

The Crankhandle Chronicle

MARCH 2015



Monthly Newsletter Published by
THE CRANKHANDLE CLUB

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March 2015 edition

Office Bearers and Committee Members September 2014 to August 2015.

Our clubhouse is at 9 Riebeeck Street, Wynberg, Cape Town. Visitors are welcome at our regular meetings held on Wednesday evenings. Natters are held on the last Sunday of each month.

CHC CONTACT DETAILS

Email: crankhandleclub@gmail.com **Website:** http://www.crankhandleclub.co.za/

Phone: 021 761 0368 **Visit our Facebook page**

Office Bearers and Committee Members September 2014 to August 2015.

President:	Dave Alexander		
Vice Presidents:	Derek Stuart-Findlay		
Trustees:	Hans Zwets		alt: Malcolm Vismer
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Chairman:	Greg Bjorkman	082 453 6663	greg@pro-valve.co.za
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Hon. Secretary:	Paul Cooper	082 333 6030	coop65@me.com
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Committee Members:			
Membership:	Mike Smith	021 689 5225	
		072 706 5509	mikesmith@gummy.co.za
Events:	Peter Truter	082 658 0061	pjbtruter@gmail.com
Competitive Events:	Hilton Franz	083 270 9172	hilton@diel.co.za
Social Events, Ladies Tea, Speakers & Film Organiser:	Hazel Walton	084 603 1584	hazel@starstruckautos.co.za
Co-ordinators:			
SAVVA delegate:	Dave Alexander	082 565 5752	dave@prolux.co.za
Alternate:	Leonard Schneider		
SAVVA dating:	Harvey Metcalf	021 671 6065	hmetcalf@telkomsa.net
Club Historian:	Derek Stuart-Findlay:	021 788 2502	dsfindlay@telkomsa.net
Clubhouse:	Hans Zwets	083 222 9111	zwets@mweb.co.za
Clubhouse Bar:	Ian Tichart	083 261 1477	
Library:	Ron Sheldon	021 788 5122 (H)	
		079 395 1845	sheldon.ronald@gmail.com
Natters Braai Organiser:	Mike Baudains	082 223 6501	
Chronicle Editorial Team:	Dave & Di	082 780 8693	di_dugmore@yahoo.com
			Fax: 086 625 7918
Magazine distribution:	Graeme Wares	083 440 1444	ganddwares@telkomsa.net
Seniors Meetings:	John Brewster	021 797 0939	jbrewster@telkomsa.net

The Club is not responsible for opinions expressed or mistakes that may occur in this newsletter.

Welcome to our new members !

Peter Rogers lives in Bergvliet - Peter is well known to many CHC members and has been responsible for some of the great photographs taken on the Veteran Run outings and the club rallies over the years.

David Wantling has a 1960 Austin Healey froggy, a 1960 Alfa Romeo Giulia super and 2007 Mazda Mx-5. He live in Constantia

Gavin Pudney is from Fresnaye and has a 1990 Morgan Plus 8

Chris Foster is another MX-5 owner living in Constantia. 2006 Mazda MX-5

Mike Billington is from Noordhoek. In his stable is a 1959 Triumph TR3A and a 1968 Triumph Spitfire3

Jon & Carole Charley live in Hout Bay and have a 1983 Morgan +8 and a 1994 Mercedes 300TE

Dave Taylor has a 1949 Ford Custom and is from Brackenfell

Enrico Lupini is from Tokai. Amongst his collection is 1967 MGB GT, 1972 Alfa Spider 2000, 1985 Mini Mayfare and a 1982 Ferrari Mondial 8

Chris Cutler is well known amongst the bikers, lives in Somerset West and has a 1958 Jaguar Mk1, a 1926 Chater-Lea Brooklands and 1927 Chater-Lea TT

John Barker resides in the UK.

We hope to see you all as active members of the club. Welcome!

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The cover pic

Timour Hall Car & Bike Show: Our committee does us proud. Flanked by the De Dietrich and the Nordenfeldt. What a show!

The Crankhandle Chronicle is printed by Optic Print, Tel: 021 761 8717.
Layout by Joan Sutton, Tel 021 712 0101.



What a bumper start to the year!! Our overseas guests have just left for home and we are taking a deep breath before the next months motoring activities. Before giving the Swartland Rally a punt, I suggested we check with Steve and Shirley Woodward if they still have space, and so far the entries are a bit dismal. I know we live in Cape Town and leave everything to the last minute, but come on guys! It will be a well organized event, great accommodation, and a lot of fun. We have a few up country entries, so a bit of new competition. Potentially a new young team as well, how about the Crankers under 30's group? Let's fill the entry list, if you haven't entered yet, now is the time.

A big thank you to the many many CHC members who came to support the members racing at Killarney. Not only was your support very welcome, but the extra side show with cars parked at both the new pit complex as well as the Jaguar Club, was appreciated by both the other spectators as well as the Killarney Management. The Club has a long history of racing members, maybe we need to set up a register?

Keep up the enthusiastic participation in Club Events, it really makes for a healthy Club.

Yours in Motoring

Dave and Di



Seniors' Meeting

WEDNESDAY January 14th 2015

Report back by Brian Hogg
Rodney Green's J type MG

For the first Seniors' Meeting of 2015 there was a huge turnout, my method of judging the turnout is the number of cups/mugs used and at this meeting - there were only two mugs left unused!!!! The last minute e mail sent out by our secretary may have assisted advising of the subject of the presentation or it may just be that the second Wednesday of the month is a date not to be missed by the participants of the Crankhandle Club Seniors' meeting.

The presentation was the J type MG of Rodney Green. Rod, although from White River, was a student at Stellenbosch in the 1970s when he was an active member of the MG Car Club owning an MGA Twin Cam, during which time he met many fellow enthusiasts with whom he has kept in touch. Rod races an ex Les Miller single seater MG (Fatman), an MGA Twin Cam, a race prepared MGB and has owned several other interesting MGs and the Riley MPH that languished in the Harwood's workshop for many years. He may or may not realise it, but he was also responsible for the introduction of the TDi Diesel engined Land Rovers in South Africa and has been a member of the Crankhandle Club since 1993.

Rod commenced his presentation by explaining that although he had enjoyed many cars he had always yearned for an early MG Midget with a supercharged overhead cam engine. Several years ago he heard that Brian Hogg had a J2 chassis, several engines in various states of disaster and a few more parts for a J2 (ex Ralph Clarke) from which Brian had dreams of one day, building a J2, however common sense and realism dictated that the bits had a much greater chance of becoming a J2 with Rod so the



Rodney Green's J type MG on display next to Heyns Stead's 1934 MG PA at the Car Show in January

parts were duly re-homed. Shortly after this transfer Rod met with Jerry Welz whose J2 had suffered in a fire at his premises and Rod added an almost complete car to his collection of bits. The initial reconstruction work was carried out by Harp Engineering (the Dave Alexander and Dickon Daggitt enterprise in which Rod had some interest) but on getting the little car home to White River, Rod dismantled it again then rebuilt it and in so doing gained a complete knowledge of the entire car.

You may note that in mentioning Rod's J type there is no type listing or date, this was quite intentional as Rod's desire to build a supercharged overhead cam MG Midget dictated that it be a Rod Green J type. The MG Car Company utilized a more or less, alphabetic sequence for their progressive models but please do not ask how the first MG Midget which was introduced in 1928 based on the Morris Minor which with its four cylinder version of the Wolseley overhead cam six

cylinder (based on the Hispano Suisa aircraft engine) was given the type number M. The Morris Minor was Lord Nuffield's attempt at challenging his contemporary, Herbert Austin's hugely successful Austin Seven. There were various racing/sporting/record breaking versions of the M type Midget from which the C and D type Midgets evolved. The F type was a six cylinder, longer wheel base version then in 1932 came the J series. The J1 was a four seater (in both open and closed versions) of which 380 were built, the J2 was only in two seater sports car form of which 2 083 were produced (in both swept and cycle wing versions), Both the J1 and J2 were fitted with the 847 cc (57 x 83 mm) four cylinder overhead cam engine, the J3 and J4 however were both fitted with a 750 cc (57 x 73 mm) version of the engine and various Powerplus superchargers. Both the J3 and J4 versions were only built with two seater sports car bodies with the J4 being doorless. There were 22

"super- sports" J3s built and only 9 of the purely racing J4s...

Rod built a 750cc engine with a second hand Laystall crankshaft sourced from Barry Foster (the doyen of early MG Midget racers in UK), Corillo con rods, a waterpump, a Marshall supercharger driven directly off the front of the crankshaft through a coupling and breathing through a single 1 3/8" brass bodied SU carburetor etc etc. The supercharger is currently set at 4 lb/in sq. boost but advised that he was planning to increase the boost to 8 lb/in sq. He reckoned that the engine power output was about 75 bhp which gives about 100 bhp per liter. The gearbox is the four speed close ration version as fitted to the J3 & J4 models, the rear axle incorporates a diff unit with four planetary gears in a steel casing. The standard J2 was fitted with a bench seat but Rod had a pair of bucket seats installed along with a weather proof hood etc. He, with some assistance from some of the members, demonstrated the erection of the

hood. After about five minutes of battling with hood bows and the hood he gave up commenting that the little MGs were obviously supposed to be driven with the hood down!!!

As the bulk of the parts of the car were from Jerry Welz's car, Rod determined that the car had originally been exported to Cape Town from new in 1934 had been a swept wing version painted red. Rod had the cycle wings made in aluminium and painted the car black. Rod refers to the car as an 1934 modified MG J2 Midget and plans on enjoying many miles in his high performance little MG. After the presentation Rod drove the car back to Hout Bay with

Dave Alexander as a passenger then back to the Clubhouse for the evening presentation.

Brian Hogg whilst presenting Rod with a small gift from the Seniors' Meeting, made a heartfelt comment that he was so pleased to see that his bits had been involved in getting a magnificent J2 on the road also that his MG TD which he had also passed on, had been beautifully rebuilt into a con-course winning TD and he recommended that any members who had cars/bits lying around should give serious thought to whether they will ever complete the renovation and if not then pass them on to somebody who will get them back on the road. 

SERVICES OFFERED

Aluminium Welding. Claude 072 456 3022, boats@osvw.com.

Battery maintenance Chargers: Dave 082 565 5752 dave@prolux.co.za

Electronic Ignition kits: Steve 021 683 4960 woodward@icon.co.za

Woodwork and Veneer Restorer: Mark 082 064 3607 markbosmanrestorations@vodamail.co.za

Gearbox and Differential repairs. Automatic and manual: Edgar 084 719 1491 or edgar.johnson1944@gmail.co.

Re-colour upholstery and car interiors - Color Glo - Baker 021 933 6865 & 082 309 5158

Propshaft Services: Rebuilding and Balancing of Propshafts, Brake Repairs and CV Joints - Steve 021 683 4960 woodward@icon.co.za

Translation English to French and French to English: Olga Calligè 072 639 1260.

Remove Windscreen wiper and other scratches:

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S U carburettor restoration - Jack Cramp 021 785 1948.

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Contact Steve on 082-646 0824 / 021-683 4960.

The impossible, amazing resurrections, **remanufacturing components, repairs and welding** by Gavin Davids 078 911 4157. Speak to Andre du Toit 021 761 2765 for references.

Contact the Editor with the services you have to offer and would like listed...

Chairman's CHATTER



Phew!!! As I said last month, what busy times we live in. That's the car show done for the year - the best ever in my opinion. The normal Natter, held the very next weekend, was very well attended considering.

We were privileged to have Nick Sloane of Costa Concordia fame (the Captain that brought it up, not the other way around) give us a fascinating talk.



Di, Nick, Andy & Peter

And now (I'm writing this in the first week of February) we have had Historic racing at Killarney, the KalkBay run, Dixies run, and the George car show - all in the first two weeks of this month, and Obz Day a week later.

For those members who don't

want to be so energetic, the club will be operating as normal Wednesday nights, Friday braai evening, seniors, and the Natter, and a Quarterly Business Meeting thrown in for good measure. Personally, when I show any signs of being energetic, I go have a lie down until it passes.

Going back to the car show, although IPA put up their entry by 50%, the number of visitors were quite a bit larger. Thanks to the efforts of the ladies of our club who donated goods and ran the table, and Dave Catlin for organizing the auto-jumble, we managed to collect a little over R10 000 which will be presented by him to the Chaeli Foundation, our favoured and deserving charity of many years.

While on the subject of charity, I wrote in my last article that we should do a charity outing once in a while. The response was 'why don't we do more than that?'

After getting something together in my head and meaning to present it at committee first, I scribbled down a few words and then gave a garbled account at the Natter - sorry.

After discussing it at committee, here is a sketch of what is intended.

- 1 Controlled by elected trustees
- 2 Separate bank account
- 3 Treasurer accounts / reports

monthly.

- 4 Printed in the magazine, briefly
- 5 Club members to choose and submit charities
- 6 No big charities, rather struggling ones
- 7 Charities to be drawn from the hat at each QBM
- 8 No money disbursed, only goods
- 9 Qualifying charities, drawn from the hat, to be phoned for list of items needed
- 10 A Rand limit in goods per charity.
- 11 Minimum of three charities per QBM
- 12 DONORS STAY ANONYMOUS

We welcome suggestions and I would like to get this going soon.

This is a separate effort from what we are already doing for Chaeli.

Please take care

Greg 

TIMOUR HALL CLASSIC CAR AND MOTOR CYCLE SHOW

- JANUARY 2015

The International Police Association, and our nominated beneficiary, The Chaeli Foundation, benefitted from the magnificent display, including 107 of our cars, in perfect weather.

In keeping with previous years, The Crankhandle Club provided the largest single draw-card for Sunday's event. Our motor cars, arranged generally in order of marque and year, represented a large cross-section from the 1901 Benz, to Ashley Ellis' 1993 TVR Chimera and Rusty Crowhurst's much-in-demand Rolls Royce Merlin-powered Meteor Special!

The IPA has happily reported increases in the number of visitors exceeding 20% on both Saturday and Sunday which, together with the slight increase in entrance fee this year, will help them to maintain their magnificent facility for, amongst other events, our regular month-end Natters.

The Club wishes to thank the many Volunteers who assisted with the marking of the display parking bays, the setting up of banners and tents, the marshalling of all the cars into their respective slots, the "manning" of our Ladies' tent and Chaeli Foundation and Information tables, and finally, the clearing up and packing away in the loft of all our equipment.

Before we know it, Timour Hall 2016 will be upon us!

Peter Truter 



Some of the group of volunteers that did a sterling job of preparing, setting up and packing away for the Annual Car Show. It does not happen without a lot of effort, but many hands make light work and a lot of fun was had by all!



Tailpiece ???



The Ladies' Table saw a good turnover of books, many read and returned from the last show....

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OVERHEARD

OVERHEARD

By Dickon Daggett

'Water can both float and sink a ship' - ancient Chinese proverb.

This was brought home very strongly by Nick Sloane last night at the Club who in my view at least, explained that ship salvage is tricky stuff and dangerous. This is why I get a bit upset with bunny huggers who don't realise that salvors are out there trying to contain environmental damage at great personal risk. Any tree hugger who goes to any disaster site on anything but a horse, is dependant on shipping to fuel their car, lubricate their bicycle etc.....

I met Nick on a ship called the 'Tochal' when on going down one morning, was met by him having his cup of coffee. I asked where the previous salvage master was and was told that he was in hospital having been hit on the head by an air powered overhead light during the night. They are pretty heavy....

A man is sitting reading his newspaper with his son next to him. Son: "Dad I'm thinking of a career in organised crime." Dad: "Public or private sector?"

I am just back from the Autojumble and car show. As always a good showing of cars but for the first time I attended on the Saturday. What struck me was how much more enthusiastic and joyous the Saturday crowd are. Autojumble sales were way better on Saturday with people buying nice stuff just because it was nice. No 'Well I would buy it but I'm not sure if it is June 1952 or the later August version' and that about a R20 item! Someone even bought a used electrical part on Sunday and on asking for and being told it had NO guarantee took 2 for the same

money, then asked for a bag! We told him that if both didn't work then he at least had a bag to chuck them both away in!

A good Autojumble in my view is one where I got away without spending any money. However part of that is that there had to be something quite cool that I had to resist buying. This year it was easy- there was nothing that even remotely interested me.... Come on guys, I have been in your garages, you have tons of tempting junk you are never going to use, make the effort, bring it along and buy a case of beer with the proceeds.

So, what else is new? Parked outside is the 2015 Oily Rag winner - a 1936 Chevy fire engine that once protected the citizens of Vereeniging. At this stage it is a chassis on wheels but all the other bits were picked up under the tree where it has spent the last 40 years of its life. Another story of a car being pulled apart to get at the engine which was then stripped - the entire process then grinding to a halt when the quote to fix the engine was received.

Boetie van Zyl's 1926 Talbot GP car is running again - we had the damndest problem in that there was plenty of oil flow but no oil pressure. On stripping the engine a second time it was found that a new set of cam bearings were supplied not drilled for the pressure gauge pickup. All fixed and the car is ready for the road.

I was taken to task an issue or so ago for my comments re Jenks. I do agree that he was one hell of a journalist and I remember as a student (Motorsport was affordable back then) reading his 'Letter from Europe'.

Apparently the poor guy died

in penury in a home with few visitors. One however was Trevor Hulks, a Capetonian who was a mate with whom I shared many motoring adventures including digging a sidecar frame out of a ditch on the way to Beaulieu. He had discovered it years before but had no way of getting it home so buried it for another time.....

Finally, it seems that the past years Mercedes F1 team rivalry between Hamilton and Rosberg is nothing new for the Silver Arrows. In 1934 Mercedes returned to GP racing and winning with a German car and German drivers was a heady necessary mix of national pride and political propaganda. Neubauer's first choice was easy, Rudi Caracciola, his second Manfred van Brautisch who was German, Aryan, and his uncle was a General in the German Army. A good choice, although he lacked Caracciola's experience. After that the barrel of German talent was not particularly full as Auto Union were also cherry picking. Neubauer chose Luigi Fagioli, hugely talented, an uncouth and rough Italian known to his rivals as 'The Abruzzian Robber'.

Anyway all through the season

there was intense and angry rivalry between Caracciola and Fagioli. Fagioli developed a bitter hatred for Caracciola and Neubauer who he felt, rightly, was favouring Caracciola.

For 1937 Caracciola signed again for Mercedes but Fagioli, hatred undiminished, signed for Auto Union. It all boiled over at Tripoli where Fagioli felt he had been baulked by Caracciola and after the race stormed into the Mercedes pit and hurled a wheel hammer at Caracciola. It missed when Caracciola ducked and so Fagioli pulled a knife.... Thanks to the VSCC Bulletin.

Wouldn't modern F1 be so much more fun without sponsorship correctspeak and political correctness. I reckon when a driver has been pissed off he should have the right to punch the other guy then and there, rather than the PR company issuing a statement saying that it was all a misunderstanding and the two drivers had an environmentally green, organic, no animals or children harmed, glass of water together and were now the best of friends and had tweeted the aforesaid to the greater world, civilised and otherwise.

Bah, Humbug. Dickon 🏎️



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Passion, Grace & Fire

THE SUGAR BRIDGE

(Over the Buffeljagts River)

By Mike Stewart



Pictures I took showing the bridge under normal and flood conditions. By the way, you might notice that on the earlier photo showing the causeway before repair, the edge markers consisted of unpainted short vertical rail sections embedded in the concrete riding surface, whereas, on the later picture, they are replaced by white painted concrete marker blocks. The height of these blocks has been standardised at 200mm in Western Cape, to act as a guide to water depth when the causeway is flooded. It is worth mentioning this fact. Notice also the steel cables holding the pier footing together, as mentioned in the text.

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Facts and Theories

What a strange name for a bridge? But it has had the name since 1850 – for 6 generations, in the belief that “sugar was used in the construction of the bridge”.

The fact that sugar was mixed in the mortar used to bed the sandstone blocks together to form the piers, must have made such an impression on the local onlookers who watched them being constructed, that the story persists today.

Oom Jan Blokkies from Sparre-bosch, one of the oldest people in Swellendam (90 in 2002) explains how, as a young man, he heard how the old folk talked of the “Sugarbridge” over the Buffeljagts river, downstream of the current bridge that takes the N2 over the river about 2 km before the Buffeljagts fuel stop and mini-zoo en route to Heidelberg.

In 1847 the Cape Colony decided to upgrade the Main Cape Town-Port Elizabeth road to beyond Mossel Bay. This meant that it would become wider, and bridges would replace pons across the rivers.

Buffeljagts River pont was in bad condition and therefore this crossing took first priority.

Immediately a quarry was opened to mine the large sandstone blocks on the farm Appelbosch, situated on both sides of the N2 about 5 km from Swellendam, where the memorial known as “Antonie se klip” is now positioned at the farm entrance on the northern side of the N2 (but more of that later).

Mr Robinson of the Royal Engineers was the Civil Engineer in charge from England, with Mr Skirrow the architect, and Mr

Atmore the foreman in charge of a team of free labourers (therefore not convicts, as were used in the construction of many roads and passes at that time). Because the site was in the winter rainfall region, the construction of the piers through the river bed had to take place in the summer months. Mr Skirrow was concerned about the pier foundations, with some up to 3 metres deep in order to found on bedrock.

There are 8 piers with 2 abutments at the approach ends. The span of each timber deck is 12 metres (the maximum that the

beams could span), and timber had to be used because at that time (1847) heavy steel beams of that length were not manufactured. By chance on 12 February 1847 a small sailing ship the “Robbert” with a cargo of Kiaat timber en route from Burma to the Cape ran aground at the mouth of the Lourens River at Somerset West.

The Council was able to purchase the kiaat (the best timber to use outside in wind and weather) very cheaply (400 pounds sterling). But the problem was to get it to Buffeljagts. Mr Joseph Barry shipped it to Port Beaufort in his small ship (before the Kadie of 1860s), thence by ox wagons to Buffeljagts.

Total transport costs 850 pounds sterling.

The construction of the piers took 3 years (1847 – 1850), for a total cost of 8,426 pounds sterling, which was considered excessive in both time and cost. Possible explanations were:

Because Swellendam is situated in a winter rainfall area, the piers were constructed in Summer, but what the Royal



I tried unsuccessfully to find the National Monuments plaque when I visited the site on 9 January 2015. However it is densely overgrown, and I did not want to disturb the area for fear of drawing attention to it. I feel it should be removed from the dilapidated bridge and put on display in the local museum if it is still there, but who to contact?

Engineers did not know, was that every year in Summer (October - March), Swel-lendam can get one or two fierce thunderstorms with possible precipitations of 25 to 50mm.

These 'unseasonal' floods caused significant damage and delays. Cement only came into general use in South Africa in 1892. Going back to van Riebeeck's time, slaked lime was the traditional bonding material or mortar and was used in all building construction, including these stone block piers, but it can take up to 4 weeks to harden – The carbon dioxide in the air must react with slaked lime to form hard lime. This time is of little consequence in normal buildings, because the force on a wall is in compression, but when a river comes down in flood, the sideways force is in tension, and all the work of the last few weeks gets washed out. The Engineer, Mr Robinson, was forced to make another plan. He chose Plaster of Paris, which hardens very quickly. But where to find P of P? In Paris of course. But it takes easily 8 months to execute an order for delivery to Buffeljagts! So work ceased for 8 months.

And where does sugar fit in? It was learned that, if you add 20% sugar to the P of P mixture, it gets hard faster, and becomes stronger compared to a mix without sugar.

Something else that reinforces this theory is that the mating joints were sawn to meet more precisely, thereby reducing to a minimum the amount of extremely expensive mortar required.

The total cost of the bridge was 17,462 pounds sterling, extremely high for the period.

By the end of 1850 the piers were finally finished, and the timber work followed the following year, resulting in the official opening in January 1852. The bridge remained in regular use until the National Road was opened in 1953, with a new route and bridge upstream in the current position. It remained open for local traffic until 1985 when one

of the timber spans was damaged in a flood. Despite the fact that it is a declared National Monument, it has been allowed to deteriorate further, and now most spans have been disappeared. Rumour has it that locals have realised that the remaining kiasat timber is still valuable, and looting has helped to destroy the superstructure. The stone piers remain, but it can clearly be seen how, during a flood in 1936, the corner of one of the central piers was dislodged.

The bridge was saved by strapping steel cables around the pier. These cables had to be replaced in 1982, during routine maintenance of the structure, which included the discovery of the reason why the school bus that travelled over the bridge twice every school day regularly suffered punctures. The driver, whilst taking a smoke break whilst the robust farmers' school-boy sons changed the punctured wheel, noticed that there were a number of planking nails with heads worn off, protruding from the planking as loaded vehicles traversed the deck!

Antonie se Klip

Big blocks were specially quarried to solve the problem of stability of footings of the mid-stream piers that suffered repeated failure due to the fast-flowing river. Ox wagons were used to transport a single big block at a time from the quarry to the bridge site. The monument at the farm entrance with the plastic sign on it, is in memory of the unfortunate "agterryer" behind the wagon, whose job it was to apply the brake as the loaded wagon began the downhill journey on the bumpy road. One rear wagon wheel disintegrated when it went over a particularly big bump, and the rock rolled off and fell onto Antonie, killing him outright. For years the rock lay at the side of the road, because there was no crane available to lift it, and it became a feature at the resting place for countless wagon journeys. It was dragged out of the way in 1978 to

make way for a new wheatfield, but continued to feature in the local folklore, including acting as a signal by lighting a smokey fire next to it, to alert the people of Buffeljagts that a visiting wagon was on its way, and it was time to put the kettle on the stove to make coffee for the travellers.

Eventually the owners of the farm Appelsbosch decided to honour the legend by moving the rock to its present place in 2004.

Thanks to Mr SJ Streicher of Swellendam, for the Afrikaans version of this article.

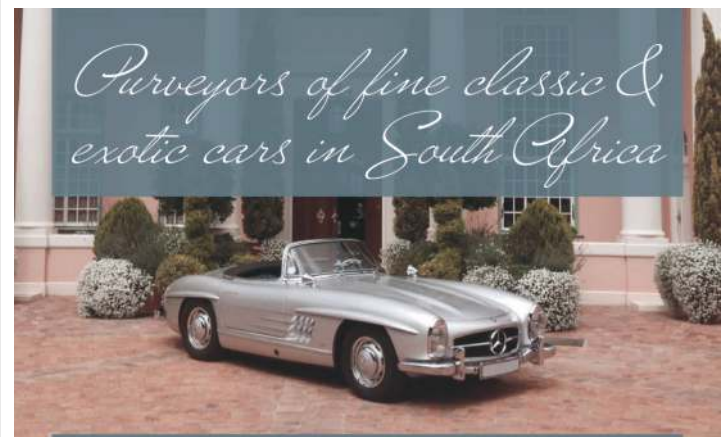
There are many differing stories connected with this sad incident, but irrespective of the real facts, why spoil a good story with the truth?

It is well worth breaking your journey to visit the sugar bridge. Travelling eastwards on N2 from Swellendam, the Appelsbosch farm turnoff is at Km4.2 on left, together with Antonies Klip. Turn right a further 1km at the Buffelsjag/Olivedale sign.

Follow the road through the village to the Buffeljagts River, where you can cross on the low-level causeway situated between the Sugar Bridge on left, and the steel girder railway bridge on right, and make your way back to N2 via the well-known fuel station and pitstop.

The causeway was repaired significantly in 2007 after flood damage. The reason for proper maintenance to be carried out on this structure is that the current bridge on N2 upstream of the sugar bridge is not designed to carry abnormally heavy loads. This means that such loads, such as equipment imported through Cape Town harbour and destined for Mossel Bay refinery for instance, must be re-routed over this causeway.

"There are many members who have expressed interest in learning more about these interesting passes, and perhaps visiting them as a group tour, for those not scared of gravel roads?" **Mike Stewart** 🚗



JB Classic Cars is the father and son partnership of JB and Jason Groenevelt, who have almost 60 years of combined experience in the sports, classic, collectible and muscle car market in South Africa. We have created an online showroom to help our clients sell their cars, and to offer our customers the finest classic cars we can find.

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JB CLASSIC CARS

Timour Hall Car & Bike Show 2015



Arrivals were well co-ordinated. Cars streaming in...



Director Truter, onlooker Coop and the entertainer Malcolm Stuart-Findlay have it all under control.



The Auto Jumblers traded furiously.



*It's a? SPRITE! Graeme Wares uncovers.
(note the foot brake)*



What we as a club are all about...



Rusty's Special took centre stage



A taste of the Classics...



Joan Parker and Roger Lewis settle in for the day.

JANUARY ***NATTER***



Viv James arrives in the 1929 Sunbeam Special, being chauffeured by son Brian.



The Chronicle distribution team of Hilton Franz, Graeme Wares and Gilly Morgenrood on the bonnet of the Austin 7

Top left and left:
Jason Furness' 1958 VW Microbus. Who would've thought it had a crankhandle!



Any Bain, Dorren Jackson, Ron Sheldon and Mike Smith take time out to 'natter'



Would Jerry Hartley be considering joining the MX 5 gang? 'Hanging out' with Richard Carolin and his newly acquired 2004 Mazda...



Peter Truter, Theo Clark and Brian Kuyk enjoy the day



The Rolls Royce Convertible Special of Ken Williams



Our Swallows enjoy the sunshine, wine and 'geselskap' at the Natter Braai. Ann Zwets, Trevor & Jane Komaromy, Carol & Derek Randall.



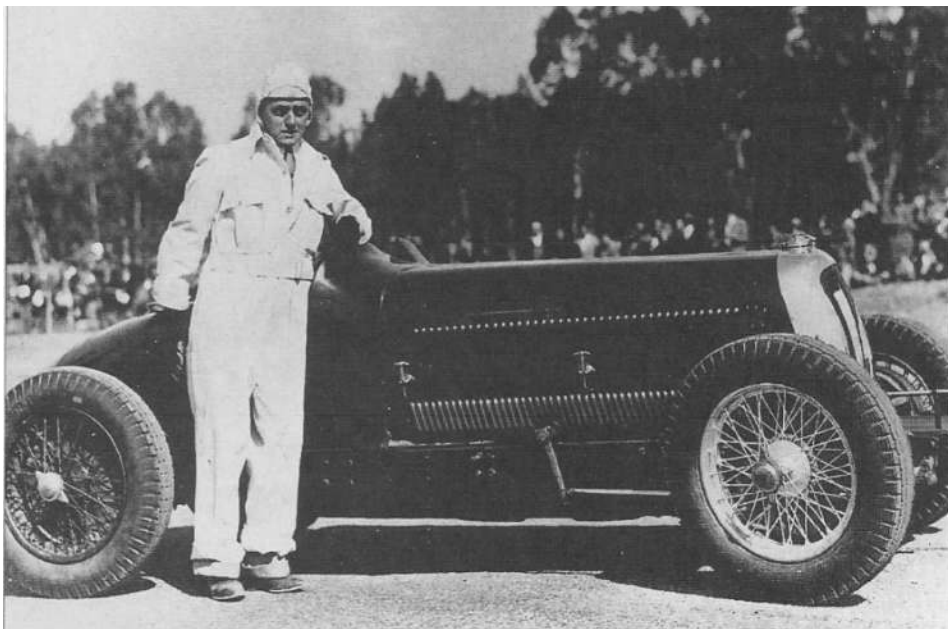
Tales of Our Cape Motoring Pioneers

By *Derek Stuart-Findlay*

THE ITALIANS IN THE SOUTH

Italians have a flair for design, mechanics and speed, and during the 1930s a number of them demonstrated these talents with considerable panache, they were a vital ingredient in the explosion of enthusiasm for motor racing in South Africa.

It all seemed to start with Captain Malcolm Campbell's World Land Speed attempt at Verneuk Pan in 1929. He brought with him his trusted mechanic, Leo Villa, whose father had been Italian, and both Campbell and Villa became instant celebrities. Villa, who had trained at the Ballot works in Paris, had become Campbell's mechanic six years before and this talented man worked on the design and tuning of all the famous Bluebird speed record cars and boats for the next 26 years. During 1932, the worst year of the Depression, Gerry Bouwer gave up his Cape-based Dodge agency and moved to Johannesburg. In November that year he chose a National Motors mechanic, Emilio Rosingana, to help him retake the Cape-Johannesburg speed record in an Essex Terraplane. An expert tuner, Rosingana had arrived in South Africa as a representative for Fiat, and at one stage had been sent down to the Cape to sort out the Italian Ambassador, Count Labia's, car as it seemed that nobody else could get it right. The lights of the Essex gave trouble during the speed record attempt and in poor visibility the car careered into a ditch. They hauled it back on to the road but found that the passenger door had been damaged so Rosingana had to hold it closed for the next 500 miles. They swept up to Johannesburg in 19 hours 4 minutes, clipping more than two hours off the record held by Gordon Collins in a Riley Nine. Bouwer was most complimentary about his racing mechanic and later that month they tackled the Johannesburg-Durban record, reducing it by 18 minutes. Two years later Rosingana and his friend Bert Bruce came third in the first Kimberley 100 race in their self-built Terraplane Special. Excited by their success, they took the car down to East London to compete in the 1st SA Grand Prix but crashed out in the second lap. Shaken by the experience, Rosingana handed the car over to Bruce and gave up racing. In time National Motors became Stanley Motors and Rosingana spent the rest of his life in the



Above: *Arigo Govoni with the Talbot at the Earl Howe Circuit in 1937.*

Right: *Giulio Ramponi and Whitney Straight at the 1934 SA Grand Prix.*

Transvaal. A person he would have met in East London in 1934 was Whitney Straight's master mechanic, Giulio Ramponi. At seventeen Ramponi had been hired as an apprentice mechanic to the legendary and rather corpulent racing driver Guiseppe Campari, the apprentice's small stature allowed him to work in the confined space of Campari's racing cars. Ramponi drove for Alfa Romeo, winning the 24-hour Double Twelve at Brooklands, before joining the Scuderia Ferrari stable at Modena. He was then appointed Whitney Straight's chief mechanic, travelling with him to South Africa, and he stayed on for a time after the race to help the organisers improve the handicapping system for the 2nd SA Grand Prix. Ramponi never forgot his visit to South Africa, many years later he sold the company he had set up in England and he and his wife retired to the Lowveld where he passed away in 1986 at his home overlooking the Crocodile River Valley.

Mario Mazzacurati took his Italian mechanic, Arigo Govoni, to East London in 1936 and both savoured Mario's victory in the 2nd SA Grand Prix in his 2 300cc Bugatti. Govoni then raced the Eagle Racing Stable's



1 500cc Talbot in the Silver Springbok Series at the Earl Howe Circuit in March 1937, winning the first round. Although he lost his off-side rear wheel while competing in the third round in Mario's Bugatti, he had accumulated enough points to come third in the series that year, behind Dennis Woodhead who won in the Talbot, and Bert Bruce who had been racing in another of his Terraplane Specials. Another talented Italian, Piero Taruffi, soon to take the motorcycle land speed record at 173.68 mph, was attracted by Mario's success in the 2nd SA Grand Prix. He raced a Maserati 8CM in South Africa in 1937 without much success but returned twelve months later with a 6CM car to come fourth in the 4th SA Grand Prix and second in the 2nd Grosvenor Grand Prix. Taruffi returned again



The winners of the 1938 Grosvenor GP. From left; Bill Everitt (4th), Piero Taruffi (2nd), Lord Howe (1st), Luigi Villoresi (3rd), Vernon Berrange (6th).



Franco Cortese winning the 1939 Grosvenor GP in the Maserati.

in 1939 to compete in the first South African series to be run on the international 1 500cc formula, but he experienced technical problems in both East London and Cape Town. He campaigned successfully in many post-war races for Lancia and Maserati and by the time he retired from racing Taruffi had competed in eighteen World Championship Grands Prix.

In 1937 a successful engineer and journalist, Count Giovanni Lurani, Conte di Calvenzano, founded an official Maserati factory team, Scuderia Ambrosiana, taking its name from St Ambrose, the patron saint of Milan. Four years before, Lurani had competed in the Mille Miglia with George Eyston in an MG K3. He took his equipe to South Africa in 1938, competing in a 4CM machine while team mates Luigi Villoresi and Eugenio Siena raced 6CMs. The team had a

successful season, Lurani came third in the Rand GP and Siena second in the SA GP, while Villoresi came third and Siena fifth in the Grosvenor GP. Later that year Lurani gave up racing after damaging his hip seriously in an accident at the Crystal Palace Circuit, so Franco Cortese was added to the team which Lurani took to South Africa for the 1939 season. The Scuderia again had success, Villoresi and Cortese came first and second at East London while Cortese won in Cape Town. Count Lurani became a popular post-war ambassador for Italian racing as a member of the FIA and was often referred to as 'Johnny' Lurani, his book 'Racing Around the World' proved to be a classic.

Luigi Villoresi, whose brother Emilio had been killed testing a new Alfa Romeo at Monza in 1939, always disliked Enzo Ferrari as he was convinced that the chassis of the car

had not been properly developed. However after the war he agreed to join the Ferrari team before moving on again to Lancia and later back to Maserati. Franco Cortese competed in Alfa Romeos and Maseratis in 156 races over his long career, at fourteen finishes he holds the record for the most Mille Miglias, and in 1947 he drove the first Ferrari racing car. Tragically, Eugenio Siena, after doing well in South Africa during the 1938 season, died soon afterwards in an Alfa Romeo 312 in the Tripoli Grand Prix in Libya, skidding into a wall to avoid crashing into Cortese's car.

Lord Howe had a significant influence on the career of one of South Africa's most promising racing drivers, Francis (Steve) Chiappini, a Capetonian of Italian descent who had come third in the 1937 SA GP in a Riley. Howe invited Chiappini to England and had him elected as a member of the BRDC. The exposure certainly assisted Chiappini, who bought the mechanicals of an 8C Maserati and had a special body built by Bertellis for competition in the 1938 South African series. He then travelled to Italy and was invited to replace Siena on the Scuderia Ambrosiana team for its 1939 South African tour. Racing a works Maserati 6CM, he came in third in the Grosvenor GP, highlighting the potential of South African drivers given access to competitive racing cars.

Brud Bishop's Italian connections had been extraordinarily successful in attracting racing talent to the South African Grand Prix Series.

Acknowledgements to My Thirty Years of Speed by Sir Malcolm Campbell, South African Grand Prix by Brud Bishop, Sun on the Grid by Ken Stewart and Norman Reich, Classic Car Africa Dec 1997, July 1999, Oct 2000, July 2001, May 2005, July 2006, Jan 2007, June 2009. 🏎️



Don't you just love this photograph taken from the June 2002 AUTOMOBILE magazine? It tells such a lovely story...



Letters to the editor

Timour Hall Car Show

Paul has pretty much said it all, but I feel I need to add my comments.

Sunday's show, in my opinion, was the best one I have attended in the 14 years I have been a member of our club. Not only were our cars the stars of the show, the other exhibitors also outdid themselves, altogether contributing to an extravaganza of motoring.

Focusing on our displays and organization I can only heap praise on all involved, starting with Peter and his volunteers (no shortage of them thank you)

To the ladies manning (???) our table and all who donated goods for sale, and those who donated money, a BIG thank you.

The auto jumble, organized by Dave Catlin, although possibly smaller than last year, certainly had some classy stuff for sale. I spent R900 at the first table I visited! Don't go anywhere Dave, we need you in years to come.

All in all, we have collected a tidy sum of money which will be donated by the club to the Chaeli foundation, the charity of our choice for many years.

Our venue at Timour Hall lends itself to an event like ours and should be treasured as such. Deon, IPA's Timour Hall liaison, was so impressed with us that he has provisionally offered us more space next year if we want it.

Greg

In reply to the newsflash sent out by The Secretary after the car show: "Well said! Fully agree with your comments about the Show. I think I have attended the last 15 shows and this one was without a doubt, the best one. The organisation was flawless - thanks to Peter and his co-workers, who thoroughly deserve an applause the quality of the cars on display better than ever and the number of paying visitors will surely be a record."

I look forward to the pictorial review of the show.

WELL DONE EVERYONE!

Br Rudy Schats

Best show yet, best organized, really nice displays, and excellent contacts made.

My compliments to all the organizers.

Claude

Many thanks for the positive response from members in the appeal for donations for the 'Ladies Table' which is our opportunity to collect for our selected charity for the event.

Books, bric-a-brac, jams, goodies and cash donations all contributed to a tidy sum of over R6000 being raised by our table alone! Thank you Crankers!!! We will keep you posted on the final amount to be donated to Chaeli during the month of Feb. - **Di**

The Jumble and Ladies Table



A photograph of the handover of the cheque from David to Chaeli Mycroft and Shelly Stedman (and of course Eden, Chaeli's service dog).

Here is a really big thanks to all who participated in the above activities at The Car Show. To the workers, the stand holders and the buyers your offerings are gratefully received.

The club raised a total of R10 716, approximately R6 000 of which was attributed to the Ladies Table and about R1 500 from the sale of car-related magazines donated by members as well as a few duplicate books from the library. A cheque for the total has now been passed on to The Chaeli Campaign who have, as always, expressed their gratitude for our efforts and for the IPA allowing them to site their table next to the Ladies.

The CHAELI collection box has not been opened yet but by all accounts it was well stuffed with folding spondulux from all and sundry.

We hope the enthusiasm for the 2015 event will carry through to next year. Until then keep piling up your reject bits of junk and your marmalade pots in anticipation of another bumper profit haul.

David Catlin

I was not at the December Natter and so did not see the Ferrari Mondial with the CFM number plate featured on the front cover of the February Chronicle. Can you tell me who owns it with any contact details?

If it was red and had a Chev V8 engine in it then it is probably my old one I sold to Les Boschoff. Confirmation or an alternative owner would be great. I might have some brake discs that will fit his car. Contact: davidfcattlin@gmail.com

I am reading the latest Chronicle and have to make a comment regarding the Felix note on the Lancia tragedy.

I don't think that it was the bean counters fault I think that the problem lies with the engineers and salesmen who could not design good enough cars, and could not sell what they did design! Just my tuppence worth!

Eric Salomon



Since veteran & vintage cars are the specialty of your members I thought it best to please ask your experienced members if the car (partially visible in the attached old photograph) could be a 1929 Chevrolet Phaeton or thereabouts. The man on the photo is my father as a young man.

Jan Kruger

Email: jan.kruger@avisfleet.co.za

Morris traveler tools



These were used in our traveler (TJ 2003) in the late 50s early 60s. Imperial spanners, 15/16 inch to 3/4 inch. (8mm to 19mm). And dad had sockets for the lead light under the bonnet and under the ignition. Very handy for cracked distributor cap and fan belt changing at night.

Looking for a Morris traveller home.

Peter Barker

barkerpeter@gmail.com

The Primary School WA Joubert in Paarl is hosting their 1st CAR - naval on Saturday 28 February. This is a car related show they are hosting to generate some income for their school.

There will be new car and motorbike shows, "Kaskar" races, radio control aeroplane shows and lots of stalls. They will also have a Farm breakfast (*Plaasontbyt* for sale). They are also planning to have 30 or more classic cars on display. So if you have nothing to do - please bring your classic car out to Paarl for the day or try to get the car club you belong to to come out for a bit of a run. Let's see if we can make this 100!!

Cars must be at the show before 8:30 am and can leave again at 2 pm. Entry for drivers and their "shotgun" driver will be free of charge. They will be handing out prizes for the oldest car, best looking car, etc... There will also be a prize for the cutest car - this last very prestigious award will be decided on and handed out by the girls of the Grade R Class.

Please indicate by responding to this mail if you are willing to join us for this event. For more information you can contact me on 082 823 8393 or Adele Smith on 083 960 8635

Kind Regards

FC Kotze

fc@saclassics.com/

www.SaClassics.com

Your Day, Your Moment

Dear John et al,
As you have correctly pointed out, this unfortunately clashes with our Dave Lyons' "Open Bonnets" outing but could be of great interest to some of our members. It certainly seems like a comprehensive carnival has been planned!

Peter.

Hello veteran car members.
I am hoping to visit the Cape Town area in April 2015 and am hoping that I can visit with some members. Last time that I visited Cape Town was in 1988. My Grandfather was Ted Edwards and he operated a car for hire service and repair garage amongst other business in Kalk Bay.

I am a veteran car collector and restorer in southern Ontario just

north of Toronto. Cars in our personal collection include a 1904 Northern 1910 Firestone Columbus, 1911 Baker Electric Brougham and our most often used 1912 Ford touring that has been toured extensively throughout North American and Italy.

Our most recent addition to the collection is an original 1921 Studebaker Racecar that was successfully raced in Uruguay in 21-22 by Jose Luis Genta. We are most excited about being able to campaign this car again after bringing it back to Canada this past autumn.

Yours sincerely,

Eric R Edwards.

Baxter Ontario Canada.

What a wonderful mechanism for making friends is our old car hobby!

There was recently an email to the Club from an Austrian gentleman Karl Marschofer, on holiday in Cape Town. I made contact with him and invited him to join us at the month end Natter in January. After a number of phone calls with directions, he and a lady friend arrived and were very interested and impressed at the cars.

Karl's particular interest is a Graf and Stift 1926 car, (yes I had to Google it!!) of which very few were made. The Company stopped making cars to concentrate on Commercial vehicles, morphing into what we now know as MAN.

Karl is keen to locate any other Graf and Stift cars and would appreciate any information on the cars. His car is a rare 1926 Racing Graf and Stift with very low mileage.



Back to my opening comment. Karl after our short acquaintance, invited me to see his collection if ever I travelled to Austria, and wanted to return the hospitality. Does this almost instant connection happen in other hobbies?

Dave

Balancing of wire wheels



Vibrations though the steering wheel at anything approaching cruising speed has always been an unfortunate characteristic of my MGB GT. After numerous times to the tire shop to try and have the knock-on hub wire wheels properly balanced the improvements have been minimal at best. I was therefore encouraged and excited to see an event planned by Ian Kaplan of Speedy Cape Town, in Buitengracht Street, to explain and further discuss the principles and proper methods for the balancing of wire wheels.

This event took place on the afternoon of Saturday 31 January at the Speedy premises. A good number of CHC & MG car club members and other interested people turned out to inspect the set up and to learn more about the specialised cones and jigs that Ian has recently acquired. As a classic car enthusiast himself, he has similar troubles to myself and I'm sure many others with a wire-wheel affliction. With this combination of his professional background and personal enthusiasm, he is well placed to acquire the means and to further offer the service of a superior

wire wheel balancing, which he and his mechanics ably explained and demonstrated.

Also on display was a newly acquired state of the art wheel balancing machine for modern vehicles, which collects valuable data through the simulation of road conditions and a unique way centering wheels on the machine.

All of this leading to pin-point balancing. We look forward to when this machine and the specialised wire wheel cones can be used together - something that Ian is currently working on.

Thanks must go to Ian and his team at Speedy for an interesting and informative session (that included a fantastic lunch-time spread), and to Hazel for helping to organise from the club side.

Ross McDonald

"On behalf of The Crankhandle and the MG Clubs I would like to say a huge thank you for the interesting and informative demo on Saturday.

Thank you to Ian and Speedy staff! In addition, thank you for your generous hospitality in providing such delicious refreshments for us."

Hazel and all who attended.

To all the CHC Car & Bike owners

Thank you for supporting our event on Saturday (Passion for Speed. Killarney, 7th Feb) and adding to the day and spectator entertainment by having your cars on display.

We trust that you enjoyed the day and that we can look forward to a similar display in 2016.

Des Easom

Executive Manager

Killarney International Raceway 🏎️

"La bibliotheque"

In this column last month, I referred to the growing number of books that were duplicates and had been put aside for sale. Since writing that report, we have had the brilliant Autoshow at Timour Hall. Our President, Dave Alexander very kindly offered to take a number of these surplus books and display them on his table among the auto jumble section.

The result of which is that twenty-five were books bought and the proceeds donated to the Chaeli Campaign. Well done everybody.

The new year began with the library team moving forward to record the books relating to motor sport and associated competition events. This section includes books about racing cars, their design and successes, the events themselves and biographies of the driver's and other important people who have influenced the sport.

It is interesting to note that this section includes books about important South African events and racing personalities. For those of you who are particularly

interested in local motor racing people and events, I recommend you come and read the following books.

Sun on the Grid describes the South African Grand Prix and Endurance motor races from the 1930s up until 1967. There are the following books about local racing drivers.

Paddy-Who? describes the colourful life of Paddy Driver and his racing experiences with motor cycles and cars. I have my own personal memories of Paddy!

Love First, Tingle Second! An amusing recollection about John Love and Sam Tingle.

Tony Maggs, South Africa's forgotten Grand Prix Ace! An interesting profile on the life and early loss of this very capable driver.

The 'Library Team' look forward to you visiting us and asking about the above-mentioned books and others that are South African related.

Ron Sheldon 🏎️



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BENTLEY



The Crankhandle Club
Cape Town

12 Feb. 2015

Dear Di,

The Chaeli Campaign would once again like to thank The Crankhandle Club for including us at the Auto Jumble Sale and Car Show which took place on 17 & 18 January 2015. We had a wonderful position this year and it was a wonderful weekend.

A huge thank you to the club for the donation of R 10 712.00 received.

The Chaeli Campaign runs 8 programmes aimed at mobilising the minds and bodies of children with disabilities. Our focus continues to be assisting children with disabilities to reach their full potential through access to education, inclusion in community activities, participation in events, the provision of assistive devices and therapies and we thank you for seeing the benefit of the work we do.

Your donation will be used in support of our Early Childhood Development Pre-School. We thank you for continuous support!

Kind regards

Shelly Stedman

Events, Marketing and PR

NOTICES/GENERAL:

Please be aware that we have recently published a revised **Membership List**, current October 2014. Copies cost R40-00, to cover printing, and are available from our Membership Secretary, Mike Smith, on 021 689 5225, 072 706 5509 or e-mail mikesmith@gummy.co.za

Our Hon. Treasurer has requested an announcement to all our **overseas members**.

"We need to get annual subscriptions from those members that are not in the country during the time of year when renewals are sent out. Is it possible to organize a future dated payment before leaving the country? Subs are due on the 1st of July !" *Louise*

Please contact Louise on fusys@mweb.co.za to make arrangements for annual subscriptions.

EVENTS:

Sunday 1 March : Del Vera Stellenbosch Wine Blending Competition - Hazel has arranged, through the Topaz Garagiste Wine Cellar at the Del Vera biodiversity estate in Stellenbosch, a wine blending competition event. This includes a brief presentation on Garagiste artisanal winemaking, explanation of the rules, division into teams and voila!, evaluation of the wines blended. This all happens from 10h30 to 12h30 and is followed by a braai, boules and the announcement of the competition winners. For more information on this event contact Hazel on 084 603 1584 or email her on hazel@starstruckautos.co.za

Hazel is looking to put together a run from Constantia Village to the Estate. More info on this to follow. Please note, booking is essential!

Contact Hazel today to put your name on the list! An interesting, different, fun event for all to enjoy ! - If you don't wish to take part in the wine blending, the lunch and boules will be great fun. BE THERE!

SWARTLAND RALLY - 2015 - 21st/22nd March 2015

Entries close on the 28th February

Excellent accommodation has been booked at the Riebeeck Valley Hotel in Riebeeck West for just R475 per person sharing for dinner, bed and breakfast. In addition there will be a nominal entry fee.

Space is limited to 20 rooms and entries for rallyists are now open.

Please e-mail Steve and Shirley on woodward@icon.co.za and an entry form will be sent to you.

We look forward to seeing you there!

STARS OF SANDSTONE: April 2015

The Stars of Sandstone Festival is just around the corner. Most of our participants will be going during the week of 6 - 10th April.

Please register directly online on the Sandstone Estate website and don't forget to mention that you are a Crankhandler as we get a small discount. If you have any questions about the Festival please contact Hans Zwets on 083 222 9111.

The 2015 Jaguar Simola Hillclimb: May

Scheduled for 14-17 May 2015, the Hillclimb is the second in Jaguar's three-year commitment to the event. Whether you are a petrol head, speed lover or just someone who just loves a good time you will leave satisfied and enthralled at the spectacle.

For more information visit the website at www.speedfestival.co.za or email info@speedfestival.co.za.



EVENTS Mar/Apr 2015

MARCH

Sunday 1st	Run to Del Vera Stellenbosch for a Blending Competition	
Monday 2nd	Committee Meeting	19h00
Wednesday 4th	CLUBHOUSE MEETING Film Night: "Fred Dibnah - The Industrial Age"	20h00
Wednesday 11th	SENIORS MEETING : CLUBHOUSE MEETING: <i>repeat of morning presentation</i>	10h30 20h00
Friday 13th	EVENING BRAAI	18h30
Wednesday 18th	CLUBHOUSE MEETING: <i>Special presentation of visiting MMM MG's</i>	20h00
Saturday 21st	Swartland Rally	
Wednesday 25th	CLUBHOUSE MEETING: <i>New Members Evening</i>	20h00
Sunday 29th	Natter at Timour Hall followed by a 'bring 'n braai'	10h00
Monday 30th	HELDERBERG Members DINNER at Helderberg Restaurant - booking with Rudy Schats essential. Ph: 021 847 1707	18h30

APRIL

Wednesday 1st	CLUBHOUSE Film Night: "Genevieve"	19h00
2nd - 12th	Stars of Sandstone 2015 - Sandstone Heritage Trust	
Monday 6th	Committee Meeting	20h00
Wednesday 8th	SENIORS MEETING : CLUBHOUSE MEETING: <i>repeat of morning presentation</i>	10h30 20h00
Friday 10th	EVENING BRAAI at the club	18h30
Sunday	Franschhoek Motor Museum and Picnic	
Wednesday 15th	CLUBHOUSE MEETING: Jake Venter and Andre du Toit on the history of CHC	20h00
Wednesday 22nd	Clubhouse Meeting	20h00
Sunday 26th	Natter at Timour Hall followed by a 'bring 'n braai'	10h00
Monday 27th	HELDERBERG Members DINNER at Helderberg Restaurant - booking with Rudy Schats essential. Ph: 021 847 1707	18h30
Wednesday 29th	CLUBHOUSE MEETING: <i>New Members Evening</i>	20h00

EVENTS also posted on the website.

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Humungous 3 phase twin cylinder air compressor on tank. Offers on R2000. Buyer collects.

Contact Dave on 082 565 5752 or Dickon on 083 625 8678.



1987 Austin Maestro 500L Tandy Camper - 1300cc / 4 speed manual. Imported from the UK by my late Mother. Looking for a caring home and lots of TLC. Licenced but no Roadworthy. Reasonable offers please. Stewart C Woodcock: 084 702 7785 woodiess@telkomsa.net www.clockandwatchrepairs.co.za

I have a nephew, Stuart Cole who has been tenderly looking after a **1972 Volkswagen Variant** since he was 19 years old. The day has come however when he has to part company with this

old friend. Along the way he has accumulated a fair amount of spares as well. I was thinking that maybe your club members would know of someone who may be interested in purchasing it for the spares. I believe it has a burnt valve. He is not asking for much possibly R8 - 10,000. I would love his car to go to someone who cares...

Jennifer Barnard.

E-mail: wmdau@iafrica.com or scole@justice.gov.za



2004 MGTF Convertible 1600 Petrol. Port Elizabeth. Anthracite black MGTF with black soft top and leather upholstery. Electric windows and mirrors, alarm, central locking. Serviced in December 2014, new battery, engine retorqued and all diagnostics redone. Full service history. Low mileage (36 900km) as only used

as a weekend vehicle. In excellent condition. Asking Price R95 000 Please contact Robyn Clark on 083 300 5968 or robynclarkns@gmail.com.

Jaguar Tyres: 4 x Firestone 6 Ply 5,25 x 5,50 x 18 Any Interest? Best condition and Profile pics on request. Go to the one of the very best Wheel Alignment Centres in the Cape; Precision Wheel Alignment Centre. Mr Ian Netscher 021 930 9988 23. King Edward Street, off Voortrekker Rd, behind the Engen Garage in Parow. The company used to be opposite the Good Hope Centre. If anyone remembers? Hannes-Paul Bernatzeder 082 558 6688 Hannes@waterfilter.co.za

WOLSELEY 16/60 FOR SALE Dave Botha - dbotha@randwater.co.za

I have a **complete Soda Blasting set-up for sale**, includes: 100 litre blasting pot, after cooler/air dryer, all air hoses, blast hose and nozzle, aero-helmet and blasting suit. It can strip an average car to bare metal in under 5 hours and causes no damage to the

metal as happens during sand/grit blasting, can also be used to strip coating from aluminium and fiberglass without damage. The price is R50.000.00 negotiable. It would be ideal for someone in car restoration and could pay for its self in 5 to 6 jobs. Contact: David Pennington 082 492 2340 / 021 785 7649 or davidpennington@afrihost.co.za

WANTED: I'm looking to ship my '70 Mini from CT to the USA. Would any members of your club have some shipping company contacts? Mark markbogulavsky@gmail.com



Ron Black, 75 years of age was stopped by the police around 2 a.m. and was asked where he was going at that time of night. Ron replied, "I'm on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking and staying out late." The officer asked, "Really? Who's giving that lecture at this time of night?" Ron replied, "That would be my wife."

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1928/29 Rolls-Royce 20HP Hooper Sedan. Owner/custodian: Alan Lindhorst.
Photograph by Wesley Vorster - Featured in the MUA 2011 Calendar



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