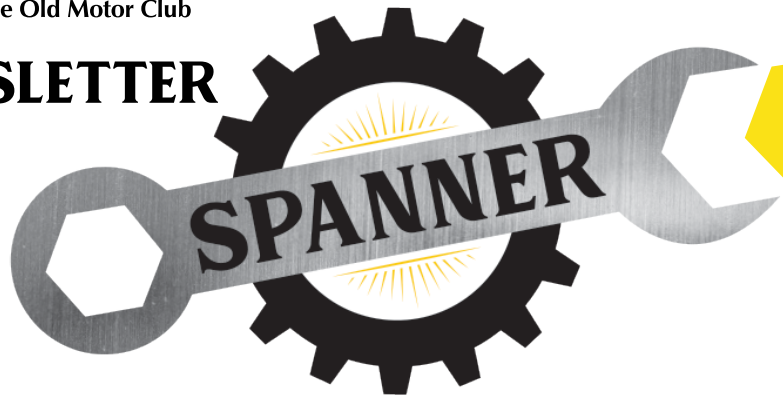


Suid-Kaap Oumotorklub

Southern Cape Old Motor Club

NUUSBRIEF

NEWSLETTER



**JUNE
2023**



Suid-Kaap Oumotorklub / Southern Cape Old Car Club
Founded 3rd June 1988

**GEORGE
OLD CAR
SHOW**



P.O. Box 1749, George
Western Cape, 6530

Email info@scooc.co.za
Website www.scooc.co.za

Suid-Kaap Oumotorklub | Southern Cape Old Car Club

2023 SCOCC CLUB OFFICIALS

OFFICIALS CLUB PATRON

Roelf Vermeulen Snr 083 226 7219 clubpatron@scooc.co.za

PRESIDENT

Chris van Staden 082 491 4780 president@scooc.co.za

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VICE CHAIRMAN

Philip Kuschke 082 856 5153 vice.chairman@scooc.co.za

TREASURER

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SECRETARY

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**The opinions expressed in Spanner do not necessarily reflect the views of the SCOCC club committee,
the editor, club members and/or officers of SAVVA or advertisers in this magazine.**



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2023 SCOCC COUNTRY REPRESENTATIVES

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	OUDTSHOORN	
Riaan van Rensburg	082 895 5723	mach1wp@gmail.com
	PRINCE ALBERT / KLAARSTROOM	
Jeremy Witts-Hewinson	082 488 8370	klaarstroom@telkomsa.net
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Riaan Brand	083 284 7145	riaan.duiker@gmail.com

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MEDIA CO-ORDINATOR

Mimi Finestone 084 583 3144 media@scooc.co.za



Suid-Kaap Oumotorklub / Southern Cape Old Car Club
Founded 3rd June 1988



FROM THE CHAIRMAN

Honorary members of the Southern Cape Old Car Club
Members of the Committee
Members & Guests

I am delighted to extend a warm welcome to each and every one of you on this momentous occasion in our Club's chronicles.

Today marks a significant milestone as we celebrate exactly 35 years since our Club's inaugural gathering, which took place on Friday, the 3rd of June 1988 at 8pm. We fondly remember that historic event, held at the residence of Jack and Jean Boshoff, situated at 3 Moodie Street, right here in our enchanting town of George.

And thus began the journey that would transform our humble beginnings into one of the most revered old car clubs in our country. Today, as we gather to commemorate the 35th Anniversary of the Southern Cape Old Car Club of South Africa, we are united in celebrating the accomplishments of this remarkable organisation.

It was the unwavering passion and resolve of a small band of vintage car enthusiasts, particularly those founding members, that paved the way for the establishment of the Southern Cape Old Car Club. Their dedication and vision have shaped this organisation into the beloved institution it has become today.

I extend my heartfelt gratitude to all the past Chairmen and their respective committees who tirelessly contributed their time and efforts over the years, overcoming numerous challenges and uncertainties along the way. Your steadfast commitment is truly commendable.

Since joining the committee in 2019, I can attest that it has been one of the most demanding periods in terms of responsibilities and obstacles. I express my sincere appreciation to my fellow committee members for wholeheartedly embracing their duties and for uplifting the spirit of our club. And what better way to sustain and celebrate that spirit, than to enjoy our favourite annual events.

February 2022 we celebrated the 25th Anniversary of the George Old Car Show. Here we once again need to acknowledge the pioneers of our club – Paul Fick, Attie van der Walt, Mike Alexander, Kobus Harris – he will tell us a little bit about those early days.

This year we had our 17th Vettoer, what a gathering of old veteran cars. Here I have to mention Philip Kuschke and Phillip Rosser for their passion and enthusiasm for these old cars. And in 2022, we had the running of the 10th Erfenistoer - Another impressive milestone worthy of recognition. We commend Pierre for his exceptional efforts in organizing this significant event.

Much like a fine whiskey or wine that grows more valuable with every passing year, our club's success is a testament to the very special blend of enthusiasm, camaraderie, and determination we share. I therefore extend my heartfelt thanks to each and every one of you for your endless passion, dedication and genuine friendships. As we celebrate 35 years of our journey thus far, I look forward to the many more years ahead with great anticipation and excitement.

In the classic Mercedes tradition, I extend my warmest greetings to all of you with the motto **"ONLY THE BEST!"**

Let us all raise our glasses in a toast to pay homage to our esteemed fellow members. Here's to a future filled with prosperity, strengthened bonds of camaraderie, and the continuation of our shared passion.

Cheers!

Southern Cape Old Car Club



2023

Waldo Scribante
Chairman
082 802 3280
chairman@scocc.co.za
www.scocc.co.za

Minutes of the Inagural Meeting held at No. 6 Moodie Street on Thursday
3rd June 1988, at 8p.m.

1. Present

Mr. Doug Mulders
Mr. Keith Baynes
Mr. Japie Van Rooyen
Mr. Jan Reuvers
Mr. Nils Molzen
Mr. André Salzmänn
Mr. Roelf Botha
Mr. & Mrs. Jack Boshoff

Apologies

Dr Richard Sprout

2. Appointment of office bearers

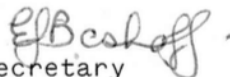
Chairman	Doug Mulders
Vice-chairman	Jack Boshoff
Secretary	Jean Boshoff
Publicity	Keith Baynes
Events	Jan Reuvers

3. Maffers arising

- a. In order to provide the Club with petty cash, a sum of R35.00 was donated by those present.
- b. It was decided unanimously to name the Club:-
Southern Cape Old Car Club, or Suid-Kaapse Ou ~~Motor~~ Club.
- c. A gathering of interested future members was planned for Sunday, 26th June at the Wilderness, followed by a drive to Buffalo Bay for a "bring - and - braai" lunch. This outing will be well advertized in the local newspaper.

Meeting ended at 10.15p.m.


Signed: Chairman


Secretary

NOTE: The sheduled for Sunday 26th June was impossible due to heavy rain. However, 14 families met for tea at the Karos Hotel. R7.29 was added to the kitty after the tea account was settled. The committee aranged to meet at 6 Moodie Street on Thursday 30th June 1988 at 8p.m.



**BESTE KLUBLEDE,
DIE LIDMAADSKAPFOOIE VIR 2023-2024 IS NOU BETAALBAAR.
DIE SKOMK KOMITEE HET BESLUIT OM DIE FOOIE TE VERHOOG
NA R250 PER JAAR.**

DATUM BETAALBAAR VOOR 30 JULIE 2023.

DIE BEDRAG IS R250.00

SCOCC Banking Details
Southern Cape Old Car Club
ABSA
George 632 005
Cheque account 890 167 551

IF IN DOUBT CONTACT

Marlize Herholdt
076 764 0897
admin@scocc.co.za

Southern Cape Old Car Club



2023

Chris van Staden
Treasurer
082 491 5254
treasurer@scocc.co.za
www.scocc.co.za

New Membership Application

SPANNER ADVERTENSIE TARIEWE PER UITGAWE

VOLKLEUR BLAD	R500
HALFBLAD KLEUR	R300
BESIGHEIDSKAARTJIE GROOTTE	R100

Tax Invoice



Southern Cape Old Car Club
P O Box 1749
George
6530

Chris van Staden
082 491 5254
finance@scooc.co.za

Date 01/07/2023 Page 1

Due By 31/07/2023

Document No **IN100260**

Scribante Dr W E Waldo
Postnet Suite 063
Private Bag X6589
GEORGE
6530

Deliver to
10 Taaibos Avenue
Heather Park
GEORGE
6529

Account	Your Reference	Tax Exempt	Tax Reference	Sales Code	Incl/Excl
152	LIDMAATSKAPNOMMER	N			Inclusive

Code	Description	Quantity	Unit	Unit Price	Disc%	Tax	Nett Price
2680000	Ledegeld Jul23-Jun24					0,00%	250,00

COPY

Banking details:
SCOCC
ABSA Account no: 8901 6755 1

© Sage South Africa (Pty) Ltd

Sub Total	250,00
Discount @ 0,00%	0,00
Amount Excl Tax	250,00
Tax	0,00
Total	250,00

SCOCC – 35TH FOUNDING ANNIVERSARY

@ die BENZ - 3 June 2023



Die Suid-Kaap Oumotorklub nooi alle lede hartlik uit om saam met ons die 35^{ste} stigtingsherdenking van die SKOMK te vier.

Die geleentheid vind plaas op Saterdag, 3 Junie 2023 by die BENZ.

TAPAS sal bedien word teen 'n koste van R150 per persoon.

Ons moedig alle lede aan om hul oumotorkarre saam te bring, aangesien 'n fotosessie vanaf 16:00 gehou sal word.

Om die atmosfeer te verbeter, versoek ons vriendelik dat u drag aantrek wat die era van u oumotorkar weerspieël.

Die formele verrigtinge sal om 17:30 begin, gevolg deur heerlike Tapas wat om 18:00 bedien word.

RSVP asseblief voor 31 Mei 2023 om jou bywoning te bevestig.

ABSA: SCOCC 8-9016-7551



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Founded 3rd June 1928









Chefs Menu

First Set

Calamari & Squid Heads, Cajun Tartare, Creole Fried Rice & Tabbouleh

Second Set

Beef Short Rib, Slow Roasted & Served with Pomme Purée

Roasted Pork Belly, Cider Gravy, Broccoli Gremolata with Lime Pickled Onion

Third Set

Eton Mess, Creme Fraiche Ice Cream, Strawberry Jam, Burnt Marshmallow

Chef
Christo Nortier

>> thefatfish >>



WILDERNESS OUTING & BONNETS UP

25th June 2023

1988 – 2023: 35 JAAR VAN VREUGDE

Die **Suid-Kaap Oumotorklub** is op **Woensdag 3 Junie 1988 gestig** deur 'n groepie ver siende oumotor-entoesiaste in George. Soos dit met enige dinamiese, nuutgestigde klub gaan, moet die wiele rol en so word die eerste uitstappie van die Suid-Kaap Oumotorklub vir Sondag 26 Junie 1988 beplan.

Die klein komitee beplan om met hul oumotors na Wildernis te ry, daar tee en botterbroodjies te nuttig en dan na Buffelsbaai te ry, te braai en dan weer terug te keer na George. Die uitstappie word wyd in die omliggende koerante bemark.

Weens hard, deurdringende reën op Sondag 26 Junie, word die beplande uitstappie aangepas. Veertien families ontmoet mekaar en ry na die Karos Hotel in Wildernis en geniet botterbroodjies en tee. Tydens hierdie tee-drink sessie, word 'n goeie bedrag van R7.29 (sewe rand en nege en twintig sent) ingesamel wat in die klubrekening inbetaal word.

Dit was die heel eerste amptelike byeenkoms van die nuutgestigde klub, die **“Suid-Kaapse Oumotorklub.”**


'n Bietjie geskiedenis met nostalgiese waarde ... Wel, om hierdie eerste byeenkoms van die klub in herinnering te roep, het die 2023 komitee besluit om 'n gedenkrit na Wildernis te beplan vir Sondag 25 Junie 2023. Tyd vlieg – 35 jaar het verloop!

Heel gepas, soos wat dit 35 jaar gelede 'n nat en koue dag was, so was 25 Junie 2023 ook 'n nat en koue dag in George. Dertien brawe lede ontmoet mekaar by die Kraaibosch SASOL vulstasie in afwagting om die 35-jarige herdenkingsrit van die SKOMK aan te pak. In 'n pragtige konvooi met die Mercedes Benz van Waldo voor, volg die res van die lede.

Op die grasperk voor die Wildernis Hotel (Karos Hotel van ouds) vergader die lede (sommige onder sambreel en sommige sonder sambreel) en drink 'n heildronk op die 35-jarige bestaan van die Suid-Kaap Oumotorklub.

Mag die klub van krag tot krag gaan deur die aktiewe betrokkenheid van u as lid.

Lank leef die die Suid-Kaap Oumotorklub!



Bonnets-Up

To celebrate the 1st outing of the SCOCC in 1988, we are taking a drive to Wilderness on Sunday, 25 June 2023

We meet 09h30 at the Kraaibosch SASOL garage, drive to Wilderness, where we will take a group photo to commemorate the 1st outing.

We will then drive back to George for our monthly Bonnets-Up at "die BENZ".

Please join us for this historical drive and photo session!





KNYSNA OLD CAR SHOW

1st May 2023

A Memorable Day at the 2023 Knysna Motor Show: A Delightful Gathering of Petrolheads

Dear Old Car Enthusiasts,

We are thrilled to share with you the unforgettable experience we had at the **2023 Knysna Motor Show**, hosted by the **Garden Route Motor Club** on the picturesque Thesens' Island in Knysna. Held on Sunday, May 1st, this event brought together automotive enthusiasts from near and far for a day filled with classic cars, camaraderie, and scenic delights.

To enhance the journey, we joined forces with the **Southern Cape Mercedes-Benz Club members**, assembling at the **Sasol garage in Kraaibosch**. Together, we embarked on a memorable journey along the beautiful Garden Route coast, soaking in the breathtaking views as we made our way to **Knysna**.

Upon arrival, we were greeted by a magnificent display of automotive excellence. **The Knysna Show** boasted an array of prestigious brands, with Bentleys, Minis, and Morgans taking the center stage to celebrate milestones of 100, 60, and 110 years, respectively. The event was a true testament to the enduring allure of these iconic vehicles. Furthermore, the SCOCC members proudly showcased their cherished rides, ranging from veteran classics to vintage treasures, adding an extra touch of nostalgia to the vibrant atmosphere.

As the day progressed and our excitement grew, we gathered at the delightful **Tapas & Oysters restaurant** for a well-deserved lunch. Surrounded by fellow petrolheads, we indulged in the mouthwatering flavours of tapas and savoured the refreshing taste of cold beer. The conversations flowed effortlessly as we shared stories, exchanged knowledge, and deepened our love for all things automotive. The sense of community and the bonds forged during events like these truly make them special.

As the sun began its descent, casting a warm golden glow over the horizon, we bid farewell to the 2023 Knysna Motor Show. We left Knysna with cherished memories, new friendships, and a renewed appreciation for the timeless allure of classic cars.

We extend our heartfelt gratitude to the Garden Route Motor Club for organizing such a remarkable event.

Until next time, fellow SCOCC enthusiasts, may the road ahead be filled with thrilling adventures and unforgettable experiences.









Technical / Garage Evening

Garage Evening at the SCRIBS BENZeum: A Memorable Affair for Old Car Enthusiasts

On a bitterly cold and wet Thursday evening, members of the **SCOCC** and **MBCSA** gathered at the private **R/C107 collection of Waldo and René Scribante** for an extraordinary garage evening. The venue, aptly named the SCRIBS BENZeum, proved to be a haven for vintage car lovers, offering a unique and remarkable experience.

The **SCRIBS BENZeum** boasts an impressive array of classic vehicles, each carrying its own nostalgic charm. Among the captivating lineup were some iconic **Mercedes-Benz models**, including a **pristine 1974 350SL**, a **powerful 1989 500SL**, a **sleek 1988 560SL**, a **stylish 1980 450SLC**, and a **commanding 1981 500SLC**. These beauties stood as shining testaments to automotive craftsmanship and design.

Leading the evening's proceedings was the knowledgeable **Chris Kühn**, who graciously shared his expertise on the various Mercedes-Benz models showcased. With enthusiasm and passion, Chris highlighted the special features and intricacies of each vehicle, providing invaluable insights to the attending enthusiasts.

Adding an extra touch of rarity to the event was the inclusion of a rare **American-spec LHD W108 280SEL 4.5**, a true gem in the South African car scene. Its presence sparked fascination and curiosity among the guests, who marveled at the opportunity to witness such a unique piece of automotive history.

However, the surprises did not end there. Drawing much interest from everyone in attendance was the **Martini-branded VW Porsche** belonging to **René Scribante**. The eye-catching vehicle stood as a testament to the passion for motorsport shared by the Scribantes, captivating the hearts of those present.

Despite the bitterly cold and wet weather, the spirits of the attendees remained high, warmed by the camaraderie and shared love for classic cars. To add to the delightful atmosphere, everybody enjoyed a mouthwatering boerewors roll freshly braaied.

Conversations filled the air, anecdotes were shared, and friendships were forged, making this garage evening a truly memorable affair.

As the evening drew to a close, members of the **SCOCC** and **MBCSA** left the **SCRIBS BENZeum** with a renewed appreciation for vintage automobiles, inspired by the remarkable collection and the passionate individuals behind it. The event served as a reminder of the enduring beauty and allure of classic cars, and the joy they bring to enthusiasts who cherish their timeless charm.

With heartfelt gratitude to **Waldo and René Scribante** for opening their doors to the old car community, the garage evening at the SCRIBS BENZeum will forever hold a special place in the memories of those fortunate enough to attend.



450SLC 5.0 & 500SLC



In September 1977 the 450SLC 5.0 joined the line, with the 500SLC from March 1980 till end of production. This was a homologation version of the big coupé, featuring a new all-aluminium five-liter V8, aluminium alloy bonnet and boot lid, as well as a black rubber rear spoiler and a small front lip spoiler. These changes resulted in a reduction in weight of over 100kg when compared to the 'old' 450SLC. The '5.0' was built in limited numbers, only 2,769 being completed between 1977 and 1981. Maximum speed of the '5.0' was some 10km/h faster than that of the '4.5' at around 225km/h. The 450SLC 5.0 was produced in order to homologate the SLC for the 1978 World Rally Championship.

In 1978 the factory prepared two examples for the one-off Vuelta a la América del Sur, a month-long event of some 7,000 kilometres in length that took the competitors from Buenos Aires and back via Rio, Manaus, Caracas, Bogota,

Lima, La Paz, Santiago and Ushuaia. The car driven by Andrew Cowan and Colin Malkin won by 20 minutes from team-mates Sobiesław Zasada and Andrzej Zembrzusi.

In 1979 a 5.0-litre 450SLC driven by Hannu Mikkola won the Bandama Rally in Côte d'Ivoire, with others finishing 2nd, 3rd and 4th. That same year the factory had used the 450SLC '5.0' to contest the Safari Rally, only narrowly missing out on victory because of suspension breakages. Nevertheless, the car driven by Hannu Mikkola finished 2nd.

Results in 1980 were worse, and the factory team was disbanded at the season's end. An Albert Pfuhl proceeded to buy all six cars, equipment, and spare parts from the works team. Pfuhl and his team built a series of cars to compete in the 1984 Paris–Dakar Rally with a white and blue "BOSS" livery. The cars finished well down the order.

American R107 - 560SL



Two thirds of the R107 production was sold in America.

The R107 for the North American market sported four round low-output sealed beam headlights, due to unique U.S. regulations.

Sales in North America began in 1972, and cars wore the badge 350SL, but actually had a larger 4.5L V8 with 3 speed auto and were renamed 450SL for model year 1973.

From 1974, the front and rear bumpers were dramatically lengthened, by 203 mm on each end, to comply with the U.S. National Highway Traffic Safety Administration regulations, that mandated no damage at an impact of 5-mile-per-hour (8 km/h). North American market SL models retained the "protruding" 5 mph bumpers, even after the wisdom of the law was reconsidered in 1981.

R107 cars were exported to the US with low compression 4.5 liter V8 engines to meet stringent US emissions requirements, yet still provide adequate power.

The 450SL was produced until 1980. Starting in 1980, US cars were equipped with lambda control, which varied the air/fuel mixture based on feedback from an oxygen sensor. The smaller engined 380SL replaced the 450SL from 1981 to 1985. The Malaise era 380SL was the least powerful of the US market R107 roadsters.

The more powerful 500SL with a 5.0 liter engine, produced from 1980–1989, was not available in the US. Finally, a more powerful version was available from the factory, from 1986 to 1989, the 560SL. It was exclusive to the USA, European, Japanese and Australian markets.

Despite the larger 5.6 liter engine of the U.S. 560SL, the forbidden Euro-spec 500SL was the fastest production R107 produced (mostly because of the lack of emission restraints). The 500SL was published by Mercedes-Benz as having 0-60 mph times of 7.4 seconds for a top speed of 225 km/h compared to 208 km/h for the 560SL.

SEDGEFIELD MARKET

22nd APRIL 2023

A Memorable Day at the 2023 Knysna Motor Show: A Delightful Gathering of Petrolheads

Dear Old Car Enthusiasts,

We are thrilled to share with you the unforgettable experience we had at the **2023 Knysna Motor Show**, hosted by the **Garden Route Motor Club** on the picturesque Thesens' Island in Knysna. Held on Sunday, May 1st, this event brought together automotive enthusiasts from near and far for a day filled with classic cars, camaraderie, and scenic delights.

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We extend our heartfelt gratitude to the Garden Route Motor Club for organizing such a remarkable event.

Until next time, fellow SCOCC enthusiasts, may the road ahead be filled with thrilling adventures and unforgettable experiences.







LA ROSA BLU CAFE – MOTHER'S DAY

14st May 2023

A Memorable Mother's Day Outing with The Southern Cape Old Car Club

An Unforgettable Journey through Outeniqua Pass to Rosenhof's la Rosa Blu

On a chilly and rainy Sunday morning, members of **The Southern Cape Old Car Club**, under the guidance of Chris Kühn, embarked on a remarkable Mother's Day outing. The destination was **Rosenhof's la Rosa Blu restaurant**, nestled in the picturesque Waboomskraal valley. The journey promised stunning views and a delightful Sunday lunch, surrounded by loved ones and cherished friends.

Gathering in **George**, the convoy set off on the adventure. The road wound its way through the magnificent **Outeniqua Pass**, revealing nature's splendor despite the gloomy weather. The misty mountains and lush greenery served as a backdrop to the excitement and camaraderie of the club members.

Arriving at **Rosenhof**, a warm and inviting atmosphere awaited the group. To honor the occasion, each attendee was greeted with a glass of Rosé champagne, a gesture that paid homage to all the remarkable mothers present. Laughter and cheer filled the air as heartfelt wishes were exchanged among the attendees.

The highlight of the day was undoubtedly the lunch that followed. Seated among close friends and family, the group indulged in the food prepared by the talented chefs at **la Rosa Blu**. The ambience enhanced the joyous conversations that flowed freely throughout the room.

As the main course drew to a close, the anticipation of dessert grew. The delectable treat of dessert and Dom Pedro's awaited, a perfect conclusion to the exquisite meal experience. Savoring each spoonful, the group reveled and relished the moment of shared happiness.

However, as all good things must come to an end, the time to bid farewell arrived all too soon. Expressing gratitude, the club members extended their heartfelt thanks to **Chris Kühn and Rensche** for their meticulous organization, ensuring a truly memorable day.

With fond memories in their hearts, the members embarked on the return journey, once again traversing the scenic **Outeniqua Pass**. Despite the rain and cold, spirits remained high as the convoy wound its way back home, grateful for the opportunity to be a part of such a remarkable celebration of motherhood.

In the end, it was not just the beautiful cars and breathtaking scenery that made this outing unforgettable. It was the spirit of togetherness, the shared laughter, and the appreciation for the wonderful women in our lives that made this **Mother's Day** outing a truly cherished experience.





MEIRINGSPOORT BRAAI – FATHER'S DAY

18th JUNE 2023

Father's Day, Sunday 18th of June 2023, marked a special outing for the **Southern Cape Old Car Club** as they gathered for their **traditional braai in Meiringspoort**. Although the long weekend limited the attendance of members, a fair number of **Southern Cape enthusiasts** made the journey from George to the picturesque and historic Meiringspoort. Despite it being the middle of winter, everyone anxiously anticipated the day, only to be pleasantly surprised by a beautiful sunny winter's day with calm winds.

Members gathered at the chosen spot, lighting fires and coming together for an informal gathering of friends and family. The atmosphere was filled with warmth, laughter, and the delightful aromas of a traditional braai. The event proved to be a huge success, fostering camaraderie and creating lasting memories.

Adding to the joy of the day, the **Chairman** of the club, accompanied by his wife René, joined the gathering for lunch. Despite having attended a **Mercedes-Benz Club** weekend at **Gariepdam**, they embarked on an early morning journey of approximately 500 kilometers to ensure they didn't miss out on the festivities.

After indulging in a sumptuous lunch, the members found it difficult to bid farewell and return home. The day had been filled with joy, laughter, and the shared love for classic cars, creating an experience that would be cherished for years to come.

The **SCOCC** expresses heartfelt gratitude to **Chris and Rensche Kühn** for their efforts in organizing the outing, ensuring its success. Special thanks are also extended to all the members who participated, contributing to the camaraderie and spirit of the event.

As the day ended, anticipation grew for next year's Meiringspoort outing, promising even more cherished memories and moments of togetherness.

Till next year!





GRAND OPENING OF PROAUTO RUBBER'S NEW PREMISES IN GEORGE

06th MAY 2023

The **Southern Cape Old Car Club (SCOCC)** proudly extended its support to the grand opening of **ProAuto Rubber's** new premises in **George**.

To mark this special occasion, the club displayed a selection of stunning vintage cars, capturing the hearts of attendees. Amidst the festivities, members and guests were treated to the delectable flavors of a braai boerewors roll, complemented by a variety of condiments.

Adding to the celebration's vibrant atmosphere, live music was provided by the talented Simon and Angilique from **Algoa FM**, infusing the event with great vibes.

The SCOCC extends its heartfelt gratitude to Kobus Swart for extending the invitation and his warm hospitality.

Wishing **ProAuto Rubber** the very best with their new premises, the club looks forward to many more collaborations in the future.



OVS Veteran Car Club's Bloemfontein Cars in the Park



Southern Cape Old Car Club (SCOCC) Chairman and his wife, René, recently had the pleasure of attending the OVS Veteran Car Club's Bloemfontein Cars in the Park at the Martie du Plessis School. The visit came after a successful Annual General Meeting (AGM) of the Mercedes-Benz Club, and the couple had the honor of being hosted by Jaco and Annalie Kachelhoffer, Chairman of the Mercedes-Benz Club's Central region and Vice President of MBCSA respectively.

Accompanied by Johan Kemp, the Treasurer of MBCSA, who was on his way back to Cape Town, the group enjoyed a delightful dinner the evening before the event at Bossa, with the company of Johan Strydom, of Mercedes Garden City Motors. The highlight of the meal was undoubtedly the mouthwatering burgers, widely regarded as the best in Bloemfontein.

On the day of the event, the MBCSA stand attracted a significant number of spectators, thanks to the beautiful collection of vehicles on display. Among the remarkable vehicles on display were two exceptional models that stood out: the 250SE Cabriolet belonging to the late Louis Coetzer and the meticulously restored Ponton 220SE Cabriolet owned by Japie Vos.

As first-time attendees, Waldo and René were pleasantly surprised by the lively and vibrant ambiance at the event. The presence of exceptional vehicles on display at the Bloemfontein Cars in the Park, each with its unique story and allure, enhanced the overall atmosphere of the event.



However, the day flew by all too quickly, and they had to bid farewell to return home before sunset.

In conclusion, Waldo and René extend their heartfelt congratulations to the organizers, OVS Veteran Car Club and the MBCSA Central region for putting together a magnificent show. They express their gratitude for the warm hospitality extended by Jaco and Annalie Kachelhoffer, as well as the other members of the Central region. With the event leaving a lasting impression, the couple eagerly looks forward to making plans to attend the Bloemfontein Cars in the Park next year, creating more unforgettable memories within the Mercedes-Benz Club of South Africa and greater old car movement.



DIE 2023 ERFENISTOER VIND PLAAS
ONDER DIE VAANDEL VAN

DIE SUID-KAAP
OUMOTORKLUB



ERFENISTOER

Die manjifieke Erfenistoer-vloot
toer die Overberg

22 - 25 SEPTEMBER

DAG 1: George - Riversdale - Swellendam - Bredasdorp - Cape Agulhas - Arniston

DAG 2: Arniston - Baardskeerdersbos - Danger Point Lighthouse - Arniston

DAG 3: Arniston - Bredasdorp - Caledon - Villiersdorp - Bonnievale

DAG 4: Bonnievale - Montagu - Adamskraal (Ladismith) - Riversdale - George



PROUDLY SPONSORED BY

Halfway
TOYOTA GEORGE

LEXUS
EXPERIENCE AMAZING

UITNODIGING

Ons vier die 11^{de} Erfenistoer

Geagte Lede van die Suid-Kaap Oumotorklub,

Dit is met groot plesier en opwinding dat ek my hartlikste uitnodiging uitstuur aan alle lede van die Suid-Kaap Oumotorklub vir ons lankverwagte 11^{de} Erfenistoer. Die toer vind plaas vanaf 22 tot 25 September 2023 in die skilderagtige Strandveld en Overberg, en belowe 'n merkwaardige viering te wees van ons gemeenskaplike passie vir ou motors en die ryk erfenis van die Suid-Kaap.

Terwyl ons op hierdie buitengewone reis vertrek, wil ek graag ons opregte dankbaarheid betuig aan diegene wat hierdie toer moontlik gemaak het. Ons toegewyde komiteelede, insluitend die tesourier Chris van Staden, Kobus Halliday, Chris en Rensche Kühn, en Richard Second, het onvermoeidelik gewerk om te verseker dat elke aspek van hierdie toer foutloos uitgevoer word.

'n Groot dankie gaan uit na Mark Jones en die hele span by Halfway Toyota en Halfway Lexus in George, vir hul gulde kontantborg en voorsiening van twee personeellede en 'n sleepvoertuig vir ondersteuning en herstelwerk. Hierdie bydrae verseker die veiligheid en welstand van ons gekoesterde ou motors. Ons is ook dankbaar vir Mark se voorsiening van 'n persvoertuig vir Mimi Finestone, ons Media Koördineerder, en Shannon Munn, ons Verteenwoordiger vir Sosiale Media, wat albei vir die eerste keer saam met ons op die Erfenistoer sal wees. Hul teenwoordigheid en kundigheid sal beslis help om die essensie en skoonheid van ons reis vas te vang en entoesiaste regoor die land te bereik.

Aan al ons klublede, dankie vir julle onwankelbare ondersteuning en deelname. Dit is julle passie vir ou motors en toewyding tot die bewaring van ons erfenis wat die Erfenistoer dryf. Laat ons die herinneringe wat ons sal skep, die vriendskappe wat ons sal smee, en die gemeenskaplike liefde vir ou motors wat ons almal verenig, koester terwyl ons op hierdie 11^{de} uitgawe vertrek.

Die Erfenistoer is 'n getuigenis van die kameraadskap en gemeenskaplike passie van ons klub. Dit is 'n geleentheid om die skoonheid van ons omgewing, die gees van avontuur en die bande wat ons verenig, te omhels. Ek moedig elkeen van julle aan om saam met ons op hierdie buitengewone reis te gaan, terwyl ons die liefde vir ou motors vier en dierbare herinneringe skep wat 'n leeftyd sal duur.

Kom ons kom saam en herleef die gees van 'n verbygaande era. Om nie teleurstelling te vermy moet nie talm met jou inskrywing nie. Ons sien uit na julle teenwoordigheid, terwyl ons ons 11de toer vier en die toewyding van ons organiseerders en borge eer.

Met hartlike groete,



Pierre Olivier

Voorstatter: Erfenistoer 2023

PROUDLY SPONSORED BY



THE ROUTE

Scenic and historical

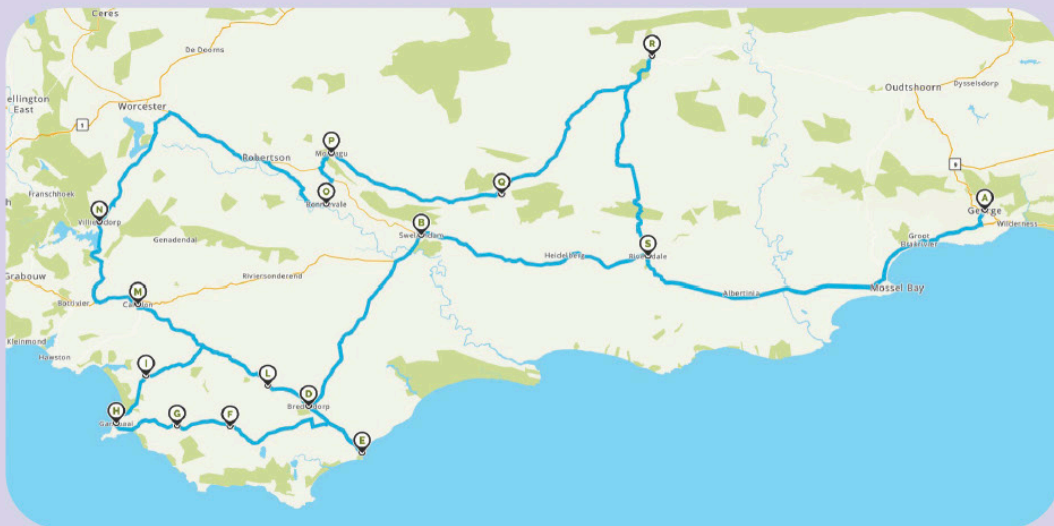
22 - 25 SEPTEMBER

DAY 1: George - Riversdale - Swellendam - Bredasdorp - Cape Agulhas - Arniston

DAY 2: Arniston - Baardskeerdersbos - Danger Point Lighthouse - Arniston

DAY 3: Arniston - Bredasdorp - Caledon - Villiersdorp - Bonnievale

DAY 4: Bonnievale - Montagu - Adamskraal (Ladismith) - Riversdale - George



Our carefully curated itinerary promises an unforgettable experience. We begin our journey from Halfway George, and on the 1st day we will visit the esteemed Drostdy Museum in Swellendam and delve into the history at Cape Agulhas. On the 2nd day, we will and marvel at the Danger Point Lighthouse before enjoying a delightful lunch at the renowned Birke Head Brewery. Our overnight stay at The Dunes at Arniston will offer a tranquil respite amidst natural beauty.

On the third day, we will travel via Theewaterskloofdam, stopping at the picturesque Stettyn Family Winery, and culminating with a grand gala evening at the famous Angora Stud Guest Farm, where our theme, "The Great Gatsby," will evoke the elegance of a bygone era. The old stables will serve as our accommodation, adding a nostalgic touch to our farewell. As we bid farewell on the last day, we will travel along Route 62, pausing for a light lunch at Adamskraal, savouring local delicacies and reflecting on the incredible memories we have made together.

JURISDICTION: Held under the international Sporting Codes of the Federation Internationale de l'Automobile (FIA) and/or the Federation Internationale Motocycliste (FIM), the General Competition. Rules (GCRs) of Motorsport South Africa (MSA), the Standing Supplementary Regulations (VSRs) of the Southern African Veteran and Vintage Association (SAVVA), amended January 2009, and these Supplementary Regulations (SRs). SAVVA PERMIT NOMMER : C008/23

ACCOMMODATION

Relax and unwind



ALL PRICES ARE INCLUSIVE OF BREAKFAST

EXECUTIVE SUITES - 1 BEDROOM

Private suite with ensuite bathroom

Access to executive lounge

Extra per person per night

R 200.00

LUXURY - 2 BEDROOM APARTMENTS

Two-bedroom apartment with ensuite bathrooms

1 Double bed & 2 single beds

Included in registration fee

R 0.00

STANDARD - 3 BEDROOM APARTMENTS

Single & shared accommodation

Only 2 of the 3 bedrooms to be occupied

Included in registration fee

R 0.00



KWALIFISERENDE REÛLS

Belangerike inligting om te kan kwalifiseer



Vorms moet volledig en korrek ingevul wees, en vergesel wees van n betalingsbewys. Vorms wat na die sperdatum ontvang word, sal nie in aanmerking kom vir registrasie nie. Inskrywings word beperk tot die beskikbare akkomodasie. Addisionel fooie mag gehief word vir laat inskrywings.

- Vrywaringsnommers en lidmaatskapnommers moet op die registrasie vorm ingevul word. Indien jy nie het nie kry dit vooraf by die betrokke komiteelid wat gemoeid is met dit admin@scocc.co.za
- Registrasievorms wat nie vrywaringsnommers of 'n opbetaalde lidmaatskapnommer het nie sal as onvoltooi beskou word.
- Die geldige vrywaringskaarte en opbetaalde lidmaatskap moet met die begin van die toer ook vertoon word aan die registrasie beampte om te kan deelneem.
- Registrasiefooie sal alleenlik terugbetaal word indien die byeenkoms gekanseleer word, of as 'n inskrywing vir een of ander rede nie deur die organiseerders toegelaat word nie.
- Die organiseerders sal die finale besluitneming hê.
- Geldige bestuurslisensie kaart moet by registrasie vertoon kan word asook bewys van mediese fondsnummer.
- Werkende brandblusser moet in die motor wees.
- SAVVA Veiligheids driehoek (aan motors waar van toepassing (voor 1930).
- Alle deelnemers en motors moet die oggend voor ons vertrek byeenkom vir 'scrooteneering', registrasie en die afhandeling van formaliteite. Indien 'n voertuig nie nagegaan is nie, sal dit nie kwalifiseer vir deelname nie.
- Motors moet padwaardig wees maw. alles aan die motor waarmee dit die fabriek verlaat het moet in n werkende toestand wees bv. toeter,ligte ruitveërs ens.
- Deur magneet kentekens wat nie terugbesorg word nie sal teen R 100.00 elk van die betrokke bestuurder verhaal.
- Net motors/voertuie wat 40 jaar en ouer is sal kwalifiseer.
- Net SKOMK klublede mag deelneem aan die toer.
- Indien enige probleme ondervind word, skakel die persoon gemoeid met die portefeulje.
- As enige iemand op toer enigsins probleme ondervind hetsy met akkomodasie, badkamers en enige elektroniese toerusting of wat ook al mag opduik kom bespreek dit met die toerbestuur. Indien hierdie proses nie gevolg word nie sal die toerorganiseerders of die SKOMK hulle distansieer van die problem en sal jy self verantwoordelik wees vir enige skade.

Pierre Olivier	082 872 6456 Toer organiseerder
Chris van Staden	082 491 5254 Finansies & verblyf
Mimi Finestone	084 583 3144 Media skakelbeampte & borge
Kobus Halliday	082 448 4029 Ondersoeker & ondersteuningsvoertuig
Waldo Scribante	082 802 3280 SKOMK, administrasie, roeteboek, webblad, advertensie
Rensche Kühn	082 410 0399 Sekretaresses, finale registrasies voor vertrek
Chris Kühn	082 779 0451 SKOMK gebeurtenisse, finale registrasies voor vertrek
Richard Second	066 350 0971 Roete permitte, Sleepwa, hulp ondersoeker voor vertrek

JURISDIKISIE: Gehou onder die Internasionale Sportkode van die Fédération Internationale de Motocyclisme (FIM) en die Internasionale Sportkodes van die Fédération Internationale de L'Automobile (FIA), die Algemene Kompetisierereguleerders (CCR's) van Motorsport Suid-Afrika (MSA), die Staande Bykomende Regulasies (VSR's) van die Suidelike Afrikaanse Veteraan en Vintage Vereniging (SAVVA), soos gewysig in Augustus 2020, en die Bykomende Regulasies (SR's). SAVVA PERMIT NOMMER: C008/23



OFFICIAL TOUR APPAREL

Sizing guide

MENS LOUNGE SHIRT REGULAR FIT



LADIES BLOUSE REGULAR FIT



SIZES	S	M	L	XL	2XL	3XL	4XL	5XL
COLLAR	38	40	42	44	46	48	50	52
½ CHEST (cm)	52	57	62	67	72	77	82	87

SIZES	S	M	L	XL	2XL	3XL	4XL	5XL
½ CHEST (cm)	45	49	53	57	61	65	69	73

PLEASE INDICATE YOUR SHIRT SIZE(S) ON THE REGISTRATION FORM

Driver R 350.00 | Navigator R 350.00

The Green Goddess

By Brian Burgess

Origins of the Green Goddess

The Civil Defence Act of 1948 was the basis on which the AFS (Auxiliary Fire Service) was formed in November 1949. This act came about due to the Government of the day being increasingly concerned with the heightening tensions of the then emerging cold war.

The fear rapidly grew that the next war would be nuclear and that the majority of the UK's emergency services would be wiped out after the initial strikes, and that was when the Civil Defence organisation, of which the AFS was a part, would swing into action.

It was decided that there would be two parts to the response, the first being local (Civil Defence), and the second being the mobile column (AFS)

It was envisaged that mobile columns comprising of various emergency appliances and equipment would be stored away from large towns and cities and then sent (manned by AFS volunteers) to affected areas where they could be used to supplement the, presumed damaged, local authority emergency services.

So specifications were drawn up by the Home Office, under whom the AFS would operate, for a whole range of vehicles and equipment to be used by mobile columns, with the self propelled emergency pump (a.k.a. the Green Goddess), being the most numerous vehicles and arguably the backbone of the column.

Bedford SHZ & RLHZ Self Propelled Emergency Pumps

The "Green Goddess" became the rather affectionate name for the Self-Propelled Emergency Pump vehicles that were ordered by the Ministry of Works in the 1950's for use by the Auxiliary Fire Service in case of emergencies. Over 3,000 of these vehicles were built on Bedford 4x2 (SHZ) & 4x4 (RLHZ) chassis/cabs; and bodies were ordered from a number of suppliers including Park Royal. The chassis/cowl, complete with Sigmund pump, were delivered to the coachbuilders from the Home Office storage depots.

The early models (approximately 1300 vehicles) delivered to the AFS were Bedford S types coded SHZ (S-model, H-fire appliance chassis, Z-outside bodybuilder); these were 4x2 rear wheel drive models with a 400 gallon water tank, two first aid reels and numerous lockers containing basic fire fighting and pumping equipment. Behind the cab was a locker that housed a light portable pump (Coventry-Climax special 4-cylinder short stroke petrol engine).

The more numerous (approximately 1900 vehicles) were Bedford R types coded RLHZ (R-model, L-long wheelbase, H-fire appliance chassis, Z-outside bodybuilder); these were 4x4 with a smaller 300 gallon water tank mounted more forward on the chassis that resulted in different first aid and reel/locker positions from the 4x2's. The light portable pump still resided in a locker behind the cab.

There were also approximately 400 chassis and cowls that were built and stored never being sent to a coachbuilder; they were sold off and never received a body. One resource suggests that the total production of Green Goddesses was in excess of 4,000.

Many of the famous, and mainly long gone, British coach & bus bodybuilders were used to supply high quality hand crafted bodies, Plaxtons, Duple, Park Royal, Weymann and Harringtons being typical. The 'limousine' bodies provided enclosed seating for the crew of six with storage space for equipment; although, as tragically borne out, provided little or no protection in the event of a serious accident.

In both models, power was provided by the Bedford 6 cylinder 300 cu.in. petrol engine of 4927cc, 110 bhp, coupled to a 4-speed gearbox with synchromesh on 2nd, 3rd & 4th. Along with the gear stick, there were 2 levers positioned behind the engine cowling. One shifted between 2 or 4 wheel drive whilst the other engaged the Power Take Off (PTO) allowing the engine power to be diverted to the Sigmund pump. Although the official operating handbook states that first gear is used whilst the PTO is engaged, a plate on the engine cowling contradictorily instructs 4th gear to be used.

Both models carried a Sigmund F.N.4 pump, 900 gpm @ 100lbs psi, which in addition to the first aid reels, could feed 4 x 2 $\frac{3}{4}$ " outlets for fire fighting, or via a 6" full bore outlet, relay pump from/to another Goddess. This relay pumping was a design feature of these vehicles, one of the duties of mobile columns being to restore water to areas devastated by nuclear attack. To this end, pipe carriers, hose layers, dam carriers and a whole host of other vehicles supported Green Goddesses in this, their intended primary role.

Emergency pumps, along with all other AFS vehicles were painted in a gloss green known as "Deep Bronze Green", BS224 (not olive drab, they are not military vehicles!!!) with AFS wording and logos in "Post Office Red".

Criticism of their apparent lack of success as emergency response vehicles is not justified when their designed function was to have been travelling in mobile columns of around 140 vehicles at speeds of 20 to 40 mph, depending on traffic and road, if any, conditions.

History of the Southern Cape Old Car Club Fire Engine

(PGW53 Chassis no. 8268; Body no. 37446)

For information, the chassis (RLHZ no. 8268) and cab of this vehicle was built between September 1953 and October 1954 at the Bedford factory in Luton and then stored at a Home Office depot.

In November 1954 the chassis was sent to Park Royal Vehicles to be fitted with body number PRC37446 and registered as PGW 53. She would then have been sent to one of the many Home Office storage depots around the UK until required.



Green Goddesses bodied by Park Royal Vehicles (see LEGEND below)

Chassis No.	Body No.	M	F
PGW51	37444	T	Sold at Plymouth February 1970
PGW52	37445 Working?	T	To Cranfield Aerodrome 1989
PGW53	8268 37446 Preserved	T	To LWV January '72. To Mines Safety. Then to Knysna Fire Dept. SA - restored at George, Western Cape, SA and now on display at George Transport Museum.
PGW54	37447	T	
PGW55	8091 37448 Working?	T	To Shell Petroleum April '74. To LWV May '73. Sold at Ruddington December 1971
PGW56	37449	U	Sold at Winchester February 1971
PGW57	37450 Preserved	D	Owner known - (Chatham Dock April 2013 - Cranfield as <u>W.r.T.</u> from <u>abt</u> March '78)
PGW58	37451	U	Sold at Winchester February 1971

LWV = L.W. Vass' - specialists in Fire Equipment & Bedford/Landrover

PROPOSAL FOR THE SALE OF BEDFORD FIRE ENGINE – SOUTHERN CAPE OLD CAR CLUB

On behalf of Danie Schmidt & Peter Boshoff, we present a proposal regarding the sale of the Bedford Fire Engine from our esteemed organization to both of them. This proposal aims to facilitate the transfer of ownership of the fire engine to ensure its restoration and preservation by passionate individuals who share our commitment to automotive heritage.

Background:

As you are aware, numerous repairs were authorised the last few years since the Fire Engine was donated to the SCOCC. All the decisions pertaining to the work have been diligently made during official SCOCC committee meetings. The said repairs to the Bedford Fire Engine was made, with the brakes and rear axle, finally done this year. Unfortunately during the Covid-19 years the general condition of the Fire Engine deteriorated considerably, requiring a full restoration in excess of R 300,000.00, beyond the scope of the Club.

Proposal Details:

Purchase of Bedford Fire Engine: We propose the sale of the Bedford Fire Engine to both Danie Schmidt and Peter Boshoff, for a mutually agreed-upon price. This amount will enable the Southern Cape Old Car Club to recover some funds.

Restoration and Preservation Responsibility: As passionate collectors and automotive enthusiasts, we trust that you possess the necessary expertise and resources to undertake the restoration of the Bedford Fire Engine. By acquiring ownership, you will assume the responsibility for its restoration and long-term preservation, ensuring its legacy for future generations.

Benefits:

Preservation of Automotive Heritage: The transfer of ownership to dedicated individuals like yourselves will ensure the preservation of the Bedford Fire Engine. Its restoration will enable the vehicle to serve as a living testament to our automotive history, inspiring admiration and knowledge among enthusiasts and the wider community.

Personal Satisfaction and Enjoyment: The acquisition of the Bedford Fire Engine will provide you with a rewarding restoration project that brings joy and fulfilment. As owners, you will have the opportunity to relish the process of reviving a vintage fire engine to its former glory, creating unforgettable memories and personal pride.

Financial Considerations:

To proceed with the purchase, we kindly request that the agreed-upon payment be made to the Southern Cape Old Car Club. This contribution will help support our ongoing preservation efforts and allow us to continue promoting automotive heritage within our community.

We appreciate your interest and commitment to acquiring the Bedford Fire Engine from the Southern Cape Old Car Club. This transfer of ownership will ensure the vehicle's restoration and future care, aligning with our shared passion for automotive heritage.

AS SCOCC COMMITTEE, WE WOULD LIKE TO OPEN THIS OFFER TO OUR CLUB MEMBERS.

IF ANYBODY IS INTERESTED TO MAKE A SILENT BID, PLEASE CONTACT THE COMMITTEE.

THIS BID WILL BE CLOSED BY 30 JULY 2023



SUPPORT OUR CLUB

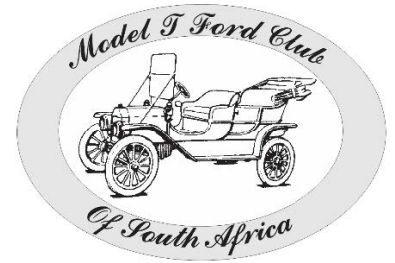
SHOW THE WORLD THAT YOU ARE
PART OF THE SCOCC

REGALIA PRICES

T-SHIRTS MENS	R 180	SHOPPERS	R 30
T-SHIRTS LADIES	R 180	SEW IN BADGES	R 20
BUMPER BADGES	R 180	SKOU SPELDE	R 20
CAPS MEN	R 80	BUMPER STICKERS	R 5
LADIES VISORS	R 60	LICENSE DISCS	R 5
COFFEE MUGS	R 50		



CONTACT
TILLY OLIVIER - 084 608 3384



**THE 2023 SAVVA VETERAN AND VINTAGE TOUR
8 - 12 November 2023**

20 April 2023

It is a privilege for the Model T Ford Club of South Africa to host the 2023 SAVVA Veteran and Vintage Tour. The tour will take place from Wednesday afternoon 8 November to Sunday morning on 12 November 2023 in the Paarl/Wellington area.

The participants will stay over at the Middelpaas Guest Farm (GPS 33.6882°S 18.9683°E) in the heart of the winelands. The organising committee consists of: Philip Kuschke, Phillip Rosser, Paul Hoogendoorn, Freddie Durow, Emil Kuschke, Harry Heyns and Adrian Denness.

The 2023 SAVVA Veteran and Vintage Tour takes place in the same week and area as the Houwhoek Rally and the Fairest Cape Rally. Participants travelling from afar can participate in all three events, one after the other if they wish. The organisers are aiming to attract at least 30 vehicles to participate in the tour. The tour is open to vehicles of any marque manufactured before 31 December 1930. Please note that motorcycles manufactured before 31 December 1936 are also most welcome to participate.

The distance of the planned route is estimated to be about 650 km. A circular route is planned in the vicinity of Paarl, Wellington, Franschhoek and surrounds for each day of the tour. Participants will visit interesting places such as the Franschhoek Motor Museum and wineries. The magnificent scenery and beautiful mountain passes will also be a highlight of the tour.

Philip Kuschke and Harry Heyns are hard at work plotting a beautiful route for the tour which will include several surprises. In order to ease the financial burden, the organisers have decided to introduce a pay-as-you-go option to participants. The total tour costs, including entry fees, can be paid in three equal instalments, with the final amount payable on or before 29 September. The closing date for the tour is 29 September 2023. You are kindly requested to distribute the information as well as the attached entry form to all interested parties.

Please contact Philip Kuschke on 082 856 5152 or by e-mail at: philipe.kuschke@gmail.com for any queries.

PE KUSCHKE
**CHAIRMAN:
ORGANISING COMMITTEE**





FROM THE DESK OF SAVVA – 24



DIE BELANGRIKHEID VAN VSR'S

April 2022

Wat beteken VSR? Die VSR's is 'n stel reëls spesifiek opgestel vir die oumotorbeweging in Suider Afrika en staan vir, "Standing Supplementary Regulations" (VSRs). Hierdie stel reëls is deur SAVVA in opdrag van Motorsport Suid-Afrika, vir die bestuur en beheer van alle SAVVA goedgekeurde kompetisies en byeenkomste in Suider Afrika opgestel. Die VSR's moet in samehang met die "**General Competition Rules (GCRs)**" van Motorsport Suid-Afrika gelees word.

Die volledige stel "**Standing Supplementary Regulations**" (VSRs) is op SAVVA se webblad beskikbaar. Dit is belangrik dat alle SAVVA klublede hulle vergewis van die VSR's. Alle SAVVA-lede wat aan byeenkomste deelneem, hetsy dit 'n Nasionale SAVVA-goedgekeurde byeenkoms is en of dit slegs 'n SAVVA-goedgekeurde klubbyeenkoms is, is onderhewig aan die streng nakoming van hierdie reëls.

In die aanhef tot die VSR's vind ons die volgende: **These regulations (VSR's) will apply to all events held under the waiver granted by Motorsport South Africa to SAVVA affiliated Clubs and are applicable only to competitors driving vehicles accepted by SAVVA in terms of its Constitution.**

Die volgende VSR's verdien spesiale vermelding:

VSR 4. PERMISSION AND APPROVAL FOR EVENTS (a) No competition shall be held within the territory of MSA unless MSA has signified its approval by granting an Organising Permit. MSA however has delegated the responsibility for issuing organising permits for SAVVA events to SAVVA MS.

Geen byeenkomste mag dus gereël word sonder die verkryging van die nodige goedkeuring deur SAVVA Motorsport nie. Indien 'n ongemagtigde byeenkoms by 'n klub sou plaasvind en daar enige versekeringseise sou ontstaan, sal die klub self verantwoordelikheid hiervoor moet neem. Verder kan die owerhede indien hulle bewus is van so 'n byeenkoms, die byeenkoms kanselleer/verbied om voort te gaan.

VSR 10. ENTRIES Hierdie VSR stel dit duidelik dat sodra die deelnemer se inskrywing ontvang en goedgekeur is deur die organiseringskomitee van 'n byeenkoms, daar dan 'n **kontrak** tussen die deelnemer en die toerorganiseerders tot stand kom. In hierdie kontrak verbind die deelnemer hom daaraan dat hy/sy aan al die voorwaardes van die toerorganiseerders sal voldoen.

VSR 11. RESPONSIBILITIES OF AN ENTRANT An entrant shall, inter alia, **(a) By his/her signature to the entry form, accept responsibility for the competing vehicle being in a safe and roadworthy condition in terms of the Road Traffic Act and Regulations and ensure that it will be thus maintained for the duration of the event;**

Klublede word vriendelik versoek om te verseker dat hulle voertuie werklik aan alle padwaardigheidsvereistes voldoen. Maak seker dat u voertuig se enjinnommer en registrasienommer van die voertuig met die wettige lisensieskyf op die voertuig ooreenstem.

Indien dit nie die geval is nie, kan dit verreikende gevolge vir die individu asook SAVVA inhou. Indien so 'n voertuig in 'n ongeluk betrokke sou wees kan die eienaar moontlik gedagvaar word vir bedrog. Die versekeraars sal moontlik ook nie die eis hanteer nie, aangesien die voertuig nie korrek gelisensieer is nie. Vir SAVVA kan dit lei tot die opskorting van die SAVVA groepversekeringskema. 'n Verdere implikasie kan ook die opskorting van die SAVVA Publieke aanspreeklikheidspolis wees.

VSR 12. PRE-START REQUIREMENTS Artikel 12 (k) stel dit ook baie duidelik dat alle voertuie wat aan die byeenkoms deelneem 'n geldige lisensieskyf asook 'n wettige nommerplaat moet vertoon. **"Competing vehicle must display a valid clearance certificate (licence disc) and valid registration plate/s.**

[see VSR 15]

VSR 15 PRE-EVENT SCRUTINY Alle deelnemers aan toere/byeenkomste en tydrenne moet hulleself ook vergewis van hierdie baie belangrike Artikel.

Artikel 22 van die VSR's **TRAFFIC REGULATIONS** moet noukeurig bestudeer word en daar moet veral gelet word op subartikel (g):

(g) Notwithstanding any penalty imposed in terms of these regulations, MSA or SAVVA MS may take disciplinary action against the competitor concerned in the case of any breach of traffic regulations whether reported by the organisers or by the traffic authorities.

VSR 31. STEWARDS omskryf die belangrike rol wat die SAVVA Steward tydens kompetisies vervul. Klubs word versoek om ten alle tye bekwame SAVVA Stewards met genoegsame ervaring en kennis aan SAVVA Motorsport voor te lê vir goedkeuring vir byeenkomste.

Klubkomitees word vriendelik versoek om hulself asook alle klublede met die volle omvang van die VSR's en GCR's te vergewis. Onkunde oor hierdie saak is nie 'n verskoning indien 'n lid enige van hierdie reëls sou oortree nie.

Laat die ouwiele voort rol!!

Groete



PE KUSCHKE
Voorsitter



JOHN REIDY
Onder - Voorsitter



GAVIN ALLISON
President



FROM THE DESK OF SAVVA – 24



THE IMPORTANCE OF VSR'S FOR EVENTS

April 2022

What are VSR's? They are the rules that have been specifically adopted for the old car / motorcycle movement in Southern Africa known as "Standing Supplementary Regulations" (VSR's). These rules have been adopted under guidance from Motorsport South Africa, for the management and control of "approved regulated competitive events" that are organised in Southern Africa. The VSR's must be applied / interpreted together with the "**General Competition Rules (GCR's)**" which are issued annually by Motorsport SA.

A complete current up to date set of "**Standing Supplementary Regulations "(VSR's)**" is available on SAVVA's web page. It is imperative that all SAVVA Affiliated Clubs that organise competitive events and their members that participate in such events familiarise themselves with the VSR's.

It is a prerequisite that all Clubs organising a SAVVA approved event strictly apply the VSR's in their entirety. This is emphasized in the introduction to the VSR's that "**These regulations (VSR's) will apply to all events held under the waiver granted by Motorsport South Africa to SAVVA affiliated Clubs and are applicable only to competitors driving vehicles accepted by SAVVA in terms of its Constitution**".

The following VSRs require special mention,

VSR 3. ACQUAINTANCE WITH AND SUBMISSION TO THE RULES Every person or group of persons organising a competition or taking part therein shall by doing so And upon entering for a SAVVA sanctioned competition / event be deemed to have, and recognise that they have, inter alia made themselves acquainted with the GCRs of MSA, the VSRs of SAVVA and the SRs pertaining to the event, AND to have submitted themselves without reserve to the consequences resulting from these rules and any subsequent alterations thereto.

VSR 4 (a) must be read in conjunction with VSR 4 (b) detailed below

Effectively no event may be organised without the approval/acknowledgement from SAVVA Motorsport. Should a Club organise a non-SAVVA approved event from which a "Public Liability Insurance "claim may arise – then the organising club – with the organising committee – will be personally liable for such claim – as any such claim will be invalid and rejected by the SAVVA Public Liability Insurers. In addition, should SAVVA become aware of such an organised event – it may be cancelled and prohibited from taking place.

VSR 4 (b) The organising or holding of any competition within the territory of MSA – other than in accordance with the GCR's of MSA, **shall render every person connected therewith, or taking part therein Liable to the consequences and penalties provided by the GCRs**

VSR 10. ENTRIES This VSR clearly states that once the intending entrant offers to participate in an event – which is then accepted by the organiser's – he enters into a contract, which binds the competitor to take part in the competition for which he has entered, and which binds him/her and the organisers, to all the conditions of such an entry.

All Club Members are requested to ensure that their vehicles/motorcycles fully comply with all Road Traffic Act and Regulations, in particular that the vehicle/motorcycle's engine, chassis/frame and license plate numbers are legally valid and pertain specifically to the vehicle/motorcycle so entered.

Should this not be the case, the subsequent consequences could be not only far reaching, but punitive for both SAVVA and the individual. Should such a vehicle be involved in an accident, the owner/individual could be charged and sentenced. In addition, SAVVA's Insurance Schemes will reject any claim, be it the SAVVA Vehicle Owners or Events 3rd Party Insurance Scheme, on the basis of the vehicle not being correctly licensed. It may also result in the cancellation of both the SAVVA Vehicle Owners and Public Liability Insurance Schemes.

In addition VSR 12 (a) states that“ the rider/driver – and if applicable the co-driver also, are in possession of a valid driver's licence – not a learner's license - of a category (code) appropriate to the type (class) of vehicle driven/ridden in the event.

VSR 15 (c) The driver/rider/entrant / owner of the vehicle must certify that he/she accepts the responsibility for the roadworthiness **AS WELL AS the correct and valid licensing of the particular vehicle in question.**

All competitors in tours / regulated rallies must be aware of the important aspects, including **VSR 22 (a) Traffic Regulations - as detailed below** namely.

“Competitors shall observe all traffic rules and regulations, including speed restrictions, which are in force in areas traversed by the event. A competitor will be excluded for the infringement of any traffic ordinance or regulation reported to the organisers, prior to the announcement of the provisional results, by a traffic officer, police officer or official of the event.”

Competitors shall also observe all traffic rules and regulations, including speed restrictions in force in areas traversed by the event as well as VSR 22 (g).

(g) Notwithstanding any penalty imposed in terms of these regulations, MSA or SAVVA MS may take disciplinary action against the competitor concerned in the case of any breach of traffic regulations whether reported by the organisers or by the traffic authorities

VSR 31. STEWARDS – The SAVVA Stewards perform an extremely important role. Clubs are requested to ensure their nominated SAVVA and Club Stewards at all times –have a satisfactorily experience and working knowledge of the GCRs, VSRs and allied regulations.

All Club Committees as well as their club members are respectfully requested to familiarise themselves with the GCRs, VSRs and related regulations. Ignorance of these regulations is not an acceptable excuse, in the event of any transgression of such rules.

Keep the OLD wheels rolling!

Regards



PE KUSCHKE
Chairman



JOHN REIDY
Vice Chairman



GAVIN ALLISON
President



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DIE VOLGENDE GROOT TREK MIK NA HARTENBOS MET SKATTE VAN 'TOEKA TOT NOU'

Mimi Finestone

Mosselbaai, Tuinroete (Junie 2023) – Die Suid-Kaap Veteraantrekkerklub is trotse gashere vir die Wes-Kaapse Veteraantrekker-en-enjinklubskou, met die tema 'Van Toeka tot Nou', op 4 en 5 Augustus in Hartenbos.

Hierdie unieke byeenkoms van mense wat verlief is op meganiese werkesels van weleer, sal die naweek deurbring met trekkers wat oor die jare met sorg bewaar is, uitgestal saam met 'n handjiewol moderne modelle.

Die pragtige Hart & Bosch Village is die perfekte plek om hierdie vloot van spesiale masjiene, asook ander interessante boerderytoerusting, op die eerste Saterdag in Augustus af te wys.

En moet jou nie misgis nie – dié affêre is beswaarlik staties van aard. Nie net sal skougangers getrakteer word op uitstallings van trekkers en stilstaande enjins wat deur ons voorvaders op die plaas gebruik is nie, maar ook op die spyskaar is 'n parade van 10+ veteraantrekkers wat op Vrydag 4 Augustus van Hart & Bosch Village na Midbrak en terug sal tjoep-tjoep.

Die luilekker konvooi sal verseker glimlagte bring vir motoriste wat langs Kusweg af ry, en sal 'n besondere besienswaardigheid wees wanneer dit by Klein-Brakrivier se strand parkeer, voordat daar teruggekeer word na die Village vir die res van die naweek se jolyt.

Deelnemers verbonde aan die Suid- en Wes-Kaapse klubs gaan die aktiwiteite afskop met 'n spanbou-ervaring, AJV en uitstallingsvoorbereidings op die dae wat die skou voorafgaan. Daar sal sonder twyfel trekkerverhale uitgeruil word en opgevang word met vriende laas gesien is by die vorige indaba van hierdie gespesialiseerde broederskap.

Kobus Kuyler, reeds 15 jaar lank 'n trotse lid van die Wes-Kaapse Veteraantrekker-en-enjinklub, staan aan't stuur van reëlings in die hartjie van die Suid-Kaap. Op die vraag 'waarom Hartenbos?' kom hy vinnig met verskeie goeie redes vorendag. "Die plek is uitgeknipt as deel van die groter Ikoniese Mosselbaai vir die geleentheid, en ons het 'n doeltreffende span gereed om te verseker dat die skou 'n dawerende sukses is. Ons het ferm verhoudings gesmee met die mense in beheer by Hart & Bosch, en ons geniet ondersteuning van alle uithoeke van die Mosselbaai-distrik."

Kobus voeg by dat die plaaslike gemeenskap se volgehoue belangstelling – en veral die insae van afgetrede boere van oral langs die Tuinroete – die unieke Hartenbos-omgewing 'n perfekte spilpunt maak vir die Wes-Kaapse Veteraantrekker-en-enjinklubskou.

Op 'n vraag oor huidige belangstelling, al is dit meer as twee maande voor die saamtrek, sê Kobus terugvoer van Wes-Kaapse klubs dui op "sterk verbintnisse" tot die geleentheid. As entoesiastiese uitstaller sê hy wat hom die mees opgewonde maak oor die komende skou se vele besienswaardighede, is die feit dat besoekers blootgestel sal word aan die wonderlike kombinasie van modelle wat uitgestal word, "van toeka tot nou!"

'n Neutedop weergawe van die agenda op Saterdag 5 Augustus soos volg: Amptelike Skou-opening om 8vm. Teen 9vm word stilstaande werktuie met enjins op die perseel aan die gang gesit, en 'n klein erfenis-uitstaltent is oop vir besoekers.

Teen 10-uur kom trekkers bymekaar in die Hart & Bosch Village-arena, voor die optog en bekendstelling van alle deelnemende masjiene, in kategorieë wat strek oor dekades tot die 1940's en selfs vroeër.

Nadat wenners in elke klas hul trofee ontvang het, sal Wes-Kaap VT&E-klubvoorsitter Johannes Uys die mikrofoon opneem, met Suid-Kaap VT&E-voorsitter Kobus Halliday wat die laaste woord sal spreek.

Lekker eetgoed en vermaak vir die jongspan word ook aangebied, en die dag sal afsluit met 'n dans by Salt & Copper vanaf 6nm. Kontak Kobus Kuyler by kkuyler@pnp.co.za of 082 334 5665 vir verdere inligting.



mimi finestone

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Persverklaring namens die Suid-Kaap Veteraan Trekkerklub

INTERFACE BY
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THE NEXT GREAT TREK IS HEADING TO HARTENBOS WITH TREASURES FROM 'TOEKA TOT NOU'

Mimi Finestone

The Southern Cape Veteran Tractor Club is proud to host the Western Cape Veteran Tractor and Engine Club Show, themed 'Van Toeka tot Nou', on August 4 and 5 in Hartenbos.

This unique collective of those enamoured with mechanical workhorses of yore will spend their weekend poring over lovingly-preserved tractors, displayed alongside a handful of modern models.

Hart & Bosch Village will be the spectacular venue where a fleet of these special machines, as well as other interesting farming equipment, will be exhibited on the first Saturday in August.

And don't be mistaken that this affair will be static in nature: not only will visitors to the show be treated to exhibitions of tractors and stationary engines used by our farming forefathers, but also in the pipeline is a parade of 10+ veteran tractors that will drive from Hart & Bosch Village to Midbrak and back on Friday August 4.

The slow-cruising fleet is sure to bring smiles to motorists travelling along the Kusweg thoroughfare, and will be a beachfront sight with a difference when parked at Klein Brak River before returning to the Village for the rest of the weekend's festivities.

Actually, participants from the Southern and Western Cape clubs will get a headstart with a teambuilding experience, AGM and exhibition preparations on the days preceding the show, no doubt exchanging tractor tales and catching up with friends last seen at the previous indaba of this specialised fraternity.

Making it all happen in the heart of the Southern Cape is Kobus Kuyler, a proud member of the Western Cape Veteran Tractor and Engine Club for the past 15 years. On being asked 'why Hartenbos?', he is quick to come up with several good reasons, and swiftly.

"The venue is just perfect and we have an efficient team in place to ensure the show is a roaring success. We have forged firm relationships with the people in charge at Hart & Bosch, and have enjoyed support from all corners of the Iconic Mossel Bay district."

Kobus adds that continued interest from the local community – and especially retired farmers from all along the Garden Route – makes the unique Hartenbos environment a perfect central point for the Western Cape Veteran Tractor and Engine Club Show.

When asked about interest, albeit more than two months ahead of the event, Kobus says feedback received from Western Cape clubs is that "commitments are growing strongly".

An enthusiastic exhibitor, he says what excites him most about the forthcoming show's many attractions is the fact that visitors will be exposed to the fantastic combination of models on display, "from antique to latter day!"

A nutshell version of the line-up on Saturday August 5 as follows: The official opening will be 8am. By 9am, stationary implements with engines are started up on site, with a small heritage exhibition tent open to visitors.

At 10am, tractors gather in the Hart & Bosch Village arena preceding a procession and introduction of all participating machines, in categories that span the decades down to the 1940s and older.

After winners in each class have been presented with their trophies, Western Cape VT&E Club chairman Johannes Uys will take up the mic, with Southern Cape VT&E chair Kobus Halliday having the last word.

Entertainment for kids and lots to eat are also on offer, and the day will conclude with a dance at Salt & Copper from 6pm. Contact Kobus Kuyler on kkuyler@pnp.co.za or 082 334 5665 for additional information.



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Press release on behalf of the Suid-Kaap Veteraan Trekkerklub

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Fairest Cape Tour



Cape Vintage Motorcycle Club

36th Fairest Cape Tour
6th & 7th November 2023



The 36th Annual Fairest Cape Tour 2023 will include both motorcycles and cars and will be based at the Goudini Spa, near Rawsonville and Worcester, in the Western Cape. Cars and motorcycles will compete on an even footing, over the same course and, for the most part, for the same trophies and awards. Details of all the awards can be found in the Supplementary regulations which are enclosed with this invitation.

The following is a brief timetable for the event:

- Sunday 5th Nov.: Competitor registration, Documentation and Scrutiny for entrants from 13h00 to 17h00.
Competitors meeting time to be advised in the final instructions.
- Monday 6th Nov.: Start the Competitive event (Day 1) from Goudini Spa.
Start times and numbers will be advised in the final instructions.
First day results will be posted at a time and place to be advised in the final instructions.
- Tuesday 7th Nov.: Start of the Competitive event (Day 2) from Goudini Spa.
Start times to be advised in the final instructions.
The 36th Prize Giving Dinner and posting of final overall results at a time and venue to be advised.
- Wednesday 8th Nov.: Departure of participants from Goudini Spa.

Entries are now open. In order to ensure a smooth flow of documentation, we draw your attention to the following:

ENTRY FORMS MUST BE COMPLETED IN FULL AND E-MAILED TO REACH US BY THE CLOSING DATE OF 22nd October 2023.

1. The original of all required documents such as Drivers Licenses, Vehicle Insurance, Indemnity and Club Membership cards must be produced at documentation. (Note well: proof of Vehicle Insurance is now required)
2. Confirmation of the dating of your vehicle by SAVVA must be available. If you are not in possession of a dating plaque or certificate, a letter from SAVVA confirming the date of manufacture is required. Letters from individual Clubs are not acceptable.
3. All monies due per the Financial/Accommodation form must reach the organizers by the closing date of 22nd October 2023.
4. Please note the request on the entry form for your medical aid and next-of-kin information. We do not wish to alarm entrants but this information will be of vital importance should it ever be required.

The course will traverse some very beautiful and interesting areas of the Western Cape and will include several mountain passes which only the Western Cape can provide.

The same types of accommodation, as in the past, will again be available including Slanghoek luxury Villas. The Rondawels will all be in the same general area as before. These groups are in reasonable proximity to each other with the Slanghoek Villas being slightly further afield. The Rondawels have been upgraded and can sleep a maximum of 5 persons. Each unit has 2 x Bedrooms one with a double bed and the other with 2 single beds. (There is a sleeper couch Lounge/Dining area.) Upgraded Badsberg Flats are also available.

The Slanghoek Villas can sleep a maximum of six persons in three separate rooms, one of which has a double bed, and provide a distinct Lounge and Dining area as well as a built in braai facility.

You will receive confirmation of the status of your entry by return of mail.

We look forward to welcoming you to The Fairest Cape Tour 2023 and hope you will enjoy the event.

With kind regards,

**Clerk of the Course (FCT)
and Chairman (Host Club CVMC)**

Affiliated to:
SAVVA & VMC Ltd. (UK)

Fairest Cape Tour



Cape Vintage Motorcycle Club

36th Fairest Cape Tour
6th & 7th November 2023



SUPPLEMENTARY REGULATIONS

These Supplementary Regulations require to be read in conjunction with the SAVVA VSR's - Please ensure that you are familiar with them. Copies are available from your Club.

1. **NATURE AND NAME OF EVENT:** A restricted event known as the 36th FAIREST CAPE TOUR 2023
2. **DATE OF EVENT:** Monday 6th and Tuesday 7th November 2023.
3. **DESCRIPTION OF EVENT:** A Reliability and Regularity Trial over a total distance of approximately 600 Kms. The event will start at 07h00 on Monday 6th November 2023 from Goudini Spa, Rawsonville and finish at about 16h00 on Tuesday 7th November 2023 at Goudini Spa, Rawsonville.
4. **PROMOTERS:** Cape Vintage Motorcycle Club, P.O. Box 107, Bergvliet 7129.
5. **JURISDICTION:** Held under the International Sporting Codes of the Federation Internationale de l'Automobile (FIA) and/or the Federation Internationale Motorcycliste (FIM), The General Competition Rules (GCR's) of Motorsport South Africa (MSA), the Standing Supplementary Regulations (VSR's) of the Southern African Veteran and Vintage Association (SAVVA) as amended January 2009 and these Supplementary Regulations (SR's).
6. **SAVVA PERMIT NO.:** To be advised.
7. **OFFICIALS:**

SAVVA STEWARD:	Mr. Len Harrison
CLUB STEWARD:	Mr. Eddie Kirkwood
CLERK OF THE COURSE:	Mr. Gavin Allison
CHIEF MARSHAL/SCORER	Mr. Gavin Allison
TROPHY OFFICER	Mrs. Janet Allison
EVENT SECRETARY /TREASURER	Mr. Eddie Kirkwood
8. **ELIGIBILITY:** (See VSR's 8, 10(b) & (c) and 14). Open to members of any club affiliated to SAVVA or a Club or Association registered with Motorsport South Africa, driving motor vehicles, motorcycles, combinations and/or 3 wheelers manufactured on or before 31st December 1997 and having proof of dating by SAVVA.
(See VSR's 13, 16 & 19) All Competitors are required to carry a GPS Data Logger whilst participating on the rally route
9. **ENTRIES:** (See VSR's 10 & 11). The official entry form is attached. Entries open immediately and all entries must be emailed to : fairestcapetour@gmail.com . Entries must reach us not later than 22nd October 2023 together with the entry fee as set out on the Entry Form and all other fees as detailed on the Financial Form attached. All Fees in the name of 'Fairest Cape Tour' must be paid directly into Nedbank Tygervalley account 1039031587, Branch code 103-910. The minimum number of entries is 35 for the Fairest Cape Tour.
10. **METHOD OF SETTING SPEEDS:** (See VSR 24). Speeds will be set in accordance with Method 1 as defined in VSR 24(a). A choice of the following speed groups is offered on the entry form:

Score Group A:			
Group A - Max 50kph;	Group B - Max 60kph;	Group C - Max 70kph;	Group D - Max 80kph;
Score Group B: (Touring Class/Follow-On:			
Group A - Max 50kph;	Group B - Max 60kph;	Group C - Max 70kph;	Group D - Max 80kph;
11. **COMPETITION NUMBERS AND STARTING TIMES:** (See VSR 16). Competition numbers will be supplied by the organizer. The numbers will be on discs, 225mm in diameter. Backing plates must be provided by the entrant. Competition numbers shall be displayed as per VSR 16(f). The headlights must not be obstructed by the competition number nor may the numbers be covered with clear vinyl. Numbers and starting times will be advised in the Final Instructions.
12. Competition numbers and starting times will be advised in the final instructions (See VSR 6 (c)) Competition numbers will be displayed in accordance with VSR – 16 (f).

13. **PASSENGERS:** (See VSR 19)

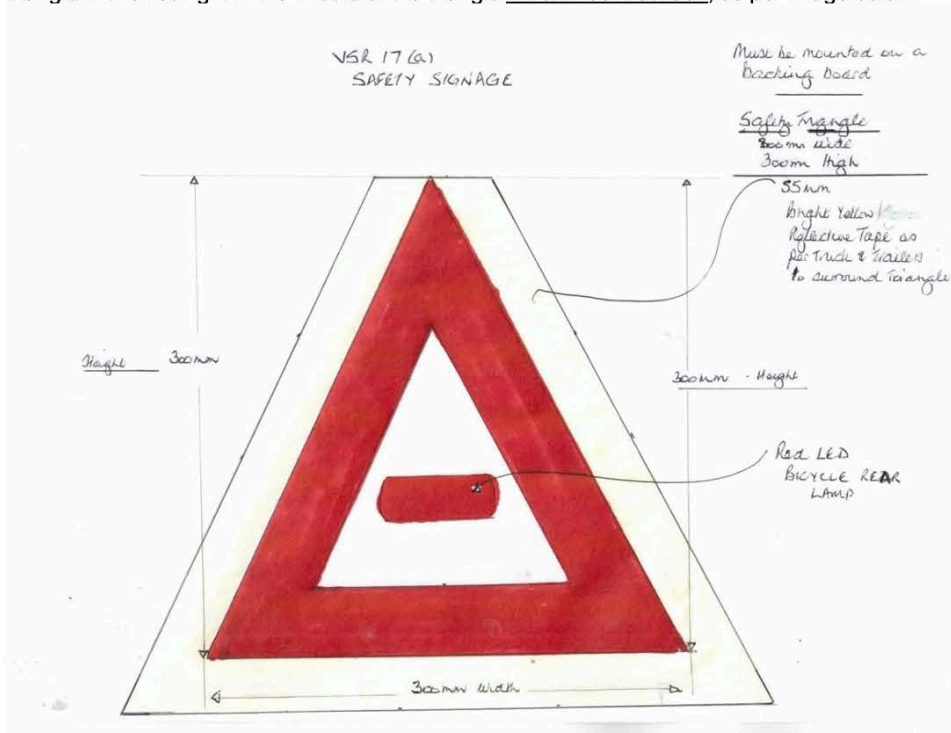
14. **PRE-START REQUIREMENTS:** (See VSR's 12 & 17)

In addition to VSR12 (a - p)

A GPS Logger, to be carried by the Competitor, is to be presented to the Chief Scorer at documentation, or as required in the Final Instructions. The instrument must be compatible with the software utilized by the organizers of the event. The onus is on the Competitor to ensure that the battery is charged and that the GPS Logger is in working condition.

15. **PRE-START SCRUTINY AND DOCUMENTATION:** (See VSR's 15 & 20). Competitors are required to report for Documentation and Scrutineering at the Rally Headquarters at Goudini Spa, Rawsonville at a time and venue which will be advised in the Final Instructions. Please note that VSR 12 will be strictly applied.

All cars must have fire extinguishers. Please note that cars manufactured prior to December 1945 will require a safety triangle with a red light in the middle of the triangle which must not flash, as per image below:



All motorcycles are required to have a white light at the front of their machines as well as a non-flashing red light at the rear of the machine. If their machines were not fitted with a brake light as original equipment, this is not necessary.

16. **ROUTE SCHEDULES:** (See VSR 21). Route schedules, as per VSR 21(b), will be pre-calculated and will be issued to competitors after Documentation has been completed to the satisfaction of the Organizers. Attention is drawn to VSR 21(d).

17. **TIME KEEPING AND CONTROLS:** (See VSR's 26, 27 and 28). Sealed watches will not be required. Only stop watches and non-programmable clocks may be used. **No other measuring instruments or navigational aids (e.g. GPS) may be used.**

The OFFICIAL time to be used on the event will be that appearing on the MASTER CLOCK set by the Organizers. VSR 26 (a) is deleted and replaced by the following:

Open Controls, Secret Controls and Other Controls will be used on the route.

18. **RESULTS:** (See VSR 29)
VSR 29 (b) is replaced by the following:

After a competitor has presented his/her tracking device to the Chief Scoring Officer, the Chief Scoring Officer will present The competitor with a detailed Score Sheet – for the control points scored. This report will include a Date/Time/Stamp, and the competitor will then have thirty (30) minutes to lodge an objection.

Thirty (30) minutes after the last competitor has received his/her detailed score sheet, and if no individual objections have been received, the Overall Provisional Results will be posted, and will become final thirty (30) minutes thereafter.

Provisional Results will then be announced as soon as possible after 19h00 on Tuesday 14th November 2023 at the Prizegiving event, to be held at the Slanghoek Restaurant.

19. **PROTESTS:** (See VSR 30)

20. **SCORING:** (See VSR 28)

VSR 28 (d) is amended to read:

Any competitor **receiving** maximum penalty points at two thirds of the controls scored, or not arriving at the final control, and handing in his/her **tracking device to the Chief Scoring Officer within 30 minutes of his/her ETA** will be considered a non-finisher for the purposes of the official results of the regularity part of the event.

The Clerk-of-the Course may at his/her discretion, present finishers' awards to the participants who complete the entire course in compliance with the reliability part of the event.

21. **PENALTIES:** (See VSR 33)

22. **POSTPONEMENT OR CANCELLATION:** (See VSR 9)

23. **Competition License:** A member in possession of a current valid membership card of any SAVVA affiliated club or MSA affiliated club is deemed to be in possession of a Restricted Competition License, which mentions affiliation to SAVVA and has the inclusion of a Restricted Competition Licence. The Restricted Competition Licence is valid for SAVVA authorized events as well as for events hosted by MSA associated clubs requiring a Restricted Competition Licence. For this event, it is required that the vehicle entered be dated by SAVVA and a Dating Certificate issued. Alternatively, the entrant should submit adequate proof that the vehicle complies with the eligibility conditions of entry.

24. **COMPETITORS MEETING:** Time and venue will be advised in the Final Instructions.

25. **INSTRUMENTS:** (See VSR 18) The Organizers decision regarding the adequacy of masking shall be final.

26. **CLASSES, TROPHIES AND AWARDS – 36th FAIREST CAPE TOUR:**

The following Floating Trophies will be awarded at the discretion of the organizers:

OVERALL & CLASS TROPHIES

1st Overall
2nd Overall
3rd Overall

Lowest total score for the event
Lowest total score on Day 1.
Lowest total score on Day 2.

Vic Proctor Trophy
Banzai Trophy
Paul Malcolm Memorial Trophy

Vintage: 1919 - 1930

1st: SAVVA Trophy

Post Vintage: 1931 - 1945

1st: Baby Scott Trophy

Post War: 1946 - 1960

1st: VMC Trophy

Classic: 1961 - 1993

1st: Classic Shield

Please note that the overall winners on the 36th Fairest Cape Tour are not eligible for class awards but are eligible for general trophies for specific achievement.

GENERAL TROPHIES FOR SPECIFIC ACHIEVEMENT - ALL VEHICLES

Best Performance by a 1st Time Entrant.
Best Performance by a CVMC Entrant.
Youngest Entrant to complete the course.
Best Performance by the Oldest Entrant to complete the course.
Best Performance by a Lady Entrant.
Entrant considered to have had the most problems.
Best Nominated Team of 3 Entrants.

Alf Dolt Trophy
Nedbank Shield
Dave Sansom Trophy
Bill Smith Trophy

Hard Luck Trophy
Alan Birch Memorial Trophy

GENERAL TROPHIES FOR SPECIFIC ACHIEVEMENT - MOTORCYCLES ONLY

Best Performance by a Rider/Driver & Pillion/Passenger.
Rider who rode the longest distance to the start.
Clerk of the Course Trophy.

Hoffman Trophy

The abovementioned Floating Trophies remain the property of the Cape Vintage Motorcycle Club.

27. **FINISHERS' MEDALLIONS:** Personalized Medallions will be awarded to all entrants who participated in the event..



WELKOM / WELCOME

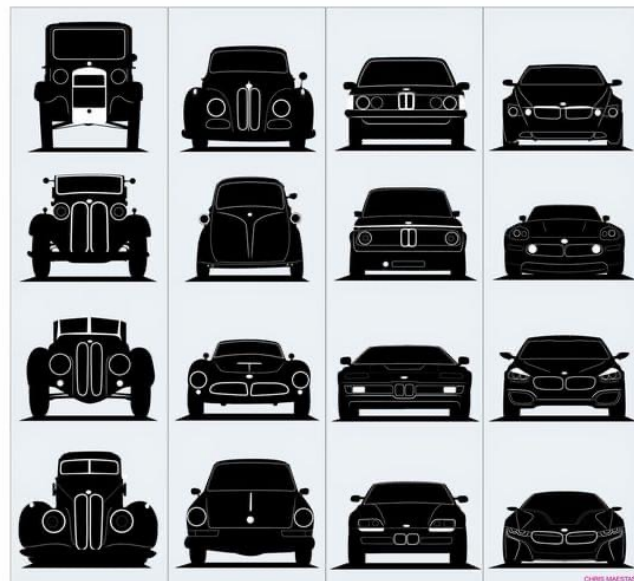
LYS VAN NUWE LEDE SUID-KAAP OUMOTORKLUB 2023

Mei	Renate du Randt 1927 Willys Knight 70A 1927 Chevrolet Truck 1928 Ford Model A Roadster	Knysna
Junie	Robert & Berlize Curlewis 1965(1974) VW Beetle 1600cc	George
Junie	Quentin & Jackie Boylan 1948 Chev T100 1958 Chev Biscayne 1971 Ford Escort	Glentana



IN MEMORIA 2023

June 2023 Alan Russo 623 Kenwyn SCOCC



Suid-Kaap Oumotorklub / Southern Cape Old Car Club
Founded 3rd June 1988



BIRTHDAYS | VERJAARSDAE

Ons wens die volgende lede 'n gelukkige verjaarsdag en 'n gesonde jaar toe.

We wish the following members a happy birthday and a healthy year:

1 Jul	Bes Bezuidenhout	12 Aug	Julie Goldfain	7 Sep	Johan Claassen
2 Jul	Clifford Daines	12 Aug	Nadia Kasselmann	7 Sep	Sonja Erasmus
2 Jul	Gideon Haasbroek	12 Aug	Nadia van der Merwe	9 Sep	Paul van Jaarsveld
2 Jul	Swanie Swanepoel	15 Aug	Johan Lund	9 Sep	Alma van Tonder
2 Jul	Rudi Conrad	16 Aug	Riaan van Rensburg	10 Sep	Robert Curlewis
3 Jul	Hugo Basson	17 Aug	Maré Weyers	10 Sep	Ockert van der Berg
4 Jul	Liezl Barnard	18 Aug	Tommy Hough	12 Sep	Hermien de Swardt
5 Jul	Rudi Conrad	18 Aug	Enrico Iacopini Snr	13 Sep	Rina Steenkamp
5 Jul	Niel Kasselmann	18 Aug	Marlise Steenekamp	15 Sep	George Marx
5 Jul	Lourens Wright	19 Aug	Rian Duminy	16 Sep	Jan Wright
7 Jul	Andrea Iacopini	19 Aug	Willie van Rooyen	16 Sep	Linda Kleinhans
10 Jul	Dwayne Erasmus	19 Aug	Jakes Roos	16 Sep	Lillibet Nel
12 Jul	Brenda kretschmann	22 Aug	Marianne Alberts	18 Sep	Eddie Haumann
14 Jul	Pierre Conradie	23 Aug	Egmond Coetzee	18 Sep	Jan van Deventer
16 Jul	André Fourie	24 Aug	Koot du Toit	19 Sep	Robbie Hewetson
16 Jul	Stephanus Terblanche	24 Aug	Susan Erskine	20 Sep	Willie Thompson
17 Jul	Manie Rademeyer	25 Aug	Andro Theart	20 Sep	Mushfiqah Engelbrecht
19 Jul	Donovan Sweetman	27 Aug	Asgar Rawoot	21 Sep	Stan Stander
20 Jul	Wenda Vermeulen Snr	28 Aug	Brian Zechlin	21 Sep	Renate du Rand
22 Jul	Mike Bailey	28 Aug	Mario Vermeulen	22 Sep	Walter Fivaz
22 Jul	Willie Swift	29 Aug	Jacob van Rooyen	22 Sep	Chris Kühn
22 Jul	Heleen van Deventer	29 Aug	Kobus Halliday	22 Sep	Otto Reinecke
25 Jul	Hennig Marais	29 Aug	Johan Lötter	22 Sep	Marianne Kritzinger
27 Jul	Mike Alexander	29 Aug	Hugo van Dyk	23 Sep	Graham Davies
27 Jul	Erik Janse van Rensburg	29 Aug	Cornè Bosch	23 Sep	Frank Erskine
30 Jul	Nell Kingwill	29 Aug	Laurette Smit	23 Sep	Carel Smit
30 Jul	Miela Pessena	29 Aug	Dee Venski van der Merwe	26 Sep	Gerhard Hoepfner
31 Jul	Mauritz Meiring	29 Aug	Gert Greyling	26 Sep	Riette Marais
31 Jul	Marthie Bornman	30 Aug	Lousi du Plessis	27 Sep	Niel Moolman
3 Aug	Werner Barnard	30 Aug	Natasja la Grange	27 Sep	Marianna van Rooyen
6 Aug	Jack Collier	2 Sep	Wendy Rademeyer	29 Sep	Christine Botha
7 Aug	Kobus Swanepoel	2 Sep	Jurgen Apel	30 Sep	Reho Le Riche
8 Aug	Tilly Olivier	5 Sep	Charmaine Pienaar	30 Sep	Rina Durandt
8 Aug	Philip Lochner	5 Sep	Henri von Steen		
9 Aug	Jo Cook	5 Sep	Leonie Sinclair		

If your name is not here, your Identity Number is not on our records /

Indien u naam nie hier verskyn nie, is u Identiteitsnommer nie op ons rekords nie.



Suid-Kaap Oumotorklub / Southern Cape Old Car Club

Founded 3rd June 1988

Donations

The Southern Cape Old Car Club (SCOCC) generously donated R10 000 to the **Up with Down's** - Special Needs School situated in George.



**GEORGE
OLD CAR
SHOW**



P.O. Box 1749, George
Western Cape, 6530

Email info@scocc.co.za
Website www.scocc.co.za

2023 SCOCC EVENTS SKOMK 2023

03 July 2023	Tuesday	SCOCC Committee meeting	Club house
20 July 2023	Thursday	Technical evening	die BENZ
29 July 2023	Saturday	Outing	Palette + Taste
30 July 2023	Sunday	Bonnet's up	Potjiekos @ die BENZ

08 August 2023	Tuesday	SCOCC Committee meeting	Club house
09 August 2023	Wednesday	National Womens Day	Van Loveren Wine Tasting
17 August 2023	Thursday	Technical evening	die BENZ
27 August 2023	Sunday	Bonnet's up	die BENZ

03 September 2023	Sunday	MBCSA Spring Snoekbraai	Mossel Bay
12 September 2023	Tuesday	SCOCC Committee meeting	Club house
22 September 2023	Friday	Garage morning	Halfway George
22-25 September 2023	Weekend	SKOMK Erfenistoer	Overberg

10 October 2023	Tuesday	SCOCC Committee meeting	Club house
20 - 22 October 2023	Weekend	Outing	Prins Albert Show
29 October 2023	Sunday	Bonnet's up	die BENZ

07 November 2023	Tuesday	SCOCC Committee meeting	Club house
11 November 2023	Saturday	Outing	
25 November 2023	Saturday	SCOCC AGM	Protea Hotel King George
25 November 2023	Saturday	SCOCC Yearend Party	die BENZ

05 December 2023	Tuesday	SCOCC Committee meeting	Club house
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01 January 2024	Monday	New Year's Champagne	Scribs BENZeum
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Suid-Kaap Oumotorklub / Southern Cape Old Car Club
Founded 3rd June 1988

DIE 2023 ERFENISTOER VIND PLAAS
ONDER DIE VAANDEL VAN

DIE SUID-KAAP
OUMOTORKLUB



ERFENISTOER

Die manjifieke Erfenistoer-vloot
toer die Overberg

22 - 25 SEPTEMBER

DAG 1: George - Riversdale - Swellendam - Bredasdorp - Cape Agulhas - Arniston

DAG 2: Arniston - Baardskeerdersbos - Danger Point Lighthouse - Arniston

DAG 3: Arniston - Bredasdorp - Caledon - Villiersdorp - Bonnievale

DAG 4: Bonnievale - Montagu - Adamskraal (Ladismith) - Riversdale - George



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