

DECEMBER 2008

Southern Cape Old Car Club

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CHAIRMAN'S ANNUAL REPORT 2008

It is with great pride that I can reflect on the past year's activities of the Southern Cape Old Car Club. It has been a truly magical year filled with action. I saw the enthusiasm and passion that our members have for our Club and the old car movement in general. The projects of the year were met head-on and the results were amazing.

This year also celebrated the twentieth year of our Club's existence. It is with great thanks to a handful of enthusiasts that gathered at the Boshoff house in Moodie Street that we have our Club today. Also, we can be proud to say that many of those early members are still actively involved in our Club today.

The Annual George Old Car Show that was held in February was certainly the biggest and best yet, and something that we strive to improve on every year. The attendance on the "Pre-show Veteran Tour" speaks for itself and was again hugely successful. I am sure that the 2009 show will be even better as we strive to make each show slightly different from the previous year.

Our Club hosted the 2008 Model T Tour in September. This prestigious event attracted enthusiasts from around the country and overseas. Due to the dedication and enthusiasm of the organizers, it was a highly successful and smoothly run event that enjoyed extensive TV and media coverage. The Southern Cape region and our Club in particular were highly praised for our hospitality, passion and enthusiasm which resulted in an event that I think will be remembered for the next 100 years!

The Club also organized many exciting outings during the year. I am glad to report that most were well attended, and

that the petrol price did not prevent us from using and enjoying our old cars. It was especially gratifying to see many new faces and more women partaking in these events – keep it up!

I would like to take this opportunity to thank each one of you who played any part in our Club activities this year, and especially the various organizers and committee members. You make this Club what it is today and live the dream that was born twenty years ago.

May you all have a very blessed festive season and may 2009 be filled with prosperity, peace and good health.

Drive safely.

Mike

EDITORIAL

Die jaar is verby en meeste mense is besig om 'n welverdiende ruskansie in 'n besige program in te pas. Dit voel amper of elke jaar vinniger as die vorige een verbysnel. As ons na die Klub se aktiwiteite vir die jaar kyk, moet die een wat buiten die jaarlikse George Oumotorskou, seker as die hoogtepunt beskou kan word, die S.A. Model T Toer wees. Dit het die komitee drie jaaar se beplanning gekos om hierdie suksesvolle toer aan te bied. Geluk aan Philip Kuschke en sy span.

This has probably been the busiest year that the club has had in a long time. The events team has tried their utmost to satisfy everyone, but yet some events still had to be cancelled due to lack of interest. However, on a positive note, all events were enjoyed by all that attended. Thanks to the events team for their hard work during the past year.

The AGM was attended by close on 50 people and the committee has changes somewhat. It is good to see that

some new young blood has been voted into the committee. In addition, we have two ladies on the committee this year. Mike Alexander has once again been voted to Chairman.

Hopelik sal die velaging in brandstofprys meebring dat ons ons oumotors meer kan gebruik. Kom ons wend 'n poging aan om byeenkomste by te woon in die nuwe jaar. Die komitee lede wat verantwoordelik is vir die uitstappies sal vroeg in die nuwe jaar weereens 'n jaarprogram saamstel vir 2009. Dit sal help dat almal vroegtydig hul beplanning daarvolgens inpas. Dit mag wel gebeur dat daar van hierdie program afgewyk word weens onvoorsiene omstandigede.

We are also still looking for someone to take over the job of Editor of the **SPANNER**. Please contact me or the Chairman if you are interested in this job. As a start two people have already indicated their willingness to help with the folding, stapling and addressing etc.

In this edition we have a column written by the elusive Fly on the Wall, providing information on the last committee meeting. We also have a contribution from our media liaison person, Wilna Lourens, with information on the George Old Car Show.

The SAVVA AGM was attended by our Chairman, Mike Alexander and feedback was that there has been a significant change in the committee. We wish the new SAVVA committee under the leadership of Steffan Stander all the best for the year ahead. (See new SAVVA committee elsewhere).

I would also like to wish all our club members and fellow clubs a joyous Christmas and a prosperous new year. It is time to tackle that New Year's resolution and complete that restoration project.

Oumotor groete
Phillip Rosser

UIT DIE KOMITEE

Na die onlangse algemene jaarvergadering het die “nuwe” komitee bymekaar gekom in een van die klaskamers van die Glenwood Skool, wat voorafgegaan was deur ‘n kort vergadering vir die 2009 Oumotorskou in George wat op Saterdag 31 Januarie en Sondag 1 Februarie plaasvind by die PW Botha Skool. Die manne en vroue is alreeds hard aan die werk om weer ‘n groot sukses hiervan te maak.

Die komitee bestaan uit die volgende persone en die werksportefeuiljies toegeken is as volg:

- Mike Alexander - Voorsitter
 - Chris van Staden - Onder-voorsitter en Tessourier
 - Phillip Rosser - Sekretaris, Webmeester en Redakteur van Nuusbrief
 - Graham Davis - Klubvoorraad en Museumsake
 - Pierre Conradie - Nuwe lede sake en Vrywarings
 - Wilna Lourens -
 - Pieter Lourens -
 - * Pierre Olivier -
 - * Jaco van der Westhuizen -
 - * Elsa Dumbleton -
- } Organiseerders van Byeenkomste

*Nuwe lede

Phillip Rosser en Philip Kuschke was genomineer om die klub by SAVVA te verteenwoordig.

Daar was met ‘n traan in die oog “tydelik” van Philip Kuschke afskeid geneem wat nie meer beskikbaar is om op die komitee te dien nie. Philip is hartlik bedank vir die uiters waardevolle diens wat hy as sekretaris die afgelope 5 jaar gelewer het en die menige ander take wat hy verrig het.

Die komitee wil nuwe lewe blaas in die werwing van jong lede en dus word daar met groot verwagting uitgesien na die bydrae van die nuwe jong komiteelid, Jaco van der Westhuizen.

Daar is ook nou meer persone van die skoner geslag op die komitee, naamlik Wilna en Elsa, dus kan lede iets meer vroulik verwag om uit die komitee te kom. Ten minste kan hulle meer as een ding gelyktydig doen wat die arme mans nie kan doen nie, altans laat daar maar so geglo word. Laat my aan 'n sekere vrou se grafsteen dink, daar het gestaan: "Hier lê Sannie sag, sy het links gewys, maar regs gedraai".

Daar was besluit dat die ledegelde vir volgende jaar onveranderd sal bly en dat die klub die naamplaatjies wat deur lede by byeenkomste gedra word ten volle sal borg waar aansoek hiervoor gedoen word.

Samesprekings is aan die gang met George Munisipaliteit om eiendom te bekom waar 'n klubhuis moontlik opgerig kan word.

Daar is nog ander groot planne vir volgende jaar, wat met die lede se ondersteuning werklikheid kan word.

Die komitee wens alle lede 'n genotvolle kersfeestyd en net die mooiste vir volgende jaar toe.

Hou die wiele rond.

Geskryf deur: **Vlieg teen die Muur**

word! Die fees van veteraan motors word reeds as een van die beste motorskoue in die land gesien. Die beplanningskomitee het al reeds ure se harde werk agter die die rug!

Manne (en vroue) met die ou motors, ons hoop julle is reeds hard besig om julle motors voor te berei deur ure aan die spog motors te spandeer om hulle reg te kry vir die groot geleentheid. Ons weet hierdie spogmotors wil net so graag gepoets word sodat almal kan sien hoe 'n spoggerige eienaar u is. Die sukses van die geleenthied is in die hande van ons klublede! Kom ons vat hande en plaas die George Oumotorskou op die hoogste sport van sukses in 2009!

Daar word nagenoeg 800 motors verwag oor die twee dae. Dit gaan 'n miernes van bedrywigheid wees op die PW Botha Kollege se gronde as al hierdie gesogde oumotors hulle teenwoordigheid aankondig. Die baie gewilde model-motortjies sal weereens daar wees vir versamelaars en daar word oor die 3000 verwag. Vir die vrouens word daar ook voor gesorg deur middel van verskeie stalletjies.

Daar word groot gedink en beplan vir die 2009 se skou en daar gaan uitsonderlike motors wees. As jy weet van 'n uitsonderlike motor in die tydperk 1900 tot 1930 skakel vir Philip Kuschke en vertel hom van jou fonds! Hou gerus ons gereelde artikels in die pers dop om van ons vordering te hoor!

Die Tema vir die 2009 se skou is "**DIE KRONOLOGIESE ONTWIKKELING VAN DIE MOTOR**". Motors sal dienooreenkomstig uitgestal word in die dekade waarin hulle vervaardig was.

Merk gerus u dagboek vir Saterdag 31 Januarie en Sondag 1 Februarie 2009. Gedurende 2008 was daar ongeveer

10000 mense deur die hekke en daar word volgende jaar nog meer verwag.

Daar sal ook nuwe motors, Veteraan Trekkers, 'n verskeidenheid van Stilstaande Enjins (aan die werk), Omgeboude Motors en Motorfietse te sien wees.

Indien u 'n uitstaller van 'n veteraan motor wil wees registreer asseblief so gou as moontlik elektronies op die klub se webblad www.scooc.co.za of faks u besonderhede aan 0866426535. Moet asseblief nie hierdie dringende oproep ignoreer nie!!

Vir motor-verwante stalletjies skakel asseblief vir Graham Davies by 083 626 7881. Vir "Arts & Crafts " by die skou sakel asseblief Tony Durandt 0722037832 of 044 87114184 . Vir enige ander navrae skakel asseblief Chris van Staden by 082 491 5254.



The above two vehicles have been donated to the to the Southern Cape Old Car Club and we are looking for volunteers to champion the restoration projects. A volunteer has already offered to do the woodwork on the fire engine. Please contact Mike Alexander if you are interested to assist with these projects.

The 2009 SAVVA Committee

President:	E Macquilkan
Chairman:	S Stander
Vice-Chairman:	P Hall
Treasurer:	D Hoff
Secretary:	D Hoff
Dating:	P Hall
Insurance:	C Morris
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December 2008 Newsletter of

The SOUTHERN AFRICAN VETERAN AND VINTAGE ASSOCIATION Die VETERAAN MOTORVERENIGING vir SUIDER-AFRIKA

From the newly elected SAVVA committee come our words of gratitude to the Vintage car clubs for the confidence placed in us by electing us as your representatives. Our aim will be to continue the general activities, negotiations and club contact as in the past, and we do want to request all the clubs to maintain an ongoing contact with SAVVA. We can only function satisfactorily if we are informed of your requests, problems, queries, etc.

We do wish to express our appreciation and gratitude to the outgoing SAVVA committee for the years of dedicated work, and all their time and effort spent on the promotion of the vintage car movement. To Fred Rascher, Brian Lawler, Wynand Swanepoel, Clint Morris and John Meakes: a very big thank you!

Very gratifying were recent events, portraying the ongoing

activities organised by various clubs:

Op Sondag, 26 Oktober, het ek die Studebaker-dag by die Smuts museum, Irene (Pretoria) bygewoon. In die rustige landelike omgewing, so in die middel van die woelende stad, het heelwat van die ander klubs onder die pragtige ou koeldebome vergader om 'n baie aangename dag deur te bring met ander oumotor entoesiaste. Die oorheersende "Studs" was die V8's – die trots van elke eenaar. Treffend was die 1928 Erskine Tourer (ek hoop ek het die detail korrek) wat gespog het met net die pragtigste hout stuurwiel – 'n kunswerk wat geglim het soos wafferse gerestoreerde meubelstuk.

Oom Jannie se eertydse ampsmotor, op sy dag sekerlik een van die spoggerigste Cadillacs in Pretoria, het daar eenkant onder 'n afdak gestaan. Dit was met so 'n tikkie hartseer wat ek na die "grand old lady" gekyk het wat nou maar redelik verwaarloos en vergete daar gestaan het.

I was not in the fortunate position to attend the Model T Centenary Run from George, but by all accounts the Southern Cape Old Car Club staged an extremely well organised event through the most scenic of Cape routes. In the 1950's, when I had just started with my vintage car mania, I had the pleasure of getting to know Erwin Kuschke – Model T owner and connoisseur of note. En sal julle dit glo, een van Erwin se oorspronklike Model T's, nou in besit van sy seun, Philip (die sekretaris van die Suid-Kaap Oumotorklub), was ook op die tydens. Ai, Philip, ek glo pa Erwin sou geblom het van trots.

The "Fairest Cape" Motor Cycle Rally has been organised by various stalwarts throughout many years. Once again, this year, an equally well presented and enjoyable event, making use of the beauty of the fairest Cape en route, was organised by the Cape Vintage Motor Cycle Club.

Thank you, chaps, for keeping the Vintage movement alive by organising rallies and runs! Anyone who has organised any rally or tour, knows how much time, cost and hard work it entails.

I quote from "Today and Tomorrow" written by Henry Ford in 1926: "For hundreds of years men have been talking about the lack of opportunity and the pressing need of dividing up things already in existence. Yet each year has seen some new idea brought forth and developed, and with it a whole new series of opportunities, until today we already have enough tested ideas which, put into practice, would take the world out of its sloughs and banish poverty by providing livings for all who will work. Only the old, outworn notions stand in the way of these new ideas. The world shackles itself, blinds its eyes, and then wonders why it cannot run!"

Considering the above, and the growth and ongoing existence of our movement, perhaps we could apply some of these ideas in SAVVA and our individual clubs: See the new ideas, "unshackle" our clubs, open our eyes – and, with a whole new series of opportunities put into practice, continue developing our vibrant vintage movement.

May I, on behalf of SAVVA, wish you all a very blessed Christmas tide and a new year filled with God's daily blessing!

Happy motoring,
Steffan.

Information on the Four Ring Symbol of Auto Union – DKW

It is generally accepted that the initials DKW stood for “das Kleine Wunder,” The Little Wonder. In fact during the First World War the head of the company, Jorgen Rasmussen, designed a steam car, called the “Dampf-Kraftwagen,” which is where the initials first appeared, and in 1918 he discovered a child’s educational toy, a small 18cc two-stroke engine. It was called “Des Knaben Wunsch,” or “Young Boy’s Dream’. From this came his huge two-stroke engine empire, and the initials...

The two-stroke is one of the most basic of all hydrocarbon-fuelled engines. As with a four-stroke, there are pistons within cylinders driving a crankshaft through connecting rods. But there are no valves. Instead there are ports in the side of the cylinder, one (or a set) for the intake, the other (or others) for the exhaust. When the spark plug ignites the fuel mixture, the piston is forced down: as it moves down it first uncovers the exhaust ports, so that the exhaust escapes, then uncovers the intake ports to allow more fuel mixture in. On the upward stroke it closes the intake port, then the exhaust, and then compresses the mixture which the spark ignites and the process is repeated again. Because there are twice the number of power strokes per revolution, the two-stroke (in theory) gives more power per cc, and is twice as smooth – thus a 1000cc three cylinder two-stroke should give the power of a 2-litre four-stroke, and the smoothness of a six. In practice this doesn’t work out quite so easily.

Two things effectively killed the two-stroke in cars: the first was that, to achieve higher and higher specific outputs, complication (in the form of reed valves or whatever) had to be added, and the second was that due to the ports being

covered and uncovered by the piston, and the fact in many instances the underside of the piston was used as form of supercharger and there was therefore fuel in the crankcase, it was impossible to use a normal lubrication system. This meant that oil had to be added to the fuel, and lubrication supplied this way added enormously to the problems of a clean exhaust. In fact, many of the problems associated with the two-stroke was easier to make on normal piston-engine machinery.

The four-ring symbol of Auto Union was created when Audi, Horch, Wanderer and DKW amalgamated in 1932 to create the company. Each ring represents a company. The present had of Audi is Dr Ferdinand Piech, whose team created the Quattro concept. Back in 1931 Piech's grandfather, Prof Ferdinand Porche, after working for Daimler-Benz (where he designed the magnificent Mercedes Benz SS) and Steyr, formed his own design and consultancy business. His first customer was Wanderer, and in order to stop them thinking he was starting from scratch, he gave the firm's project the in-house number seven. The engine he designed for Wanderer finished up in the first front-wheel-drive Audi in 1933.

In 1943 Prof Porche was called on to design a new small car for NSU. Designated the Porche type 32, it featured a rear-mounted, air-cooled engine, a central backbone chassis with welded on extensions either side forming the chassis. There was a torsion bar suspension at either end, and a snub-nosed, survey body. It never made production, with only three prototypes being made (one of which survives) but it is generally agreed to be the true forerunner of the Volkswagen Beetle.

Dr August Horch qualified as an engineer, and his first Horch car appeared in 1901. One of the reasons Horch gave for leaving Benz was that Carl didn't care for sporting competition, while Horch was an enthusiast. He entered a

team of cars in the first Herkomer Trail in 1905 (in effect, a sort of turn-of-the-century Paris Dakar) and, the following year, a board member, Dr Stoss, won it outright in an 18-22hp model. However, a new six-cylinder model designed for the 1907 Emperor's Prize proved a failure, as did a streamlined Torpedo for the 1908 Prince Henry Vauxhall. Horch's preoccupation with the competition led to disagreements with his fellow directors and in 1909 he was compelled to leave his own firm.

With the compensation August Horch received (20 000RM) when he left Horch, he promptly started up another company, August Horch Automobilwerke GmbH. Not surprisingly, his old company objected, a legal wrangle blew up and he was forced to change it. The new name he chose was Audi, the Latin translation in English is "Hark".

For Sale / Wanted

For Sale:

1975 Mercedes Benz 280SL with hard top
1975 Mercedes Benz 114 280E
1960 Mercedes Benz Ponton 180
1926 Dodge Sport Roadster
1966 Valiant 200
1933 Chev Eagle
1940 Chev Master deluxe
1938 Morris 8 Van
1931 / 1932 2x Chev Phaetons chassis, body parts and running gear.
1976 Land Rover SWB.
1959 Mercedes Benz 190
1978 Honda 750 M/Cycle
BMW 500/5 M/Cycle
Contact Tony Venn on 083 647 1770

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