



## Southern Cape Old Car Club

Website: [www.scooc.co.za](http://www.scooc.co.za) \* Fax: (086) 626-5210

P.O. Box 1749, George, 6530

### 2014 Committee:

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

### COUNTRY REPRESENTATIVES:

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

### SCOCC Banking Details:

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

June / Junie 2014

## Message from the Chair

Hello Everyone,

It is with a somewhat heavy heart that I am writing this message because we as a club are about to lose one of our most promising and enthusiastic young members as a result of a work transfer.

Manie & Hendi Smith joined the SCOCC a couple of years back and literally threw themselves into helping out at every function and car show that the club was involved in. Manie has served for two years on the club committee also and has proven himself to be a valuable contributor wherever he has participated. Manie & Hendi have been responsible for opening and closing the clubhouse each time we've had a clubhouse based event, they make sure that the tea and coffee is laid out in case anyone might wish to have a cup, they keep tabs on the bar stock, replenishing whenever we get a little low and both are always on the spot behind the pub counter to serve up your tippie of choice. It's also thanks to Manie that the braai fires are always lit and that the drive-in screen is up against the side of the building.

Manie has unfortunately been transferred to Empangeni in northern KZN. The decision to go or stay has been an emotional roller coaster for Manie & Hendi over the past six months and sadly, although we all fully understand, they have had to follow their heads and not their hearts and commit to this transfer.

Over the past couple of years I have got to know and love this young family and I can quite adamantly say that we as a club are going to be a lot poorer for their moving. Whichever club they join in the future will undoubtedly be gaining a valuable asset. I wish that more of our members would get as passionately involved in the club in the same way that Manie & Hendi have. After all, the point of being in a club is to be able to meet members and share your interest with like minded people. We want to see people, not just names on our membership register.

The Sop 'n Brood aand on 16th June will be the last event that they will be attending. I would like to ask all of you to please make an effort to come along and wish them well.

Manie, Hendi, Shaun, Immanuel and little Ina-Marie - we are going to miss you. Please stay in touch and come home and visit us whenever you have the chance. I know that you won't be short of accommodation whenever you do. Thank you for enriching our lives. I look forward to hearing updates from you on the progress of the T so that I can report this in future Spanner articles also. All the best for everything, wherever life might take you - hopefully it'll be back to George sometime in the future.

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## Upcoming Events

### DIE GARAGE AAND WAT GESKEDULEER WAS VIR 4 JUNIE 2014 IS UITGESTEL NA 16 JULIE 2014.

**16 Junie 2014 – Sop en Brood Aand.** Ons kom om 18:30 by ons klubhuis bymekaar om die beste sopkokers in die dorp se sop te geniet en die winterkoue te verdryf. Bring asb. u eie eetgerei. Vir enige navrae kontak Pierre Olivier by (082) 872-6456.

**29 Junie 2014 – Bonnets Up** vanaf 12:00 by die klubhuis. Bring jou ete of kom braai en verkeer gesellig saam met ons vir die middag.

**12 Julie 2014 – Visete by Witsand.** Hierdie byeenkoms word gereel deur een van ons streeks verteenwoordigers, Gawie Breytenbach. Kom ons ondersteun hom vir al sy moeite. Bespreek by Pierre op (082) 872-6456 voor 27 Junie 2014.

**16 Julie 2014 - Garage Aand.** Dit sal by Danie Schmidt se perseel in Sedgfield plaasvind. Die aand sal gewy word aan stilstaande enjins waarvan Danie 'n besondere verskeidenheid het. Ons sal Danie ontmoet om 18:00 by Sedgfield Classic Cars, waarvandaan hy ons na sy perseel sal begelei. Ons sal 'n ietsie te ete gee voor ons verdaag. Bespreek asb by Pierre op (082) 872-6456 voor 11 Julie 2014

**20 Julie 2014 – Jaarlikse Potjiekos.** Vanjaar is dit weer terug by die Lamprecht Museum net buite Blanco op die Gwaing pad. Verrigtinge sal ± 12:00 begin, en die koste vir nie-klub lede sal R60.00 per persoon wees. Terwyl jy die byeenkoms ondersteun kan jy ook Kosie se waardevolle versameling besigtig. Bring eie drankies, stoele, tafels en eetgerei. Vir verdere navrae kontak Pierre Olivier by (082) 872-6456.

**27 Julie 2014 - Bonnets Up** vanaf 12:00 by die klubhuis. Bring jou ete of kom braai en verkeer gesellig saam met ons vir die middag.

**10 Augustus 2014 – Casino Ete** Kom ons trakteer weer die dames op 'n heerlike middag ete ter viering van Nasionale Vrouedag. **Bespreking noodsaaklik:** Kontak Pierre Olivier voor 5 Augustus 2010, by (082) 872-6456, om plek te bespreek. Ons vertrek 11:00 vanaf die Checkers parkeerarea regoor die P.W.Botha Kollege in Yorkstraat.

**31 Augustus 2014 – Bonnets Up** vanaf 12:00 by die klubhuis. Bring jou ete of kom braai en verkeer gesellig saam met ons vir die middag.

**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.socc.co.za](http://www.socc.co.za)**

## Birthdays

JUNE	
Christof Olivier	2nd June
Thea Kuyler	2nd June
Bruce Napier	3rd June
Willie van der Merwe	5th June
Nita Zechlin	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
Joy Fourie	9th June
Wilna Brand	10th June
Brenda Strydom	10th June
Cronjé Hanekom	10th June
Johan Spies	11th June
Juliza Nel	13th June
Mel Wake	14th June
Stuart Cox	15th 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
Desere Schoeman	28th June
Johanna Lamprecht	30th June
Ornella Iacopini	30th June
Henta Engelbrecht	30th June
JULY	
Hugo Lodder	2nd July
Jan Swanepoel	2nd July
Johan Lingen-Felder	5th July
Lourens Wright	5th July
Niel Kasselmann	5th July

Hettie Esterhuysen	5th July
Sias Koen	6th July
Bob Newton	9th July
Lourens Jonker	10th July
Kobus le Roux	10th July
Wikus Verwey	12th July
Coenraad Visser	12th July
Ina Trollip	12th July
Joey Fourie	13th July
Pierre Conradie	14th July
Brigitte Stewart	15th July
Philda Benkenstein	15th July
Andre Fourie	16th July
Kosie Lamprecht	16th July
Stephanus Terblanche	16th July
Manie Rademeyer	17th July
Hilda Holtzkampf	18th July
Vanessa Lloyd	18th July
Karen van der Merwe	19th July
Anna Lund	20th July
Rodney Emmerich	21st July
Daniel Jordaan	21st July
Arthur Duvenage	21st July
Mike Bailey	22nd July
Sam Smuts	23rd July
Petrus Crous	25th July
Laurachelle Peda	25th July
Hannalie Botha	25th July
Mike Alexander	27th July
Erik Janse van Rensburg	27th July
Roelda Ackhurst	28th July
Carmine Pecoraro	30th July
Suzette Strydom	30th July
Nell Kingwill	30th July
Johan Engelbrecht	31st July
Mauritz Meiring	31st July
Marthie Bornman	31st July

## Wel en Weë

- Mike Alexander's Father has passed away. Our thoughts are with Mike, Susan and family over this very difficult time.
- Our hearts also go out to Leon & Anneline Mitchell from Beaufort West whose daughter Lezelle died of a heart attack while being transported to hospital for a broken ankle.

*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.*

## 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.

- # 591 - Louis Serfontein who has a 1941 Packard 120C.
- # 592 - Tom and Helmiën Meiring who own a 1975 Datsun 1200 Bakkie.
- # 593 - Sean Grassow.
- # 594 - Kobus and Hannalie Botha who own a 1954 Austin Metropolitan.
- # 595 - Koos and Isabel Botha who own a 1958 Volkswagen Kamann Ghia.
- # 596 - Rohann and Marlise Stennekamp who own a 1964 Porsche 356C.
- # 597 - Stephen and Ina Trollip who own a 1938 Auto Union DKW F7.

## The Cape, The Castle, The Ponies!!

On Sunday 13th April the 50th anniversary of the Ford Mustang was celebrated at the Cape Town castle. Wilma Rademan walked away with the honours for Best in Class 1995 - 2000. Congratulations Wilma!!



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## Letter to the Editor

1 Frog Rock,  
Point Road M Bay  
11.5.2014

Dear Karin,

An article you may be able to use in the Spanner. Brian and I were at the first O.C.C. gathering in Paul Fick's grounds at Vic Bay.. We took Brian's mom's DKW Junior (grey). He had bought it brand new for her in 1960. It is now with our son, John, in Som. West, where it awaits a total restoration - adding to his large collection of cars. My beautiful red & black Valiant Charger sports coupe is also with him and you will all be seeing it in Feb 2015 and it will look stunning.

In this picture, which ought to be called - "a family affair" or "Off to the Show". taken before leaving our home "Heavenly Heights" in Great Brak. This glorious place, including a huge shed, ideal for storing large cars, a dream for car collectors, is for sale, so go and look at it.

In the front, is Annette and her fabulous Valiant, followed by Brian in John's 1958 Buick Special. John brought his Alfa Spyder and Annette's brother, Gus Raubenheimer, proudly showed his Sunbeam Alpine. All these cars are still to be seen at car shows.

2. Gus's Sunbeam he sold to Thys Roux, CL 1100 and I was thrilled to meet him at the George Show. Also there I found Johann Jooste who bought Gus' Tiger - so Gus' memory lives on.  
See you all in 2015  
Best wishes  
Brian + Anette Smith.  
044 690 3137



Brian and Anette, thank you so much for submitting this interesting letter. If anyone else has something similar to submit, it would be most welcome.

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## Sandstone Heritage Trust

B. Laubscher

Sandstone Heritage Trust is 'n produktiewe plaas naby Ficksburg wat sonneblomme en bone produseer, maar terselfdertyd op grootskaal bewaring van ou stoomtreine, trekkers, militêre voertuie, ossewaens ens beoefen.

Daar word jaarliks 'n fees in April gehou – 12 April tot 21 April 2014. Ons het dit vir drie dae bygewoon. Besoekers kan in hul eie tente slaap, in treinkompartemente of na die naburige Ficksburg gaan na 'n gastehuis. Ons wou die plaas ten volle ervaar en het in die trein geslaap. Hier moet jy Geen geriewe verwag nie! Die badkamers was skoon, maar ver vanaf die trein.

Die oorsese besoekers noem die plaas 'n 'steam heaven'. Nêrens oorsee bestaan so-iets nie. Aan vrywillige werkers was daar geen tekort nie. Die eienaars verkies om nie meer as +- 250 mense te akkommodeer nie, want die kosbediening kan problematies word. Ons het dan drie puik maaltye per dag ontvang plus koffie & tee tussenin. Orals is kosmos vol in blom!



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Daar is 'n volledige program vir elke dag uitgewerk wat op 'n bord verskyn. Die eerste dag was oorweldigend want jy kan nie alles gelyktydig doen nie. Gelukkig word items gereeld herhaal. Heeldag lank is daar beweging: treine loop voortdurend en dit staan jou vry om net op te klim of jy kan na die militere tenks of stoom trekkers gaan kyk. Die stoomtreine dateer uit die vroeë 1900's. Om 8nm het ons op 'n rit gegaan om die Lesotho stadsliggies te besigtig. Daar is +- 23km spoorlyn op die plaas. Die militêre tenks het 'n indrukwekkende vertoning gelewer en daarna kon ons kies op watter wa ons wou klim vir 'n 'joy ride'. Die BSA is 'n motor op die treinspoor.

Die personeel is d.m.v. radios in verbinding met mekaar en het opdrag gekry 'to pull out all stops to show case our heritage'. Die treinkondukteurs was dan ook baie veiligheidsbewus. Alle skure se deure het oopgestaan sodat ons na hartelus kon besigtig. Sommige skure was gevul met ou ongerestoureerde dorsmasjienerie, ou stoomtrekkers, gewone trekkers, militêre items ens. Die 'garage' vir die herstelwerk aan treine is indrukwekkend groot. Vlugte op kleiner vliegtuie was beskikbaar vir die wat dit kon bekostig.



In tussen gaan die boeredery voort. Ons het gesien hoe bone afgelaai word en vervoer word na die silos. Dieselfde het gebeur met sonneblomsade waarvan olie gemaak gaan word.

Die dames het op 'n voelbesigtigingstoer gegaan op 'n militêre voertuig. Die toergids vir die staptoer deur die plaas was erg 'boring' dus het ek dit kort geknip. Die ossewa-rit was nogals stamperig en stadig. Die rooi osse is baie mooi versorg.



Saans is praatjies aangebied. Ons is fotos getoon van die SA militêre betrokkeheid in die DRC. Blykbaar is die werksomstandighede baie baie moeilik deurdat dit konstant reën en paaie nie bestaan nie. Hans Zwets het ons fotos getoon van die Crankhandle Club – hul motors is beslis baie besonder.

Dit was beslis die moeite werd om die plaas te besoek en ons hartlike dank aan Hans Swetz wat so baie moeite gedoen het om dit aan die motorklubs bekend te stel.

## Klaarstroom Braai

On Sunday 20th April, the club was invited to Jeremy and Sharon Witts-Hewinson's guest house in Klaarstroom as a different venue for our annual Meiringspoort braai. As usual, the warm welcome and hospitality that we have come to recognise from Jeremy and Sharon was evident. Tea and coffee awaited us upon our arrival which was most welcome as the day started off rather chilly.

As always, the serenity and beauty of the Karoo was captivating. Pierre and Tilly Olivier had spent the previous night there courtesy of Jeremy and Sharon who very kindly sponsored a free night's accommodation that Pierre and Tilly won in the lucky draw at last year's year end function.

We spent a very lazy day sitting around the braai fires under the old thorn tree while the kids have the time of their lives, swimming in the pool and searching for Easter eggs on the Easter egg hunt.

Brian Zechlin and a few of the Beaufort West members also joined us as well as Koos Roets, renowned film maker and producer of South African films and documentaries. Peter Boshoff braved the cold all the way there and back on his Harley Davidson and sidecar. It was a lovely, relaxed family orientated day that everyone who came, really enjoyed. Thanks again to Sharon and Jeremy and thanks to Marina Boshoff for the photos.



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## SAVVA Veteran & Diamond Jubilee -

Durban, May 2014 - Karen van der Merwe

This year the annual SAVVA Edwardian and Veteran run was organised by the Veteran Car Club in Kloof. It was a combined event this year as the VCC was celebrating its Diamond Jubilee - 60 years for those of you who aren't sure which one the Diamond Jubilee is. This was an event that had a special place in my heart because my father, Mark Edwards, was one of the original Founder Members of the VCC.



The event was thrown open to all ages of vehicles that wished to enter, apart from the Thursday which was limited to Veteran cars only. Scrutineering was held on the Wednesday afternoon at the VCC clubhouse in Kloof. Most of the entrants were local with the only far away participants being Kevin Casey from Harrismith in his 1911 Ford Model T, Ali van Jaarsveld from Johannesburg in her 1907 Ford Model S (that she drove like a trooper I must add), Syd and Pat Biddulph also from Johannesburg in their Ford Model T, Arthur and Elize Duvenage in their Ford Model T and of course myself. It was rather interesting to note that four of the five long distance entrants were SCOCC members!!

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Scrutineering took place on the Wednesday afternoon with the first official day's run being on Thursday. Every morning the cars departed from the VCC clubhouse in one minute intervals from 9:30 onwards. This gave us enough time in the mornings to have a cup of coffee, a gossip and fine tune our babies if need be before heading off. The first days run took us up and down some incredibly steep hills through Shongweni, which forced me to stop and do a low gear band adjustment otherwise I wouldn't have got any further, then on to Summerveld Jockey Academy for tea and puzzle building activities followed by a photo shoot out in the countryside. From there we headed through Bothas Hill to the Chef's School for lunch and a tour through the micro-brewery plus the tasting of some mighty fine ales I must say.



That evening the VCC unveiled a Wall of Remembrance dedicated to members who have passed on. Each member's name was engraved into a granite plaque with their date of birth and death as well as the make and model of their favourite car. It was a very moving tribute and so nice to see that those who have gone before us,

who gave so much of themselves for their hobby, have not been forgotten by the current generation who are today enjoying the fruits of their labours.



Day 2 was Friday and was open to all cars. We again travelled through beautiful KZN countryside through Shongweni, Drummond, Inchanga, Cato Ridge and Camperdown to Baynesfield where we had our tea stop. From there it was a short drive to our lunch stop at Budz nursery in the middle of the sugar cane fields. After lunch the route took us back to the club via the old road and in the evening we had a dinner at the Kloof Country Club.



Day three, Saturday was also open to all vehicles and we followed a very similar route but this time we passed Baynesfield and through Richmond where we turned left on the R624 and headed for Eston for lunch at the local country club. Today was a miserable day with rain and freezing cold temperatures so by the time that we arrived for lunch, the roaring log fire

and the Old Brown Sherry that Ali van Jaarsveld and Glynnis thrust into my hand was super welcome and helped get the feeling back into my fingertips and other exposed body parts of which there were many!!!

Dinner that night was again at the Kloof Country Club with the usual dress up according to the age of your car theme, which was a lot of fun. Because there was quite a spread in the ages of the cars, people were dressed in get-ups ranging from Gatsby to Hippie with Boas to dreadlocks.

Sunday was our final day with a quiet run up to Bothas Hill where we had a brunch and prize-giving at Talloula before heading our separate ways. As always, it wasn't necessarily about the event, but more importantly about re-connecting with friends that we don't get to see too often because of the distances between us, so it felt that the four days had flown by. Congratulations need to go to the organising committee and in particular to Peter and Pam Hall for the back breaking effort that they put into the success of this very enjoyable event.



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# Ouma Emily se Spaider en die Motor

Deur Charles van Zyl

Hierdie is nie 'n "storie" nie maar 'n ware gebeurtenis. Dit het plaasgevind toe die eerste motors op die paaie in Suid Afrika verskyn het.

Voor die koms van die motor was alle voertuie deur diere getrek. Vragvoertuie is deur perde, muile, donkies en osse getrek terwyl passasiers hoofsaaklik met perdekarre, koetse en spaiders vervoer was. Die spaiders was luukse voertuie met twee groot wiele agter en twee kleiner wiele voor. Dit het goeie vere gehad en het beskerming teen son, reën, wind en koue gebied.



My ouma aan moederskant was 'n afstammeling van die 1820 Britse Setlaars. Sy is in 1867 met Gerhardus (Gert) Saaiman getroud en hulle het op die familieplaas Knuyswagendrift in die Distrik van Ladismith gewoon.

Snaakse naam vir 'n plaas maar dit is so genoem omdat die Knuy riviertjie wat sy oorsprong in die Swartberge het, deur die plaas gevloei het. Die drif waar die plaaspad oor die Knuy rivier gegaan het, was die "wagons drift" en vandaar die naam Knuyswagendrift.

Die Saaimans was 'n groot gesin. Benewens perdekarre en waens het Oupa en Ouma twee Spaiders besit. Een groot spaider wat deur vier perde getrek is en 'n kleiner een wat deur twee perde getrek is. Die groot spaider het die familie Sondae na die Kerk op Ladismith en terug vervoer en die kleiner spaider was Ouma Emily se rytuig waarmee sy dorp toe gegaan het vir inkopies en ander sake. Haar twee perde is vir geen ander doel op die plaas gebruik nie en hierdie perde het sy net met haar stem en die leisels beheer. Daar was nooit 'n peits op haar spaider nie. Sy het met die perde gepraat en hulle het op haar stem gereageer.

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Op 'n dag het die eerste motor in Ladismith aangekom. Die mense in die dorp het kennis gemaak met die raserige, rokende gedoente maar die plaasbewoners het nie van die motor geweet nie.

Soos gewoonlik het Ouma Emily met haar spaider na Ladismith gery om inkopies te doen. 'n Deel van die plaaspad het deur 'n heuwelagtige gebied gegaan en daar was ook 'n skerp draai waar daar 'n wal aan die een kant en 'n byna loodregte afgrond aan die ander kant van die pad was. Toe die spaider in hierdie draai was, het die motor met groot geraas en rookwolke van voor af aangekom. Die verskrikte perde het vasgesteek en agteruit begin beweeg - al nader na die afgrond. Al wat Ouma Emily kon doen was om met die perde te praat. Sy het daarin geslaag om hulle sodanig te kalmeer dat hulle tot stilstand gekom het net voordat die agterwiele van die spaider oor die afgrond sou beweeg het. Gelukkig het die motor toe ook al stilgehou.

Daardie aand tydens "Boekevat" het die Saaiman gesin baie langer op hulle knieë deurgebring as gewoonlik.



**Liquorland - once again amazing sponsors of the Liquorland Erfenis Toer.**

June / Junie 2014

# 2014 Liquorland Erfenis Toer

24 – 28 September 2014

Liquorland wat verledejaar ons hoofborg was, het hierdie jaar weer ingestem om as hoofborg op te tree. Die SKOMK het ook 'n skenking gemaak waarom ons baie dankbaar is. 'n Plaaslike boer Mnr. Daan Botha het 'n skaap geskenk wat gewen kan word deur middel van 'n gelukkige trekking met die lootjies wat ons verkoop. Die wenlootjie sal op die aand van 23 September by die borge geselligheid getrek word. Om borgskappe in die huidige ekonomie te bekom is moeilik, maar is so 'n belangrike deel van die toer, want daarsonder kan 'n toer van die omvang net nie plaasvind nie. Die Erfenistoer Organiserings Komitee tesame met die **SUID – KAAP OUMOTORKLUB** en die hoofborg **LIQUORLAND** gaan 'n skenking maak aan Meals on Wheels, 'n liefdadigheids organisasie wat kos voorsien aan behoeftige bejaarde mense in ons dorp. Ek is dankbaar vir die borge se betrokkenheid en vra ons lede om hulle asseblief te ondersteun.

Hierdie jaar toer ons die suidelike deel van die Wes-Kaap met dorpe soos Montagu, Ceres, Kleinmond, Strand, Caledon, Bredasdorp en Swellendam. Ons gaan ook twee instansies besoek waar ons oumotors sal besigtig. Die prentjiemooi roete van nagenoeg 1200 kilometers, sluit ook nege passe en drie valleie in wat net 'n belewenis sal wees om met 'n oumotor te ry. Op Saterdag-aand sluit ons af in die Swellengrebel hotel op Swellendam met 'n gala geleentheid. Die tema vir die aand sal later bekendgemaak word.

Baie dankie aan almal wat ingeskryf het. Die toer was binne een week nadat registrasievorms gepos was vol bespreek. Finale registrasie sal die aand van 23 September plaasvind by ons klubhuis, waar ons terselfdertyd erkenning sal gee aan ons borge met 'n braai. Ek vra dat die toergangers by die reelings hou ten einde die organiseerders ook 'n kans te gee om hulle self gereed te kry vir toer.

Meer inligting sal gekorrespondeer word aan diegene wat ingeskryf het.

**Pierre Olivier**  
082 8726456



Ondersteun asb ons borge wat die 2014 Liquorland Erfenistoer vir ons moontlik maak.

**Suid-kaap Oumotorklub**  
Halliday Investments  
Daan Botha Boerdery

**Liquorland**  
Gerhard Barnard Boerdery.  
Adley House B&B

**Liquorland**  
Jannie Stander Boerdery  
Terblanche Transport

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# Joey Fourie

What an inspirational woman!!

Right all you couch potatoes, here's a little snippet of information that is going to make you die of embarrassment!! Who of you knew that our very own Joey Fourie is really a wolf in sheep's clothing?

Joey decided to take up running in July 2013. She then roped in Jurgens to join her and keep her company. Jurgens completed a 10km run - as a practice run nogal!!

Joey went on to complete the Two Ocean's 21km Marathon in April of this year. Here she is holding her medal that she received upon crossing the finishing line. She and Jurgens are going to running the Meiringspoort 21km marathon in October. Hats off to you. You are both an inspiration to the rest of us who always manage to quote numerous reasons for not getting our act together, pulling on the tekkies and hitting the pavement.



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# BMW Isetta

Cute, astute - will bubble cars return?

By: Dave Fall



**OPEN DOOR POLICY:** Dave Fall enters and leaves the BMW Isetta through its front-facing door as the steering wheel and instruments swing out of the way. Could it make a comeback?

WHITE RIVER, Mpumalanga – A recent car launch based here included a stopover at Lowveld resident Dawie Wille's eclectic motor museum – and what a treat it turned was. There were classic cars, motorcycles and - even a small plane - on display but for me the most attention was demanded by two rare BMW Isetta 300 bubble cars from the mid-1950's.

Each had four wheels, rather odd because most Isettas I've seen had only three - two front and one rear. Such was the demand for these egg-shaped little cars with bubble windows; they were initially designed and assembled in Italy but quickly gained popularity because they were so easy to drive, ultra-economical and a doddle to park.

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## ALL THE RIGHT REASONS

There was also huge post-Second World War demand for family mobility that extended beyond a motorcycle and sidecar. Little wonder, then, that a number of companies decided to produce these little marvels that everyone seemed to want, back then. From memory come Morgan, BSA, Reliant, Bond, Berkeley, Heinkel/Trojan, Messerschmitt and, of course, BMW. BMW's Isetta was the upmarket choice. It was originally designed and assembled in Italy in 1953 but soon gained popularity for all the reasons mentioned above.

A year later Renzo Rivolta, inventor/designer of the Isetta, entered three of his creations – largely for publicity purposes – but walked off with a trio of top awards in the Mille Miglia achieving an average speed of 70km/h over the race distance of 1600km.

Success was now his, manufacturing licences were eagerly granted to assembly plants as far afield as Brazil, Spain, France, England and BMW in Germany. The BMW plant in Munich chose to redesign the engine around its celebrated 250cc motorcycle engine and upgrading other elements of the Italian design – so much so that very few parts were interchangeable.

The entire forward-facing panel of the car was the door/windscreen which, when swung open, carried with it the steering-wheel and instrument panel. In the event of a crash, every bubble car was fitted with a sunroof that doubled as the emergency exit!

Sales took off for the 'propeller brand' which churned out 10 000 in eight months – and you could drive a four-wheeler 'bubble car' just about anywhere in Europe, except in the UK\*, on a motorcycle licence.

Wille's Isettats (see above) are the more powerful 298cc '300' models that could manage 85km/h; had a dry and comfy cockpit for driver and passenger – and even a little room left over for the weeks' shopping. Those 'bubble' windows were upgraded by the factory in 1956 with sliding windows to make the Isetta appear more streamlined – but with the little extra power (now all of 10kW).

The motoring scribes of the day felt there was a marked increase in flexibility – especially noticeable when climbing a hill ...

\*The Isetta, if I remember correctly, was not that popular in the UK until a three-wheeled version was introduced. Although three-wheelers were more prone to flipping there was a financial advantage to consider: they could evade car legislation and taxation by being classed as three-wheeled motorcycles and thus could be driven on a motorcycle licence.

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# 1936 Stainless Steel Ford



In 1935, officials at Allegheny Ludlum Steel Division and the Ford Motor Company collaborated on an experiment that would become a legacy and a tribute to one of the most dynamic metals ever developed. Allegheny Ludlum, a pioneer producer of stainless steel, proposed the idea of creating a stainless steel car to Ford. The idea took shape in the form of a 1936 Deluxe Sedan.

That car became the centerpiece of a campaign to expose the public to the new metal and its many uses. This is the 1936 Ford Tudor Sedan built for and owned by Allegheny Ludlum Steel. This is 1 of only 4 in existence and is the only one currently in running & in road worthy condition.



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The jaw-dropping beauty offered here is one of that tiny production run, recently restored by Lon Kruger, one of the world's best restorers. The car utilizes the standard 221/85 HP flathead mated to a 3-speed manual and working Columbia overdrive, and has been driven just 18 miles since its restoration.

The only privately owned example, it won 2 trophies at the Early V8 Club Auburn 2009 event, 1st Place at the 2009 Hershey AACA event and was nominated for the 2009 AACA Car of the Year. The car is in exceptional condition, with the interior and even the frame looking great. All 4 cars each had over 200,000 miles on them before they removed them from service.

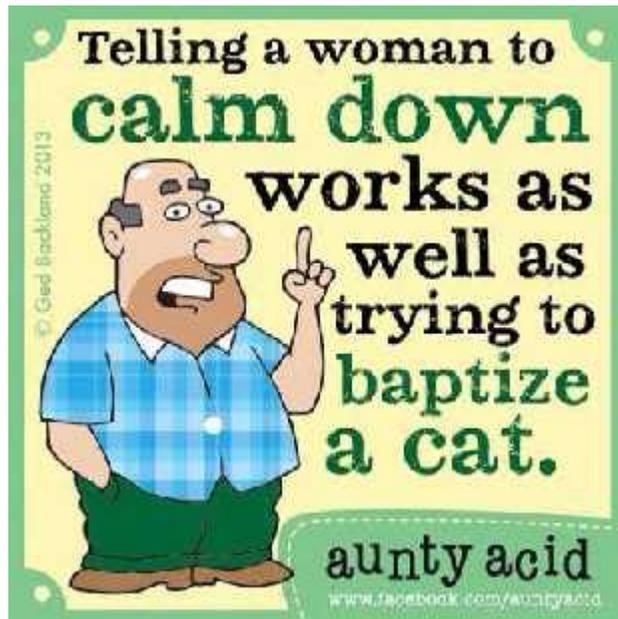


These cars were built for Allegheny as promotional and marketing projects. The top salesmen each year were given the honour of being able to drive them for one year. The V-8 engine (max 85 hp) ran like a sewing machine and was surprisingly smooth and quiet.

I thought this was a much better looking automobile than the Ford Thunderbird that visited us last year. FYI, the car was insured (we were told) for the trip to Louisville via covered trailer for 1.5 million dollars.



We were also told that *the dies were ruined by stamping the stainless car parts*, making these the last of these cars ever produced.



## The Car With a Lifetime Guarantee



**HUPP, HUPP AND AWAY:** This stunning 1928 Hupmobile Straight Eight Roadster - the 'indestructible car' - was seen at a Cape Town show, reminding that the American car company would celebrate its 105th anniversary in 2014. *Article & image: DAVE FALL*

I can't imagine Rolls-Royce even today (now owned, of course, by German BMW) would be confident enough to stamp 'Guaranteed for Life' on its nameplate but that's exactly what an American auto company suggested for its cars many, many years ago.

We're taking a closer look at Hupmobile, a car company that once felt justified and confident enough to claim to build "the perfect car" – so happy 105th birthday greetings to Hupmobile owners here in South Africa and right around the globe.

### HEAD-HUNTED BY FORD

Take a look at the 1928 Hupmobile "Eight" pictured above. I think you'll agree a quite beautiful roadster that stood proud and tall that day among the many other fine cars spotted at a car show in the leafy southern suburbs of Cape Town. (It's sad to record that an awful lot of folk have never heard of a Hupmobile – and that's a real shame.)

Robert C Hupp, after whom the car was named, first worked in the fledgling US car  
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industry a long time ago. In 1906 he was head-hunted by none other than Henry Ford but decided to go it alone with one of his own creations, the Model 20, a water-cooled, 17hp (12.6kW) runabout showcased to the American public at the 1909 Detroit motor show.

Business was good for Hupp, claims of reliability and dependability no idle boast. In 1910 he took one of his touring models and began a round-the-world trip through 30 countries – 14 of which had never seen a car. That trip lasted for two years and covered 77 000km – Hupp had a winner on his hands!

It seems Hupp had a penchant for that type of ultimate road-testing and in 1916 undertook another – this time taking four months to visit every state in America while racking up another trouble-free 28 000km) to earn for his company more kudos as to how rewarding Hupmobile ownership could be.

#### **MISTAKE: TOO MANY MODELS**

In 1925 a complete new model was announced; choosing to abandon four-cylinder engines as Cadillac had done, he went for a straight-eight for his new Series E instead of the V8 that Caddy chose. Hupmobile sales were brilliant for five years... but the infamous Wall Street crash was looming.

Unfortunately Hupp made the same mistake as his rivals: too many models without having one in particular to keep the money rolling in. But the sign on his eponymous nameplate still carried the words: 'Guaranteed for Life'.

Not content with just marking time during the Depression, Hupp pressed forward with more new models. By the mid-1930's some really innovative cars were coming out of his plants in America and Canada but with squabbling dealers and little support from his shareholders at board level a hostile takeover was imminent.

A desperate man in desperate times saw Hupp attempting to get his Hupmobile cars right back where they belonged: challenging the might of Ford, Oldsmobile and Cadillac. Alas, a last-ditch attempt saw him buy up the defunct Cord Automobile Company while simultaneously attempting to strike a deal with another ailing car company, Graham-Paige, to produce for him – under the Hupmobile umbrella – the Skylark... but by now strikers were his main concern – all confidence in the brand had finally gone.

#### **DO YOU HAVE A HUPMOBILE?**

By 1940 Hupmobile was wiped out, along with other illustrious names: Pierce-Arrow, Marmon, Duesenberg and Cord – and that's truly sad.

## Membership Fees

It's that time of year again..... time for membership fees to be paid for the period 2014 - 2015. Please can we aim for a record year this year!!! Let's all try to get our fees paid as soon as possible. R100.00 is due by the end of June. Remember, this covers you, your better half, all kids under the age of eighteen - even your dog, for a whole year!! **Take note** though, those of you who are due to pay your fees will find an invoice enclosed in this envelope detailing how much is due. If you do not find an invoice, we would like to thank you because you're paid up and do not need to pay again until June 2015.

You will find the club bank account details on page 1 of this magazine as well as on the club website: [www.scooc.co.za](http://www.scooc.co.za).



1950's fish harbour. Wonder where all these cars are today?

## Technical Tip # 84

### Spray Painting

The following tip / advice was sent in by Alf Dolt who resides in Cape Town. Apart from being a Chemist by profession, Alf has restored some magnificent cars over the years therefore is an authority on the subject of spray painting.

#### Spray painting (The hazards of)

Most enthusiasts restoring a vehicle enjoy the sense of achievement when doing most of the work themselves. This includes the painting, which if precautions are not taken, can be harmful to one's health. Of necessity, this painting is normally done in one's garage, unless you are fortunate enough to have the use of a professional spray booth. Spray painting generates copious volumes of overspray, which consists of very fine solid paint particles (dust) and toxic fumes of various solvents. The passages of our lungs are lined with countless hair like tissues (cilia) whose wave like action sweeps mucous, dust or other small particles from the respiratory passages up and out of the lungs.



solvents cause cessation of this sweeping movement, and extended exposure can lead to permanent damage, resulting in all that muck lurking in the lungs resulting in the most unhealthy sounding coughs, shortness of breath etc.

Fortunately for the hobbyist there is an excellent twin canister full face mask made by 3M available at most paint suppliers. This has paper filters on the outside (for the dust) and very effective granules in the canisters which absorb the toxic fumes. These masks can be seen in action on DSTV History channels, Ricks Restoration, Born to Ride, and Counting Cars etc. So if used by these professionals they must be good and my own experience confirms this. It's quite amazing that when wearing one of these masks with fresh canisters one cannot smell the fumes while painting!

When painting, expose as little of the body surfaces as possible and use the mask when flattening filler, gas welding or anything which produces obnoxious fumes. Please take special care so that you may enjoy the fruits of your labour for many years to come.

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## Technical Tip # 85

### Axle Stands

Having been around for quite a few years and playing amateur mechanic for longer than I can remember I didn't realise how sloppy I was getting – until that is.

My trolley jack was getting a bit long in the tooth and not lifting as high as it should so I decided to spend some of my hard earned cash and buy a new one. Great excitement – a big blue job and of course made in China. I couldn't wait to unpack it and see how high it would go. I placed it under the front cross member of the car I was working on and jacked it to the maximum. Rightly enough, it went far higher than my old one.

Sometime later I was about to crawl under the car to check something or the other when all hell broke loose. Because of all the oil under the front cross member and the high angle the new jack lifted it up to the jack slipped off the cross member slipping between the cross member and the bumper. The damage to the grill and surrounding area was catastrophic to say the least. After muttering a few obscenities I realised the damage was unimportant compared to how my head could have been reshaped if I had been under the car. I was also reminded that if you jack a car up using the front cross member it is advisable the release the hand brake and select neutral. Next to where this happened stood four adjustable axle stands, which, if placed under the suspension, could have saved hours of panel beating, re-painting etc.

There is an expression – something about teaching old dogs new tricks. Well, even after all these years I think this old dog hasn't necessarily learnt a new trick but has been reminded of one he was told about many years ago. Please don't fall into the same trap.



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## Classifieds

**Wanted:** 1929-1934 Chevrolet Engine & Gearbox, must be in good running condition, if not will also consider non running. Please contact Walter on 082 372 6425.

**For Sale:** MGA and Morris Minor original workshop manuals. R 200 each.  
Contact Div de Villiers (044) 690-4807

My pa is opsoek na n voorruit vir 1962 opel rekord, (2 deur). Kontak my asb as julle weet kan verwys. Dankie - Willie Janse van Rensburg (082) 397-4177

**Wanted:** 1964 VW Beetle, any condition. Contact Dewald du Toit (082) 783-9964.

Jean du Plessis het die volgende "Workshop Manuals" beskikbaar. As jy belangstel kontak Jean op (082) 589-1350 of (044) 874-5466. Toestand feitlik nuut.  
Jetta/Golf 1984 – 1992 en Mazda 323 1981 - 1987



**For Sale:** A complete Jaguar in a running condition, neat interior and body, needs TLC on engine. Price R 18,000 neg.  
Call Manie on (083) 656-9399.

**Te Koop:** 1971 Chevrolet Constantia. Baie goeie lopende toestand. 8 Silinder Trimatic Lig blou met Swart viniel top. R55,000.00. Kontak Mauritz Meiring (082) 566-3155

**Te Koop:** Handboeke/instruction manuals vir International bakkies en lorries (1930 tot 1960). Kontak Johan Kirsten (082) 650-3433 of jkirsten@megaserve.net

*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 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.***

## On The Lighter Side

### Typewriting while driving

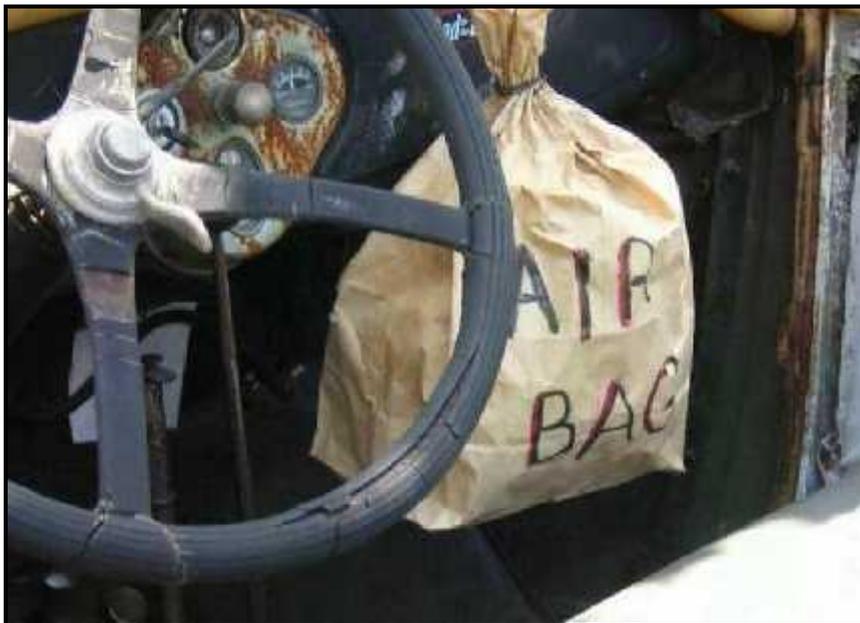


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You never know when you might need one.....



Awesome side-car!!

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## The Flavour of the Moment

### LEMON MERINGUE PIE



1 Tin Condensed Milk  
3 Large Eggs  
½ Cup Lemon Juice  
½ Cup Castor Sugar  
1 packet Tennis biscuits  
150g Butter

#### METHOD:

1. Melt the butter.
2. Crush the Tennis biscuits until finely crumbled and add the butter.
3. Press into pie dish and place in the fridge.
4. Heat oven to 160 degrees
5. Separate egg whites and yolks into 2 different bowls
6. Whisk egg whites until stiff - (Must be able to turn bowl upside down without it falling out!)
7. Add castor sugar slowly and continue whisking – set aside
8. Mix egg yolks and then add tin of condensed milk
9. Measure half a cup of lemon juice and add to yolk mixture
10. Beat for about a minute – mixture will start setting
11. Add egg mixture to the pie base
12. Top with meringue and spread evenly on top
13. Bake at 160' for 25 minutes.
14. Cool pie on oven rack
15. Refrigerate Pie

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