

JUNE 2006

Southern Cape Old Car Club

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EDITORIAL

Dit wil amper voorkom asof dinge hierdie kwartaal effens stadiger gebeur. Dit is seker maar die effek wat winter het veral as dit so vroeg saans donker en koud word dan is mens amper nie eens lus om in die garage aan daardie ou motor te peuter nie. Hierdie koue laat mens darem uitsien na die komende potjiekos ete wat in Julie plaasvind. Onthou, dit vind op 23 Julie plaas by die NG Kerkzaal in Glentana.

Unfortunately Amanda and myself were out of town and missed out on the Buffels Bay outing. I believe that it was an enjoyable outing that was well supported, especially by our newer members. At least we were back to join the lunch at 8-Bells. I thought that it was a great outing. The food was good and the price was right, thanks to Peter for arranging things.

Talking about Peter, please contact him if you still have not submitted an indemnity form. ALL members, guests and visitors MUST have an indemnity to partake in ANY club event. Once you have submitted an (hopefully legible) indemnity application you will be issued with a yellow numbered card which serves as lifelong indemnity. Peter Boshoff can be contacted on tel. (w) 044 873 4142 or cell 083 349 9601 or speak to any committee member.

Dit is jammer dat die uitstappie na Prince Albert se Olyffees was so swak ondersteun was. Dit was maar redelik koud, maar nietemin was dit 'n aangename dag.

Ons wil graag lede aanmoedig om hul naamplaatjies by klubgeleenthede te dra. Dit help om die name te onthou en vergemaklik dinge vir almal, veral nuwe lede. Naamplaatjies met die klub se kenteken op is beskikbaar by CAW Plastics in Markstraat, George.

‘n Groep van ons het spontaan Sondagoggend 11 Junie tydens die registrasie van deelnemers aan die Milligan in Oudtshoorn, oor die berg gery om die twee inskrywings van ons eie Klub aan te moedig en ook om na die verskeidenheid oumotors te kyk. Ons vertrou dat Dennis en Marilyn Houseman en Attie en Hettie v d Walt die toer geniet het.

Please diarise the forthcoming events and let’s all make an effort to attend. It is after all, the ideal opportunity to enjoy those old cars and take take them for a run. We also need some feedback. Are you getting what you expect from the club? If not, let’s hear what you would like.

Oumotor groete
Phillip Rosser

CHAIRMAN’S CHATTER

Despite the standard monthly petrol price increases, our Club has had a busy three months and members have had ample opportunity to enjoy their “Golden Oldies”. Many thanks to the various organisers.

Maart maand in Pietermaritzburg beteken net een ding – Cars in the Park! Ses van ons het die voorreg gehad om te gaan kyk hoe ‘n ander Klub hulle Motorskou reël. Al wat ek kan sê is dat Fred Rascher en sy span beslis die resepe vir ‘n wenner het. Die skou was wonderlik en nou weet ek ook van Littles, Patersons en ander vreemde motors!

Even the weather played along and we certainly learned a lot from this well-oiled team of enthusiasts. Many thanks again to you all in KZN. Remember that our George Old Car Show is to be held on the 10th/11th February 2007.

Annual subscriptions of R90-00 are now due. Please help us by paying to any committee member as soon as possible.

Laastens wil ek net 'n baie groot dankie sê aan Phillip Rosser wat dit regkry om maandeliks die nuusbrief en sms boodskappe uit te stuur, sowel as kwartaaliks "Die Spanner". Dit, tesame met ons webwerf, hou al ons lede op datum.

Happy motoring
Mike

New Members

A hearty welcome to the following new members that have joined the club in recent months.

Johan & Elizabeth de Vos Beaufortwes '66 Ford F100

FORTHCOMING EVENTS

23rd July 2006 – POTJIEKOS at Glentana NG church hall. Depart at 11:30 from York Street Game. No charge for members and R25-00 per head for guests.

9^e Augustus 2006 – Nationale Vrouedag. Iets spesiaals vir die dames op hierdie vakansiedag. Vertrek om 10:00 vanaf die Engen vulstasie oorkant die Virgin Active Gym na Kotie du Plessis se plaas op Oudtshoorn. Moenie hierdie uitstappie mis nie. Onthou die is op 'n Woensdag.

2nd September 2006 – "Topless day" and Gymkana. Details to follow.

17th to 21st September 2006 – SAVVA National Tour – Non club event.



Left: Olive Festival in Prince Albert with three vehicles from our club.

Regs: Sommige van die klublede wat middagete geniet by 8 Bells in die Robinsonpas



Left: Gordon Stewart's 1927 AC that was introduced to members at the Buffels Bay outing



Left & right: Bumper badge and Club shirt – See note on Regalia on pg 8



A HOT MEAL ON A COLD WINTER'S DAY ?

By Chris van Staden

Whilst winter has not been that severe this year I wondered what sort of turnout we would have at this event. Well I soon learned that S.C.O.C.C. members are not sissies! We had quite a few topless cars that traveled from George to the Eight Bells Mountain Inn which is situated on the road between Mosselbay and Oudtshoorn.

Some 30 people turned up and we were very pleased to see Andrew and Jacqueline Boshoff, members who currently live in the U.K.. We also had the pleasure of entertaining Mr Dennis Symes, the principal of Glenwood House Private School in George. Mike Alexander kindly provided a '36 Plymouth for Dennis to use on the trip. Glenwood House has always been favourably disposed towards our club.

The tranquil surroundings in which the Inn is situated was appreciated by everyone which made it difficult to leave afterwards.

The pre-lunch refreshments went down very well and very soon the various groups were catching up on news since the last outing. Much discussion took place around the Milligan that finished just the day before in Oudtshoorn.

We had a choice of "mild" or "hot" curry and it transpired that those who ordered the latter didn't feel the cold at all for quite a while afterwards! There was a good selection of pudds which finished the meal off nicely.

We all left as "DIK vriende" after some more topping-up (the cars not the bellies!).

LEDEGELDE

Dit is weer daardie tyd van die jaar. Jaarlikse ledegeld beloop R90-00 en kan by Chris van Staden of enige komiteelid betaal word. Gelde kan ook direk in die klub se bankrekening inbetaal word. Dit is egter baie belangrik om u lidnommer of voorletters en van as verwysing by die inbetaling te voeg. So nie, is dit onmoontlik om te bepaal wie die inbetaling gemaak het. Kom ons probeer om hierdie jaar betyds te betaal sodat die tesourier nie maand na maand moet smee nie.

Bankbesonderhede:

ABSA George, Takkode 630114, Rek no: 0890167551.

MEMBERSHIP FEES

It's time to pay annual subs again. The fees are R90-00 and can be paid to Chris van Staden or any committee member. Subs may also be paid into the club's bank account, but please remember to use your membership number or initials and surname as reference. Failing to do so will make it impossible to establish by whom the payment was made. Let's try to pay early this year and avoid having the treasurer having to beg for payments month after month.

Banking details:

ABSA George, Branch code 630114, A/C No. 0890167551.

REGALIA

Brass bumper badges are available with the club logo as depicted on page 5 for R100-00. Contact Mike Alexander for further information. See photo on pg. 5.

Klub hemde met die Klubwapen op is beskikbaar by Uniforms of George teen ongeveer R180-00 elk. Dié winkel kan ook teen ongeveer R20-00 die Klubwapen op enige ander kledingstuk of pette borduur. Die kontak persoon is Correen (tel 044-8746739) by Uniforms of George in Yorkstraat, George. Sien foto op bl. 5.

SA MODEL T-FORD TOUR (1908-2008)

As most will know by now, the Southern Cape Old Car Club has been given permission by The Southern African Veteran & Vintage Association to host the **SA MODEL T-FORD TOUR (1908 – 2008)** in 2008 to celebrate the centenary of the car that changed the world. A committee under the chairmanship of Philip Kuschke has been formed to organise this important event.

The event is planned for September 2008 and will take place in the George and surrounding areas and will cover a total distance of about 1000 km over a five day period.

The target entrants will comprise vehicles that were originally manufactured without brakes on the front wheels (i.e. all Model-T Fords and most veterans). It is expected that this event will draw entrants internationally and will be marketed as such.

Please contact Philip Kuschke (tel. 044 871 3373) if you wish to assist with this event.

This advert of the Model T Ford in 1908, it's first year of production says it all. So much more reason to celebrate the centenary.

FORD Four Cylinder Touring Car \$850.00

1908



MODEL T TOURING CAR. \$850.00
High Priced Quality in a Low Priced Car

FORD—THE CAR THAT LASTS LONGEST
Ford Motor Company

254 Biquest Ave., DETROIT, U. S. A. * Standard Manufacturers.
A. M. C. U. S.

NEW YORK CITY	BOSTON	PHILADELPHIA	BUFFALO	CLARK ISLAND
ST. LOUIS	KANSAS CITY	INDIANAPOLIS	SEATTLE	PARIS
CHICAGO LONDON				

CANADIAN TRADE SUPPLIED BY FORD MOTOR CO., LTD., WALKERVILLE BRANCH AT TORONTO

WHEN you see a couple the Ford guarantee—the guarantee of the best known automobile manufacturer in the world whose imprint is already on more good cars than any other concern has made or promised with the lowest price ever announced for a Touring Car, it's a mighty safe buy.

SPOTLIGHT ON MIKE AND ANNE CHEMINAIS

By Charles van Zyl.

Let me introduce you to the man who has done more for the restoration and preservation of old cars than any other person I know – Mike Cheminais. I met him in Cape Town 26 years ago while we were both members of the Early Ford Car Club. At the time we had two things in common. One was old cars and the other was Cheminais stinkwood furniture. Mike's father had a furniture factory in Plumstead and this factory produced stinkwood furniture until 1952.

In 1959 my wife bought a stinkwood dining room suite at an auction in Cape Town. We noticed that the Cheminais name

was branded on each piece, so when we met a man by the name of Cheminai we asked him about this particular brand of furniture. Mike invited us to his home in Camps Bay to look at his large collection of his late father's furniture. I took my old car photo album with me and when Mike saw the photo of my 1941 Dodge Luxury Liner, he made the amazing discovery that this was the car which his father bought new in 1941. Hardly any new American cars came to South Africa during the war years and this Dodge was one of them. Mike had his driving lessons on this car on the occasions when he accompanied his father to Knysna on stinkwood buying trips.

Many years later, Mike and I also discovered that we had a common ancestor. My mother was a descendant of Samuel Richard Painter who was one of the 1820 British Settlers and Mike's ancestor was the same Samuel Richard Painter. My great-grandfather and his great-great grandfather were brothers.

Mike became a member of the SCOCC when he moved to the Southern Cape about five years ago. He retained his membership of the Early Ford Club in Cape Town. He was President of this club until about a year ago when Alf Dolt became President in Mike's place.

When Mike was 16 years old he bought and restored his first old car. It was a little Morris Tourer which he picked up from a scrap yard. The car had no seats but a friend gave Mike a pair of aeroplane seats and Mike built them in the Morris. The success and pleasure of this restoration caused Mike to start a panel beating and restoration business in Cape Town. The name of this business was Peninsula Panelbeaters. Mike had the business for 32 years.

Mike's first major restoration was a 1929 Rover Meteor. This was a most rare car and is now housed in the Historical

Museum in England. Old car enthusiasts were impressed with Mike's work and brought their cars to his workshop. His business became half a restoration shop and half a panel beater's shop. Thousands of old cars were restored or repaired in his workshop. Many old car owners restored their own cars but some work they could not do. Professional spraypainting was one of these jobs. Mike's eldest son Greg later became a partner in his father's business. Greg was an excellent spraypainter and he did most of this kind of work. There was hardly an old car in the Cape Town area which Mike did not know from top to bottom - Rolls Royces, Bentleys, Lancias, Jaguars, Mercedes Benzes – the lot. He remembers a Daimler which was almost like a chariot. Many of these cars have since gone overseas. He also remembers the very first old motor show which was held in the Good Hope Centre, Cape

Town many years ago. There were more than 200 cars on display and about half of them had at one stage or other passed through Mike's hands.

Members of the Crankhandle Club and other old car clubs such as the Early Ford Club in Cape Town supported Mike. One can hardly call it support says Mike. It was not a money making business. It was more a labour of love and sometimes aggravation. There were always old cars in the workshop. Mike's workshop was like a museum and many old car lovers went there just to see what was going on. Numerous major restorations were carried out and just as many wrecks were transformed into things of grace and beauty.

What about your own collection? I asked Mike. He replied that in the beginning he was too busy working for other people and he had no time to build up his own collection but

gradually he started restoring vehicles for himself. He produced his photo album and showed me dozens of pictures of cars which he owned at one stage or other. Some of them I still remember from the days when Mike and I were members of the Early Ford Club.

He had a 1919 Vauxhall 4lt. D.Type Kington Tourer, a 1927 Chrysler Tourer, a 1940 Lincoln Zephyr Coupe (12 cylinder), a 1939 Mercury Coupe, a 1930 Ford Victoria, a 1948 Studebaker, a 1947 Fraser, a 1948 Chev. Convertible, a 1927 Hupmobile Roadster and a 1965 Mercedes Coupe. Only the last three cars are still in Mike's possession plus a 1962 Morris Minor. Mike owned a total of 101 old vehicles. He was never a dealer.

The 1939 Mercury was made up of three other similar cars. The 1927 Chrysler Tourer was a special car with a long wheelbase. Mike rallied this car at many rallies all over the country and he won many concours trophies with it. He sent



Mike and Anne Cheminais

the car to England to be auctioned there. Mike went there for the sale but he refused to let the car go for the price offered. So he decided to have it shipped back to South Africa but to his surprise he was told that he first had to pay Her Majesty the sum of nine thousand pounds for duties etc. Fortunately he had a good friend in England who succeeded in getting the car back to South Africa. Mike says he won't go to England in a hurry. The Chrysler was eventually sold to a member of the Crankhandle Club in Cape Town.

The Lincoln Zephyr was also a car which Mike will never forget. When Mike was still a boy his father had a 1939 Lincoln Coupe. A collector in Stellenbosch had a similar car and Mike bought the car and started restoring it. The engine gave Mike enormous trouble. He could not get it to run smoothly. Only when a replacement engine was put in, the car became normal. It is now in the Greyvenstein Museum in Bloemfontein. The Chev Convertible came from one of the ostrich palaces in Oudtshoorn. This car together with the Hupmobile Roadster are Mike's most prized possessions.

After 32 years in the spraypainting and panelbeating business, Mike and his four sons went into the security business (mainly hotel security). After 12 years in this business, Mike decided to retire. His sons are still running the business.

At the mature age of 74 Mike still enjoys good health. He bought a house in Fraai Uitsig, Klein Brak. Mike and his new wife Anne live there in comfort and contentment. He and Anne both love gardening and together they have brought about many improvements in and around their house. They both like travelling around in their old cars and they often go on trips to neighbouring towns – even as far as Cape Town. Anne helps Mike with the driving and she even helps him working on his old cars. What more can a man wish for?

**The SOUTHERN AFRICAN VETERAN & VINTAGE
ASSOCIATION
VETERAAN MOTORVERENIGING vir SUIDER
AFRIKA**

June 2006 Newsletter

The Ford Model A was an instant success when it was introduced in 1927. By 1930, it was the most popular car for “trippers” - those that supplied the small dealers with illicit liquor during the prohibition years. Now the professional moonshine runners used much more powerful machines to out run and probably out gun the law. But the “trippers” preferred the reliability of the A and in addition, many were on the road and did not arouse suspicion. Special compartments were constructed under the floor on either side of the prop shaft . These and other storage areas behind and in the seats allowed a “tripper” to move about 200 gallons in a night. The going rate was \$1 a gallon delivered - not bad for a nights work! The cars would leave the muddy mountain roads and then be washed before entering the paved roads. Clean cars were left alone. The law always stopped dirty cars knowing full well where they had been . An extra 800 kgs could not have been good for the tyres or performance of the A. The debut of the V8 in 1932 would start the trend to inexpensive high-speed transportation. It would also spawn a new speed-equipment industry

The repeal of prohibition laws in 1933 did not stop the “trippers”, because drinkers were accustomed to the sour mash moonshine and there was still a demand. The difference now being, that the law wanted the excise duty, so the modern runner was born. Its no wonder that many of the Nascar drivers hail from Georgia, Tennessee and

Kentucky – it was a national sport evading the law. Some may remember the TV show the Dukes of Hazzard - some wonderful car chases of the muscle cars of the sixties. The car known as the General Lee was a 1969 Dodge Charger with the last of the mighty hemis. Seems they were still running moonshine then. A bit of trivia, more than half the fan mail received was for the General Lee. Due to the number of accidents, 309 cars were used in making the series, of which about 20 in various states of disrepair, still exist. An original Charger of that era is an expensive and highly sought after vehicle.

Have you seen the news reports that Al Capone's Cadillac is presently for sale at an estimated \$750,000? It is no longer equipped with its bullet proofing.

Oor die jare het Sandy en Dee Mitchell meer as 60 plaaslike mense gehuisves by hulle woning en in die ou Motor Mecca, die "Hershey Fall Swap Meet". Ek is bly om te hoor dat Sandy in Suid Afrika gaan wees vir die SAVVA Nasionale Toer in September. Ek hoop ons kan hom ons warm gasvryheid toon gedurende sy verblyf. As al die plaaslike mense wat sy gaste was, inskryf vir die Nasionale tydren, sal die inskrywing baie vinnig oorskryf word.

Dit is die tyd van die jaar waneer die meeste klubs hulle Algemene Jaarvergadering hou. Indien jou klub een van hulle is, maak asseblief 'n plan om dit by te woon. Dit is belangrik vir gladde bestuur van die klub dat die lede 'n forum het vir klagtes sowel as lof. En miskien is lof wat nodig is vir meeste hardwerkende komiteelede. Moenie ook nie die klub se skriba vergeet nie. Hy of sy hou almal ingelig van plaaslike gebeure en hoopelik dié van reg oor die land.

Ek wil graag mense reg oor die land bedank wat hierdie jaar die Cars in the Park in Pietermaritzburg bygewoon het. Die

aantal motors van Gauteng was baie bevredigend. Ek dink ons het nog nooit so baie Ferraris op skou gehad nie.

The SAVVA dating form has been redesigned and simplified and is now available for downloading on the website <http://www.savva.org.za/Pages/Dating.html>. The old forms can still be used if you have them available. Now, there is no excuse to have an undated vehicle.

Thought for the day: There is more money being spent on breast implants and Viagra today than on Alzheimer's research. This means that by 2040, there should be a large elderly population with perky boobs and huge erections and absolutely no recollection of what to do with them.

Have a good one, Fred

FOR SALE

Rover "Colonial" 1912 – Very rare and fully restored car with spare engine plus other spares. For further information contact Tony Durell on tel/fax 021 782 1229 or e-mail: durell@telkomsa.net.

Morris 1000 - 1960 4 door. Contact Rosina on tel. 023 414 2250 a/hours.

Austin A55 Cambridge - 1960. F.S.H. Only done 52000 miles. Needs T.L.C.

Ford V8 85HP engine, '39 Ford diff, front hubs, brake drums, steering box, steering rods,, fornt axle, drive shaft & torque tube.

New Meissner O.H.C conversion for X-flow Ford Motor. Contact Brian on tel. 023 414 3542.