentally, it's cheaper to buy the kit than buying the components separately. It contains all the components including the heat sink for a 12 volt ignition, then for a few extra Rand they will supply 3 or 4 resistors to convert to 6 volts. The wiring diagram included outlines the resistor changes that are necessary for the 6 volt conversion. Tools wise, one will require a small low wattage soldering iron and a small pair of side cutters to cut the legs off the components once they are soldered into position.

To order I suggest you go into their website - electronics 123, then to Electronic Kits & Modules, then scroll down to Car Accessories and look for GB646. I have just phoned them and the cost is R177 for the kit plus R35 for the resistors to convert to 6 volt. They have a



October / Oktober 2014

mailing service so work on R35 for postage and packing. Stocks are continuously in and out so it could take two weeks if they are awaiting stocks to arrive. Their phone no is 012 332 2356. Best of luck! Please let us know how you get on.

Classifieds

Ek is op soek na die volgende onderdele vir verskeie voertuie wat ek besig is om te herbou.

1. 1972 Ford Transit Paneelwa
2 x agterligte kompleet
2 x ruitopdraai slingers
2 x binneste deurhandvatsels
2. 1966 (±) Cortina (☺ agterligte, 4-deur)
Voorruit
Agterruit
Regter voorruit se opdraai meganisme
1 x voorlig chroom rim ☺
1 x agterlig chroom rim ☺
3. 1968 Escort Mk1 2-deur
2 x voordeur buitenste deurhandvatsels
1 x katebakdeksel se slot kompleet
4. 1963 Mercedes Benz 220 (6 silinder)
Los "vacuum brake booster", sit links voor langs die enjin

Baie dankie

My e-pos adres is: kgerrits@vodamail.co.za

Faks: 053 2030 260 (Aandag: David)

Sel: 082 802 1333

Sterkte met die ou karre.

David de Smidt

October / Oktober 2014

On The Lighter Side

1. *Two blondes walk into a buildingyou'd think at least one of them would have seen it.*
2. *Phone answering machine message - '...If you want to buy marijuana, press the hash key...'*
3. *A guy walks into the psychiatrist wearing only Clingfilm for shorts. The shrink says, 'Well, I can clearly see you're nuts.'*
4. *I went to buy some camouflage trousers the other day - but I couldn't find any.*
5. *My friend drowned in a bowl of muesli. A strong currant pulled him in.*
6. *A man came round in hospital after a serious accident. He shouted, 'Doctor, doctor, I can't feel my legs!'
The doctor replied, 'I know you can't, I've cut your arms off'.*
7. *I went to a seafood disco last week and pulled a muscle.*
8. *Two Eskimos sitting in a kayak were chilly.. They lit a fire in the craft, it sank, proving once and for all that you can't have your kayak and heat it.*
9. *Our ice cream man was found lying on the floor of his van covered with hundreds and thousands. Police say that he topped himself.*
10. *Man goes to the doctor, with a strawberry growing out of his head.
Doc says 'I'll give you some cream to put on it.'*
11. *' Doc I can't stop singing 'The Green, Green Grass of Home'
'That sounds like Tom Jones syndrome. '
'Is it common?'
'It's not unusual.'*
12. *A man takes his Rottweiler to the vet. 'My dog is cross-eyed, is there anything you can do for him?'
'Well,' said the vet, 'let's have a look at him'
So he picks the dog up and examines his eyes, then he checks his teeth. Finally, he says, 'I'm going to have to put him down.' 'What? Because he's cross-eyed?'
'No, because he's really heavy'*
13. *Guy goes into the doctor's. 'Doc, I've got a cricket ball stuck up my bottom.'
'How's that?'
'Don't you start.'*
14. *What do you call a fish with no eyes? A fsh.*
15. *Two fat blokes in a pub, one says to the other 'Your round.' The other one says 'So are you, you fat moron!'*
16. *Police arrested two kids yesterday, one was drinking battery acid, and the other was eating fireworks. They charged one and let the other one off.*
17. *'You know, somebody actually complimented me on my driving today. They left a little note on the windscreen. It said, 'Parking Fine.' So that was nice.'*
18. *A man walked into the doctor's, he said, 'I've hurt my arm in several places'
The doctor said, 'Well don't go there any more'*

The Flavour of the Moment

NO BAKE NUTELLA CHEESECAKES



INGREDIENTS:

For the Crust

12 Oreo Cookies, crushed into crumbs
3 tablespoons unsalted butter, melted

For the Filling

1 (8 ounce) package cream cheese, softened
2/3 cup Nutella
1 teaspoon pure vanilla extract
1 (8 ounce) tub frozen whipped topping, thawed

For the Garnish

whipped topping, optional
chocolate shavings, optional
toasted, chopped hazelnuts, optional

DIRECTIONS:

1. In a medium bowl, stir together the Oreo cookie crumbs and melted butter. Evenly divide the crumbs between your individual serving dishes and press into the bottoms of the dishes to form a crust layer.
2. In a large bowl, with an electric mixer, beat the cream cheese and Nutella until smooth. Add vanilla and mix to combine. Using a rubber spatula, fold in the whipped topping until well blended and no streaks remain.
3. Evenly pipe or spoon the filling into individual serving dishes. Cover with plastic wrap and refrigerate for at least 2 hours before serving.
4. If desired, garnish with additional whipped topping, chocolate shavings, and/or toasted, chopped hazelnuts.