

The Crankhandle Chronicle

DECEMBER 2015



Monthly Newsletter Published by
THE CRANKHANDLE CLUB

P.O. Box 53543, Kenilworth 7745
Cape Town, South Africa



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December 2015 edition

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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.

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Phone: 021 761 0368

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Office Bearers and Committee Members September 2015 to August 2016

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Vice President: Derek Stuart-Findlay

Trustees: Graeme Wares alt: Ashley Ellis
Malcolm Stuart-Findlay alt: Chris Champion
Harold Chapman alt: Mike Stewart

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



The cover pic

A rare sight! Jaguar SS100's at the October Natter photographed by Viv James.

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Layout by Joan Sutton, Tel 021 712 0101.

NEW MEMBERS:

We welcome to the Club Peter Brink and Jennifer.

Peter is a "Merc Man" and has a 1978 & 1979 Mercedes 450 SLC.

BANK DETAILS:

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With winter behind us and those lovely sunshine days back for a while, it has been a busy time for members! I'm sure the cars are enjoying the use and you the outings.

We have a report back on both the Bob Johnston Memorial Run and the Houw Hoek Rally this edition. Thanks to Michael Shelley and Megan Woodward for their contributions. Those of you who took part can attest to the fact that the outings are always well worth the effort of getting your car out and ready and actually quite a lot of fun! So, to those of you out there that don't participate, think about doing the next activity and come and enjoy a day out with us.

Our Historian tells the story of "Airfields of the Cape" in this edition and unfortunately the article on Jerry Cans which complements the story, could not be accommodated. It is posted on the website and well worth the read. This month's Senior's report is about the 1937 Vauxhall. D's Overheard is always an interesting read which you'll find on pg 14. Thank you for your letters and other contributions. How are you enjoying the word quiz?

The January edition will reach you after Christmas, so we take this opportunity to wish you all well over the festive season. A time for family & friends. Stay safe on the roads.

Di & Dave 🚗

WORD QUIZ 003:

English (UK) Car Brands

T	O	B	L	A	T	W	U	J	A	G	U	A	R	Q	S	D	A
Y	E	L	E	D	D	I	S	G	N	O	R	T	S	M	R	A	S
H	H	H	O	M	O	A	Z	W	U	I	C	O	Y	R	N	I	T
J	Z	W	M	O	R	R	I	S	G	A	R	A	G	E	S	M	O
E	C	Y	O	R	S	L	L	O	R	E	I	M	S	V	H	L	N
N	S	O	K	Y	N	L	A	B	I	Q	C	P	I	O	P	E	M
S	X	U	E	I	A	C	X	P	E	L	J	Y	R	R	M	R	A
E	G	L	T	H	D	E	A	M	A	N	B	R	R	D	U	E	R
N	I	S	X	O	W	N	T	R	K	H	T	F	O	N	I	L	T
R	U	U	W	O	L	S	E	L	E	Y	H	L	M	A	R	B	I
A	A	M	A	E	B	N	U	S	M	I	N	I	E	L	T	O	N
V	N	A	G	R	O	M	S	I	N	G	E	R	H	Y	H	N	L

The number of hidden words/elements you need to find in this puzzle are 24.

You will find the answers to Puzzle No. 003 posted on the website.

Seniors' Meeting

WEDNESDAY October 14th 2015

Report back by Brian Hogg

Peter Weddepohl's Vauxhall

The presenter of his 1937 Vauxhall was Peter Weddepohl who was welcomed in the September Chronicle as a new member but is already on the CHC Committee as the Events member and I was pleased to have met Peter and his wife as we were at the same table at the Diamond Jubilee Lunch. Peter gave a first class presentation of his Vauxhall which obviously means a lot to him. He started his presentation by giving a brief history of the Vauxhall marque which was elaborated by Alan Tunbridge after Peter's presentation.

The Vauxhall Ironworks was founded by Alexander Wilson in 1857 in the Vauxhall area of London. The name Vauxhall originated from the London residence of a Norman Knight, Fulk le Bréant who had come to England with William, Duke of Normandy (aka William the Conqueror) in 1066 when the warlike William had decided that the "pickings" in England were better than in his own land of Normandy which had been so named as the Norsemen had "settled" there some years before as the then "pickings" were better than those in their homelands. Most houses were then known as halls hence Fulk's Hall eventually became Vauxhall. Alexander Wilson of the Vauxhall Ironworks became involved in pumps and marine engines long before the company decided to venture into the business of "horseless carriages" which they did in 1903 via the purchase of an existing vehicle which was stripped down and copied / improved / reverse engineered. By 1905 they had produced their own 6hp single cylinder



Photographer John Horsnape

opposed piston engined vehicle and had moved premises to Luton which "co-incidentally" had been the country estate of Fulk le Bréant. The Vauxhall car had adopted the "Griffin" as a logo which had been the family crest of the le Bréant family. In 1906 a four cylinder 18/20 shaft driven model was introduced which featured the trademark concave "flutes" along the bonnet which were to adorn all Vauxhall models up to 1959 - it is understood that they were inspired by the ornate top of a wardrobe. The famous motoring personality Laurence Pomeroy was appointed Chief Engineer and a 20hp model won the 2 000 mile Reliability Trial of 1908. Pomeroy then developed a 3 litre version which performed so well in the 1909 German Prince Henry Trial that he introduced the iconic Prince Henry 30/98 Vauxhalls. During WW1 Vauxhall was one of the few UK companies that continued car production as many Vauxhalls were used as military staff cars. Various new/updated models were introduced until in 1924 they produced 1 400 cars but were bought out by the American giant car company General Motors in 1925 who were anxious to buy an established British car company, this after negotiations with the

Austin Motor co had fallen through. Inevitably General Motors influenced the Vauxhall models which commenced with the 20/60 in 1928. Vauxhall continued to introduce models at lower costs than their competitors but with many engineering innovations e.g. a synchromesh gearbox, independent front suspension, mechanical windscreen wipers and in 1937a unitary construction body. During WW2 Vauxhall's War effort was the production of "jerry cans", Bedford trucks, Churchill tanks, armour piercing shells, rocket launcher tubes and latterly jet engines. After WW2 Vauxhall returned to producing cars with the four cylinder 10 and 12 hp models and the six cylinder 14 hp but by 1948 these were all phased out and were replaced by the Wyvern and Velox ranges which developed into the Victor, Viva, Cresta, Ventora, Firenza and Chevette models. In 1975 the Cavalier was introduced which was a basically an Opel Ascona which was the beginning of the Opel based models which are still the basis of the current Vauxhall models.

Peter's 1937 Vauxhall is a 12hp with integral construction of the 6 light body and chassis, four doors, three speed synchromesh gearbox, mechanical camshaft driven windscreen



Photographed by Keith Hyslop

Paul Weddepohl drives the 1937 Vauxhall on the Bob Johnston Memorial Run

wipers, torsion bar independent front suspension, hydraulic brakes, draught free ventilation and was less expensive and two thirds of the weight than other UK 12hp models. The car was owned by a preacher in Salisbury, Rhodesia (now Harare, Zimbabwe) and some 27 years ago the family left Zimbabwe to settle in South Africa with all their possessions loaded on two cars. Peter was interested in their Jaguar when he noticed the old Vauxhall lurking in the background, when he expressed an interest in the Vauxhall he was told in no uncertain terms that "Grannie's car was NOT for sale". Some years later Peter was asked by a friend to assist in the collection of an old car that the friend had bought to use for commercial reasons such as weddings, matric dances etc. Peter quickly realized that this was "Grannie's car" and with the assistance of a timely breakdown due to a stripped worm gear on the oil pump/distributor drive caused by a seized oil pump, managed to persuade the friend that the Vauxhall was not really suitable for his purposes and assisted the friend to purchase a much more appropriate Mercedes Benz model. So "Grannie's car" eventually came into Peter's possession. In addition to the mechanical problems the bodywork was very "tatty" as was the interior so Peter launched into an extensive rebuild including considerable time spent in research into the car's history which involved contact with the UK Vauxhall Owners Club 1903-1957 which keeps records of all models of Vauxhall cars produced throughout the years, through this contact Peter was able to determine that his is one of only 25 pre and post war Vauxhall 12/4 s left in the world.

It was determined that the car had been built for the "Colonies" as a prototype and amongst other aspects had an uprated cooling system. It was also found out that with the sanctions difficulties in Rhodesia, at some time, the car had been returned to the CKD factory in Umtali for a re-spray and re-upholstery. Peter had found the spare/replacement parts were difficult to obtain but did manage to overhaul the engine, gearbox, differential and the Dubonnet independent front suspension. The electrical system was up rated from 6 to 12 volts. Motor cycle tyres (as per Leonard Schneider) were found to be ideal fitments as the original tyres were difficult to source. The famous flutes were re conditioned by utilizing chrome sheets.

During a recent 1 600 km tour "Grannie's car" proved to be reliable and great fun and will be a regular attendee, with Peter and his family, at lots of future Crankhandle Club events. 



Chairman's CHATTER

With the silly season now upon us, we need to tighten up any loose ends that might still exist for 2016. I am very happy to report that by posting our 12-Month Planner on the club notice board, updated every month, we are not only enabling Members to easily scan the year ahead for dates to diarize, but also getting early warnings of any clash of events that might be looming. There are very few CHC-arranged events for 2016 that still require their dates to be confirmed! These include some novel breakfast runs which your Committee is currently busy researching under the direction of your new Events Co-Ordinator, Peter Weddepohl.

Whilst forward planning is of primary importance, it is good to reflect on the success or otherwise of the events which have occurred in the recent past. Many active members of our club join me in being quite staggered at just how much we seem to pack into a year. Your Committee is very happy to note that the popularity of our regular events is growing, and that there are a lot of new participants who, in the past, gave some activities a miss! A case in point was our recent annual Camps Bay Hill Climb. With a booking list of some 70 names, I understand that the final count

exceeded 100! No doubt the perfect weather accounted for many deciding only at the last minute to join in. Fortunately our Caterer was able to provide a good breakfast for everyone but it does drive home the need for the Organisers to have a good idea on the numbers involved beforehand!

A further recent development is for certain events to become regular. These include the Killarney Experience and the Bob Johnston Memorial Run. There are also some new events to be squeezed into the Planner. These are the "Deep South Rally" proposed by Roger Lewis, and Alex Stewart is planning an event for post-WWII cars & bikes.

I mentioned last month that we are expecting approximately 20 Belgian-owned Classics soon to enjoy our "Cape Motoring Paradise". The arrival on our shores earlier this year of a contingent of MG "MMM's", more recently 13 Vintage Bentleys, and last month a group of 4 Morgans from the Continent, to join those marques respective annual tours, augers well for the strength of the classic car movement in the Western Cape.

We must do our best to embrace future visitors, and include them in as many of our regular activities as possible. In this way, the value of our hobby can only be enhanced.

Peter 



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BOB JOHNSTON MEMORIAL RUN

Report back by Mike Shelley

Photographs by Viv James



Bob Johnston did, without doubt, manage to find a small fraction of cloud to sit on and send quantities of good karma down on us all; I suspect he might have had a glass of good red in his hand also.

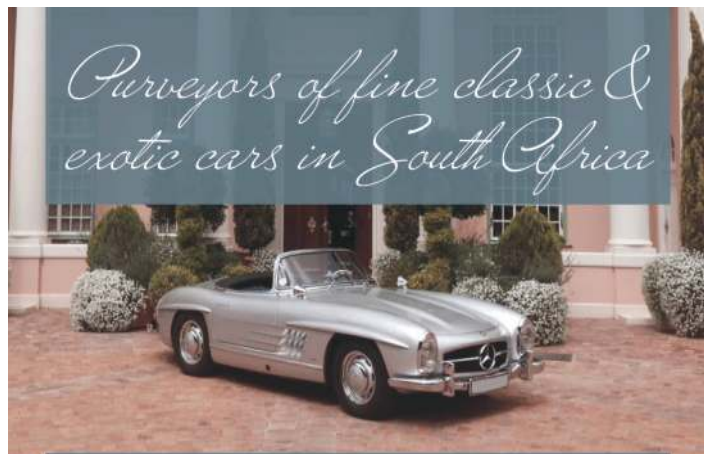
Peter Hyslop kindly invited me to be on the run, but little did I realise how much I was going to have to do. Firstly, I had to navigate and, secondly I had to look for traffic on the left, particularly on hill starts. In 1928 the Americans did not recognise

ergonomics or really accept the fact that in certain parts of the world vehicles were driven on an alternate side of the road. This is made evident by the hand brake not being transposed to the right of the gearbox along with the pedals and the steering wheel. The

abandoned hand brake is almost out of the reach of a normal person, remedied by the passenger looking left and operating the hand brake on hill starts. Not wanting to boast but we made a good team. This also confirms my belief that America is mostly flat and they don't do hill starts.

Thanks to Bob the weather was perfect but sadly his power did not reach the cursed magneto on

Graeme Wares' Chummy which died, yet again, approaching Noordhoek resulting in an interesting tow spectacle. The large '39 Chev of Alex Stewart pulling, with a generous length of tow rope, something not much larger than a pram. There were a number of occasions on the way to Simon's Town when we were forced to follow cyclists on narrow roads, reminding me of



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Rudy Schats and Aura are all smiles in the 1934 Austin Ascot of Hans Zwets

Alan Webb and John Brown are ready for the run



Peter Hyslop does not miss an outing in the 1928 Falcon Knight and has Michael Shelley in the navigator's seat.



Greg Bjorkman and Wayne Bakewell make good speed ahead of Louise Farrell in the Model A

London with hordes of undisciplined Chinese tourists on "Boris" bicycles in bus lanes sporting long cigarettes and cameras. The coffee stop worked well but for me as a passenger at the tail of a cortège of CHC cars travelling from Simon's Town to the entrance of the Nature Reserve was absolutely glorious. This part of the road is truly one of the Cape's great assets.

Paul Weddepohl expressed concern at high oil consumption on his father's '37 Vauxhall 12 and when he changed up after overtaking a couple of cars in the cortège, by the Ostrich Farm, an extensive blue cloud appeared confirming cylinder and ring wear, the valve guides having been "done" I'm advised.

We all pulled into the Witsand parking area for a photo shoot, chat and chill. I was peacefully expressing the need for a tele-

photo lens to take a closer picture of a particularly attractive lady's butt when a not so gentleman loudly announced that a wide angle lens would be more appropriate. This brave man did, however, live to see our next stop which was lunch at Fisherman's Restaurant in Kommetjie.

An excellent buffet was supplied but it's not clear quite why the food ran out; I really don't think it was the greed of club members but the poor manageress went into a flat spin, deftly defused by Alex Stewart with a plan that satisfied all. My table all ate from à la carte menu and it was great.

At short notice, I suspect, Mike Stewart spoke very well during lunch relating how he and Bob had made a detour through Riversdale, revealing Bob's strong interest in old houses, no doubt influenced by his wife being an Architect.



Paul Wedderpohl, Hilton Franz, Hans Zwets and Rudy Schats take time for a leg stretch or are they admiring the lines of the RR?

The journey home from Kommetjie was uneventful, the weather still perfect and with much rejoicing from Peter as his '28 Falcon Knight effortlessly climbed Ou Kaapse Weg in top gear. Only on the last 400 metres or so was it like Thomas the Tank Engine with Peter saying 'you can do it, you caaaaan do it'. After all this excitement I was worried that Peter might get carried away and

have no brakes at the bottom of the long downhill run. We lived to tell the tale, as did Peter's son Keith who travelled in the dickey seat for the whole journey well covered in sun tan lotion.

So to all, the organisers, the drivers, the passengers and of course the late Bob Johnston, well done for a safe, sociable, fun-filled and truly memorable day.



1912 Model T Ford, 1934 Riley Lynx, 1939 Chev and in the distance, the 1928 Falcon Knight


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SAVVA Technical Type

SAVVA Technical Tip: "O-Rings" appeared in the September edition: Pg 5

Letter from Mike Shelley:

The cost of repairing a seized RR engine would run into telephone numbers so I'm left wide eyed at the prospect of making your own O-Rings for any reason other than as a 'get you home'. I think it is utterly irresponsible to suggest that this is a permanent fix to save R530 on an oil filter element.

O-Rings are dynamic in that they are fitted usually in a square section cavity and the fluid pressure on one side forces them to try and become elliptical thus creating a high contact pressure between the two components requiring a seal. The glued joint in the O-Ring will be subjected to a degree of deformation at each pressure change and I believe the most likely place to fail.

O-Rings that were too cold cause of the solid propellant rockets to leak on the Challenger Space Shuttle. They were too cold and hard to deform and seal and once they allowed gas to flow over them they were 'toast'.

The transcripts of the tapes between NASA and those involved in the solid boosters on that freezing night are used in management training. As it crashed I will leave the reader to decide the theme of the lecture.

There are several dedicated O-Ring suppliers in Cape Town, I've used them.

Regards,

Michael Shelley

(Truth Lies and O-Rings Inside the Space Shuttle Challenger by Allan R Mc Donald.

Available on Amazon, this might interest a number of readers)

In Reply:

Dear Mr Shelley,

Thanks for replying to one of our Technical Tips. It's good to know someone reads them!



The Bentley in question at SATV - being used for a soapy

Firstly, we weren't trying to be irresponsible in anyway, all we try and do is forward suggestions to help the DIY chaps as well as editors who are always looking for newsletter content.

Our objective was to convert the engine to take a modern screw-on filter as used on later model Rolls. It's a common conversion up here.

The purpose of this particular article was to show that you can make your own O-rings if need be. If they are under a lot of pressure then obviously the correct seal must be used - in this case there is/was no pressure. The round seal we required went between the filter adaptor and the engine. A round groove had been machined to take a +/- 6mm round seal. When fitted, it is coated with "goo" to make it a permanent fixture. Once screwed into position is never removed. The screw-on filter then screws onto this fitting using a flat seal as you described.

In this particular case we had to get the car on the road ASAP for a film shoot and after visiting numerous bearing/seal shops without results we had to take drastic action - we couldn't wait the prescribed 2 or 3 days for them to make one.

This particular Bentley is a workhorse and used mainly for commercial purposes. It's not a "cream puff" that gets dusted off and occasionally goes to clubs and

back - it gets hammered and in five years since fitting the conversion we have never had a day's trouble with leaking filters.

In this case the original O-ring supplied with the adaptor must have gone walkie-bouts on the way out from England as it wasn't in the box with the adaptor fitting.

Since fitting this adaptor this car

must have had a good 8 or 10 filters fitted without problems, leaks etc. Fitting the old type filters to V8 engines is a nightmare as they are situated under the suspension on the passenger side.

We have just made O-rings for the back axles of a car using the same principle with great success. To reiterate - the purpose of

this article wasn't aimed at Rolls. We just used this as a suggestion of how to make a common O-ring when you don't have a common O-ring.

Thanks for contacting us - we appreciate positive criticism.

Regards,

Eric Mc Q



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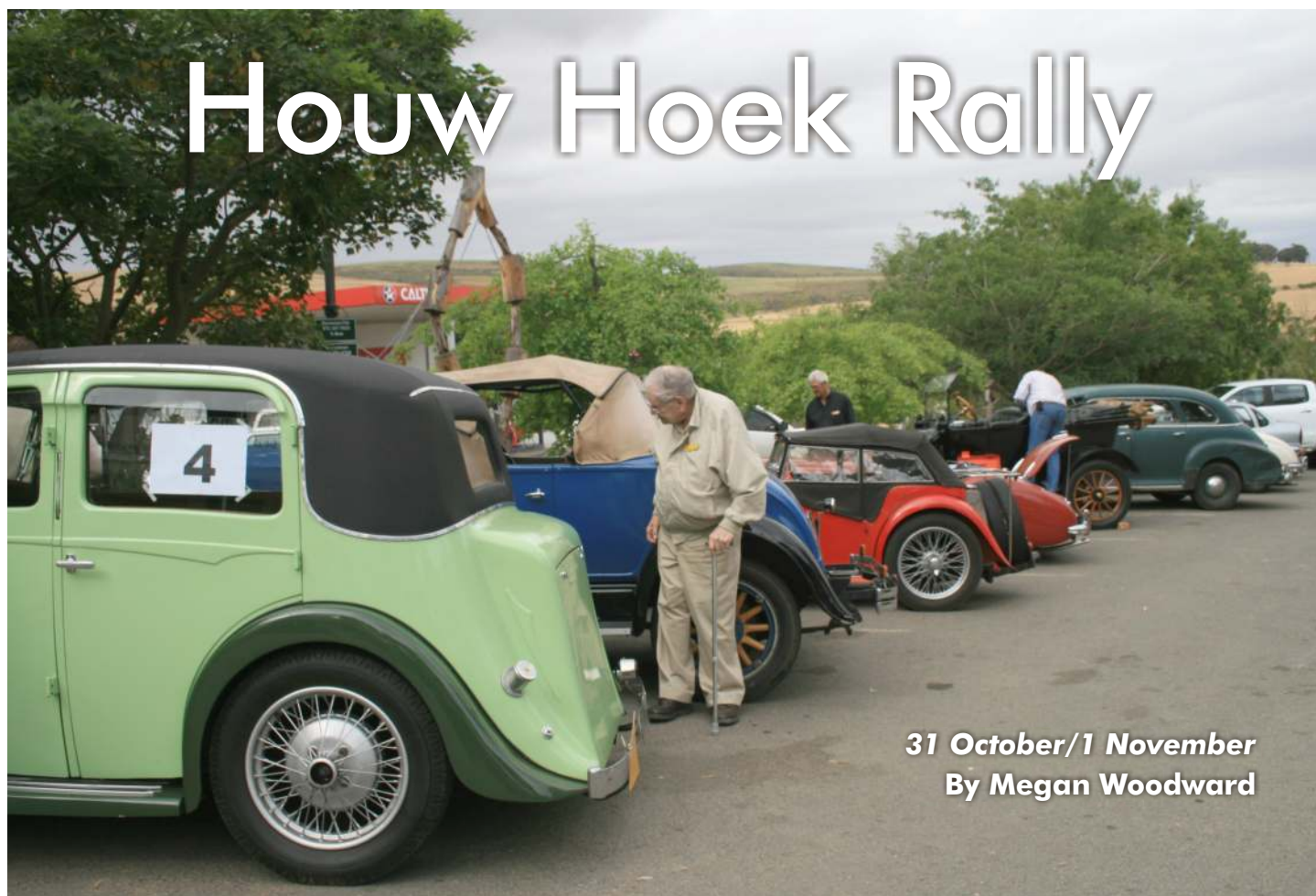
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BENTLEY

Houw Hoek Rally



31 October/1 November
By Megan Woodward

Botriver parking lot

Photo Di Dugmore

It was time again for the much anticipated annual event, which began in 1903 as a 100 mile reliability and consumption trial. This year was in the form of a regularity trial, or, as we normally call it, a rally. Entrants met at the Chatters Café in Somerset West, where some enjoyed light breakfast or a coffee. There was the usual pre-rally tension as everyone awaited their route schedules (which are only handed out 30 minutes prior to departure time). Clocks were set according to the master rally clock and highlighters, post-its and calculators were ready.

The route took us through Somerset West and on to Stellenbosch. I think I speak for everyone, when I say the first ten minutes were extremely stressful as there was lots of traffic and red robots which caused everyone to be late. Making up the time is always fun and nearby motorists

must wonder what on earth a Jaguar MkII is doing flying past everyone in such a rush.

From Stellenbosch we headed towards Paarl and then took a turn for Franschhoek. Lunch was held at Allée Bleue, where a delicious meal was prepared. Rallyists handed in their self-timed controls (STCs) to clerk of the course, Ross McDonald. As is always the case, the lunch time chit chat revolved around the morning's rally session and how everyone had found it. Most seemed quite confident, but one only really finds out the truth when the results are revealed.

From Franschhoek, we travelled over the pass which was out of regularity thankfully - last time John Ryall and I landed up getting distracted eating ice creams at the petrol station and it resulted in a frightful hill climb over two passes to Grabouw. But, I digress. We rallied around the Theewaterskloof Dam, past the golf course

and over the dam wall en-route to the N2. It was disappointing to see how low the dam is for this time of the year, water restrictions this summer are a definite reality. The rally ended in Bot River, at a final open control. The hotel is somewhat of a local watering hole, and people were gearing up for the Rugby World Cup final.

After a scrumptious dinner, John and I headed back to Cape Town. However, I was informed that the following morning a group visited the Beaumont's Companjes Drift Vitruvian watermill, restored and maintained by Andy Selfe and CHC member Noel Greeff. For those first time visitors, it was quite an eye-opener. The group then took a scenic drive back to Cape Town via the coast, stopping at the Harold Porter gardens in Betty's Bay for refreshments. The timing was perfect as they arrived home just after the devastating storm

had hit the peninsula. 2015 marks eleven years since I began navigating. It came naturally when I first started, but that was thanks to spending thirteen years in the back of my parents' car listening to the ongoing conversation and instructions. I understand that for those of you that have never rallied before, it can be a daunting idea. However, I really encourage you to give it a shot. I know there are many club members, including myself, who would be only too happy to sit down and explain the ins and outs of successful rallying.

A big thanks must go to Chris Cutler for setting the morning part of the route, and then to Harvey Metcalf and Ross McDonald for the afternoon stint. Also to all the marshals, we couldn't do it without you. I look forward to next year!

Photos overleaf



The cars gather at the start



Marshals & others gather too: Malcolm Stuart-Findlay, Rudy Schats, Allan Russo and Derek Stuart-Findlay



Peter Hyslop and Adrian Denness set off from the start. They took the trophy for the Pre War class. Well done!



Model T and Daimler set off. Greg Bjorkman had Brian Wallace hitching a ride. The Daimler was driven by Wayne and ably navigated by Hazel Walton.

Barry South and Ernie Brown start off full of smiles! How did it end?



Below: Botriver parking lot

Photo: John Haresnape



Above: Viv James' MGA and the winning Jaguar MK2 of John Ryall at the lunch stop.



RESULTS

In 1st place with only 65 points error were John Ryall and Megan Woodward in the 1966 Jaguar Mk 2.

27 points behind in 2nd place was the 1958 Austin Healey 100/6 with Dave Alexander at the helm and Di Dugmore in the 'hot' seat.

In 3rd place was Roger Lewis and Andrea Schreiber in the 1950 MG TD.

Well done to all participants! A lot of fun was had by all.



Prize giving announces the winners! Congratulations to Megan Woodward (star navigator) and John Ryall (ace driver) in taking top spot !



Organisers Ross Macdonald and Harvey Metcalf ably assisted by Catherine



Marshals Simon Rawlinson and Ashley Ellis enjoy a well earned refreshment after a long day!

Photos: Di Dugmore, unless otherwise indicated.



The final dinner saw a few of the members in Halloween costume! Do you recognise them?

October Natter

Besides the two very special cars viewed on this month's cover, we also had two visiting Bentleys stop in ! John May is seen sporting his CHC tie at the final dinner of the Bentley tour from many years ago. The Blower is the 1929 Olympia show car and regarded as the prototype Blower of the 50 built.



Photo Viv James

John & Jill May's 1930 Speed 6 has done many a SA tour! "Crack on" was regularly heard...



Photo Viv James

Irishman Shane Houlihan & Zuzana's 1929 Olympia Blower Bentley. A spirited drive over 4000km of SA.



John May



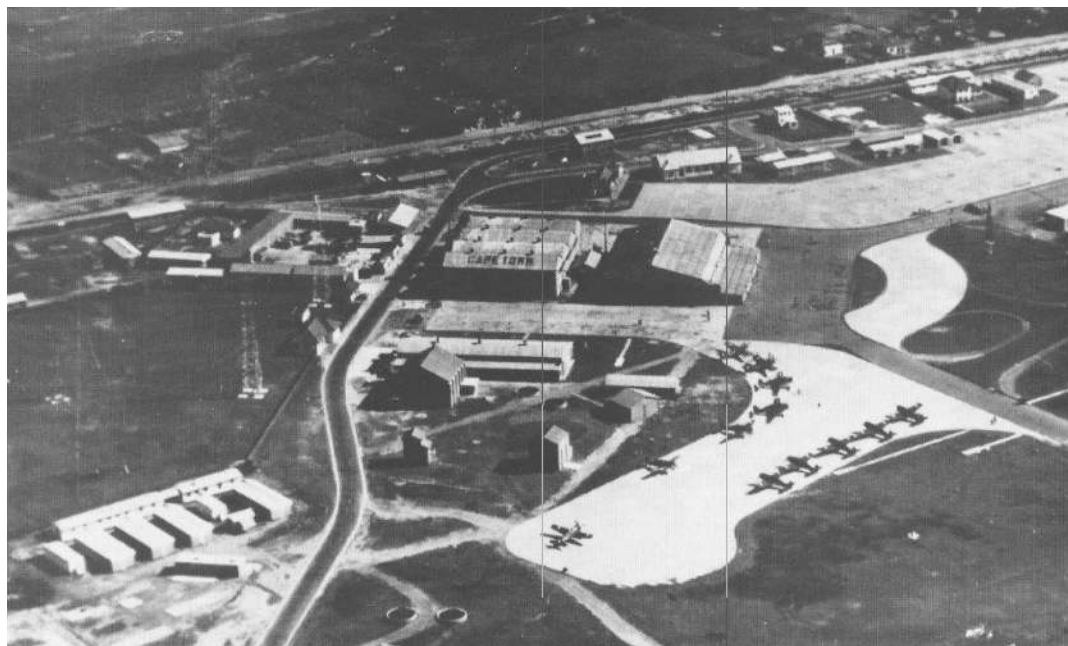
Our World War II Motoring Pioneers

By **Derek Stuart-Findlay**

O.G. DAVIES AND THE AIRFIELDS OF THE CAPE

Cape Town's first airfields have an interesting history. Van Ryneveld and Brand's 45-day pioneering flight from London to the Cape in 1920 landed at Young's Field in Wynberg, and an avalanche of record breaking followed over the next two decades. In 1928 Pat Murdoch flew the distance in an Avro Avian in the record solo time of 13 days. In the same year Lady Heath became the first person to fly solo from Cape Town to England, and Lady Mary Bailey became the first to fly solo from England to Cape Town and back. In 1930 Captain R.F. Caspareuthus reduced the south-bound record to 8.5 days in a De Havilland Puss Moth. All these flights landed at Young's Field.

In 1929 the Cape Town City Council resolved to establish a municipal airport, and purchased 231 ha of land at the 'six mile outspan' at Goodwood on Voortrekker Road. The site, named Wingfield by the land surveyor, had been identified as suitable for an imperial airship service from London, but this idea had been



Wingfield in mid-1945. The aircraft are Hellcats.

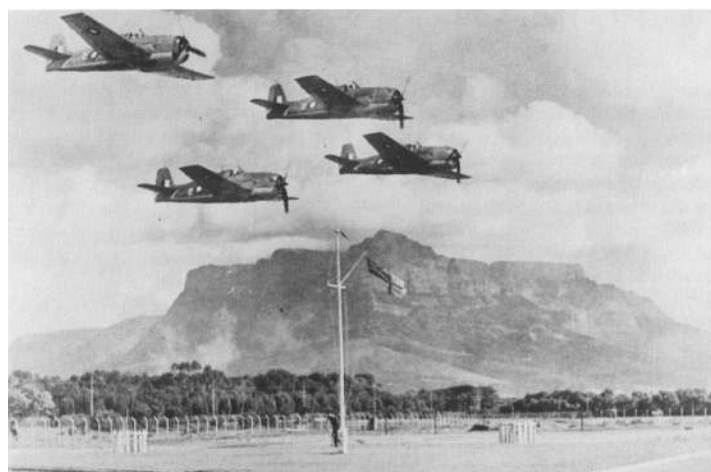
abandoned after the fatal crash of the airship R101. Major Allister Miller founded Union Airways (Pty) Ltd that year, flying passengers and mail to Natal and the Transvaal from Brooklyn (now Ysterplaat) airfield. When Wingfield became operational in January 1932, he transferred operations to the new aerodrome.

Within a month, the first official Imperial Airways airmail service was inaugurated when Captain Caspareuthus landed at Wingfield from London in DH 66 Hercules *City of Karachi*. Alan Cobham brought his Flying Circus to Wingfield that month, the pilots displaying their flying skills with aerobatics and daring formation flying in a number of aircraft and a Cierva Autogiro, the first seen in Cape Town. By March the latest in illumination equipment had been installed at the airport, but when Jim Mollison arrived from England in the dark on his record-breaking 4-day 17-hour flight, he became confused about its location and landed on Milnerton beach, damaging his Puss Moth. By November, Mollison's wife Amy Johnson had reduced the record by ten hours. The culmination of the private record attempts was Alex Henshaw's February 1939 flight of 39 hours,

25 minutes in his Percival Mew Gull, slashing Van Ryneveld and Brand's time by an incredible 96%.

The Air Taxi Company, managed by John (Billy) Williamson, was founded at Wingfield in the early 1930s, its three main functions were charter flying, a flying school and a comprehensive workshop. It trained many skilled pilots for the SAAF, and when World War II was declared, the company was dissolved and its aircraft were taken over by the Air Force.

The RAF realised that it had an urgent need for pilot training facilities in areas safe from enemy activity. Prime Minister, General Jan Smuts, who was keen to build up the SAAF, offered to provide the airfields and associated infrastructure if Britain would provide the aircraft, supporting services and technology. The details of a Joint



Four Hellcats over the Pinelands gate at Wingfield

Air Training Scheme (JAT) were soon agreed upon, it provided for the establishment of 24 flying schools in South Africa.

In order to provide an interim medium range coastal patrol and bomber capacity, all suitable aircraft owned by South African Airways were commandeered. Twelve twin-engined Junkers JU 86 passenger aircraft were restored to their original purpose as bombers, while the airways pilots were retrained by the SAAF. The JU 86s immediately flew more than seventy Atlantic sorties in search of the *Admiral Graf Spee* during October and November 1939, while the aircraft carrier *HMS Ark Royal* joined in the search with its Swordfish bombers. One of the JU 86 patrols sighted the German liner *Watussi* about 100 miles south-east of Cape Point and forced the liner to change course for Simon's Town. The crew set fire to the ship, opened the stopcocks and took to the boats; they were rescued and taken into custody. In May 1940 the JU 86s were re-deployed to East Africa and were replaced by Avro Ansons. There was particular concern at the time as an important troop convoy, including *Queen Mary*, *Mauritania*, *Aquitania* and *Empress of Britain* was due to round the Cape. The average size of the convoys was in the region of 20 ships, but some were double that. The larger convoys had too many ships to enter any one South African port, and half of these were sent to Cape Town while the other half sailed to Durban. Aircraft parts were unloaded for assembly at Wingfield, while carrier-borne aircraft flew to Young's Field to be serviced by a fledgling Royal Navy Fleet Air Arm support unit. The effective patrol range of the Anson was limited, and in 1941 some 80 long-range Glen Martin Marylands and 20 Bristol Beauforts were shipped to the Cape for assembly. The Beauforts had a tragic debut, in February 1942 one of the first patrols crashed



Left: *Junior officers celebrating VJ (Victory in Japan) Day, 15th August 1945*

into the sea and Lieutenant Alexander (Binkie) Stuart and his crew were never seen again. On the following day a similar aircraft crashed at Milnerton, and it was found that the design of the fuel flow system from the wing tanks to the bomb-bay tanks was defective. By May 1942 as many as 1 000 aircraft had been assembled at Wingfield.

After the Japanese attack on Pearl Harbour in December 1941, priorities changed as Allied harbours and convoys in the southern oceans were seen to be threatened by Japanese aircraft. Young's Field had become far too small for the RN Fleet Air Arm, and in April 1942 it took over Wingfield and commenced a substantial expansion of its facilities. After £4 million had been spent on new installations, the base had almost trebled in area to 615 ha and had become the largest and best equipped Royal Navy airfield in the southern hemisphere. The assembly of aircraft and the training of aircrews was stepped up dramatically; by the end of the war 33 347 aircrews (over 100 000 crew members) had been trained in South Africa, and Wingfield had trained a considerable percentage of these impressive numbers.

In terms of the American lend-lease contract, any military equipment supplied that was lost or destroyed in battle incurred no

cost to the recipient. After the war hundreds of brand-new aircraft like Grumann Hellcats were towed to the docks and loaded onto aircraft carriers. The crews had been told that they were to be returned to the USA but a few hours later all the aircraft and their crates of equipment were dumped into the sea. An enterprising lieutenant, very attached to the sports MG he had bought in Cape Town, had smuggled it on board in an unmarked crate; he must have been horrified to hear of its fate. Wingfield then reverted to its role as the Cape Town municipal aerodrome until D.F. Malan (Cape Town International) airport was opened in 1955.

One of the founder members of the Crankhandle Club, Irvine Low, was the Meteorological Officer at Wingfield. His wife, Zadee Wallace, was a well-known Austin Seven Ulster racing driver, her car now belongs to Club member Bob Dallas in England. One of Cape Town's prominent racing drivers of the pre-war era, Owen (O.G.) Davies, was a flying instructor at Brooklyn airfield. O.G. Davies overturned the well-known MG, *Hoodoo*, on the 1934 Round House hill-climb, and raced a Frazer Nash BMW up Geneva Drive in 1940. As a lieutenant during the early war period he continued to train flying crews and flew numerous coastal patrols from Wingfield, initially



Above: *Lt O.G. Davies, pilot, 15 Bomber Squadron*

in JU 86 bombers. Over time he was promoted to the rank of lieutenant colonel and after the war played a prominent role at Young's Field, he was involved in the decommissioning of much of the Armed Forces' surplus equipment. There was a shortage of tractors at the time, and as a substitute farmers bought the four-wheel-drive Marmon-Herrington armoured cars after their gun turrets had been removed. O.G. Davies owned a rare 6-cylinder sports saloon, an Austin Greyhound, and looked after the remains of Mario Mazzacurati's racing 6C34 Maserati after Tex Kingon had been killed while racing the car in East London in 1955.

Interestingly, all of these cars probably still exist. *Hoodoo* has been restored by Ralph Clarke, the Frazer Nash BMW is housed on a farm at Bot Rivier, in 1966 the 6C34 Maserati was sold to the noted English collector, Colin Crabbe, who undertook an immaculate restoration of this historic racing car, and a 1933 Austin Greyhound, that could well have belonged to O.G. Davies, is currently being restored by Club member Michael Johnson.

Acknowledgements to Wingfield by Gerry de Vries, Serve to Save by Guy Ellis, Commander Mac Bisset, Andre du Toit, Len Ward and Michael Johnson. 🚗



Letters to the editor

Firstly congratulations on another interesting and very readable issue of the Chronicle.

I would like to ask that the editors of the Chronicle consider the more consistent use of photographers' credits in the pages of the magazine. Superficially this may seem like an ego trip for the photographers but there is a more valuable side. It is not impossible to imagine that, sometime in the future, the Chronicle may be used by motoring historians as a reference source - long after Derek, and us, have moved on. Ask Derek how difficult it is to trace photos anyway and without a photographer's name it becomes well-nigh impossible.

A suggestion to consider.

I have had a conversation with the committee about formalizing an archive of photographs for the Club. I am keen to do something for the club but I am not prepared to travel to Cape Town too often on a pension so this might seem like a good way to make a contribution. My wife, Bronwyn, an academic librarian, is trained as an archivist so we would be bringing some professional skills to the operation. That is, I guess, another suggestion.

Finally a small correction, the photo of you 'flying' down the avenue at FMM was, in fact taken by Bronwyn and not by me. We were standing on either side of the road and, at the last minute, I pushed a camera into her hands. For better or worse I forgot to set the ASA value on the camera so the shutter speed was set too low. By total happenstance, and yet with great skill, she panned the camera as you approached getting that very special effect of a blurred background with the driver and passenger almost perfectly in focus.

Best Wishes

Tony Bruton

Hi Fellow Crankers

Gillian and I spent yesterday delivering the goodies to the various charities drawn at the AGM.

I contacted each of the three charities asking them what their urgent needs were and went and bought the goods.



St Joseph's home requested baby goods and we delivered them a collection of vaselines, bum creams, powders etc etc. We were welcomed by a very enthusiastic staff who gave us a guided tour of the facility. There were numerous cases at the home that actually very nearly brought both of us to tears. The situations that these poor children find themselves in is tragic.



Our next stop was **Nazareth House** in Vredehoek. Their urgent need was nappies. Again, we were made to feel very welcome by the staff who also gave us a very interesting and informative tour. A big thank you to Martin Hirs for the donation of the camp cot, which after walking around the facility was going to come in extremely helpful.

Lastly we went to **The Haven Old Age home** in Woodstock. They needed a variety of non-perishable



foodstuffs. We were given the most open armed welcome. When we requested that we take a photo or two of the residents, there was great excitement and we had a great deal of fun. It was very emotional at the Haven as the goods we supplied were received with great appreciation and I feel that a home like that is a very worthy cause in need of our future support.

Louise Farrell



This photograph was sent in by Louise Farrell showing the bedding that was gratefully received by the Kimber House residents from the CHC charity fund.

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Dear Chairman, Editor and Members,

I would like to thank the many caring members who have shared wishes and have kept in touch with me, over my period of poor health.

The prognosis at this stage is uncertain. Nevertheless, your wishes and sharing keep me in Faith.

Best wishes,

Stewart Woodcock



Photographer Peter Dimaio

We attended the annual Whale Festival at Hermanus last weekend and joined Mike Cheminais, Tommy and Pat Bishop and Derek Hulse - as the Crankhandle Club contingent at the Wheels exhibition.

Unfortunately Derek had left in the Healey by the time I took the photo.

Peter Dimaio



We return to Cape Town on the 11th Oct.

The picture at Twickenham stadium needs little explanation but perhaps its tocolosh was negative for England and let's hope it is more positive for South Africa.

I have created a comprehensive power point on the discovery of my car outside Kitwe Zambia (1970 - NK3177), its history from Umtali Southern Rhodesia (U750) and details of its restoration. Photograph shows as found.



When my Permanent Residents Visa comes through (I only have a temp. one at present) I will plan to bring my car from London to Cape Town. However, if you have a slot for the Seniors Meeting I am happy to oblige. I also have a web site for my birding photos.

See you at the next Crankhandle Club meeting.

Peter Hills

(hills.peterw@gmail.com)

I enclose a story about a Lagonda I once owned before you were both born which I have been encouraged to write having just read the very interesting article by Brian Hogg all about your own Lagonda and Dickon Daggitt's in the October Chronicle. It was in about August 1952 that I sold my J2 Allard to Raymond Way and was looking for either something vintage or post vintage which had some sort of pedigree, have four seats and was reasonably fast. Having scanned the advertisements in the various car magazines I saw an advert of a Lagonda by Jack Bond Vintage Autos in south London and there it was parked beside a three litre green label Bentley. The Bentley was priced at £295 and the Lagonda £250. I decided on the latter as £45 difference was quite a lot in those days. As far as I can re-call the Lagonda was an LG45 16/80 1932/3. It also had a Le Mans type rear or something. Dickon or Dave would probably know? but for some rather odd reason it had an Auto Union four cylinder engine.

The car was painted black and had P one hundred headlights and a leather strap over the bonnet. It was at this time I got to know very well the late Captain Ivan Forshaw as he was one of the most knowledgeable people on Lagondas and I needed his help on many occasions. We became good friends I also got to know his two sons both of whom at one time owned Aston Martin Le Mans cars I think (AMR 1 and two car) although I stand to be corrected as one of these cars may have belonged to Mike Salmon but I do know for certain that the Forshaws were

very much involved with David Brown and Aston Martin and were the main agents for Aston Martin at their motor workshops at Longam Dorset England. Captain Forshaw at one time had a small field close to his workshops which was full of early pre-war and post-

war Lagondas. I wonder where they all are now? Rather sadly I had to sell The Lagonda when my daughter was born so I sold it to Wing Commander in the RAF who later sold it to one of the King Singers. I wonder where it is now! **John Constable** 🚗

"La bibliotheque"

By Ron Sheldon

It's December already, another year has passed! Difficult to reflect as it appears to have passed much quicker than our historic cars.

The Librarians have made good progress recording our whole book collection and are now more than two thirds of the way towards completing this task. Since the August Book Sale, the most successful ever in disposing of our surplus stock, we have accumulated more books to sell. As Christmas is almost upon us, it occurs that it would be the ideal time to select some fascinating books at very little cost as gifts for your friends. Come and browse, you won't be disappointed.

In the meantime, while Ray Bungay and I continue downloading our book stock on the computer, John Brewster has been doing a fantastic job sorting the many magazine titles in date order. We are concentrating on the magazines that are bound or making complete sets of individual

copies. There are some gaps and I plan to list the missing issues in the New Year, hoping you may be able to fill these from your own collections.

Ray and I have most recently been working with the category of Owner's Handbooks, the glove box booklets supplied with each new car. Some of these are very early examples and make ideal reference points for restoring and maintaining individual models. While on the subject of reference, which is the main purpose of the library, may I remind you that the Club subscribes to the monthly magazine The Automobile. We keep these in the library for all members to read or borrow. Please ask about these and any other items you may take on-loan.

May I conclude by wishing you all, on behalf of your librarians Ron, John and Ray, a very Happy Christmas and a healthy, peaceful and prosperous New Year.

Ron Sheldon



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OVERHEARD

OVERHEARD

By Dickon Daggitt

"I would prefer even to fail with honour than win by cheating"
- Sophocles

What a changed world we live in....

While most of you believe that Mark Zuckerberg founded Facebook, and you may well be right, but the idea dates back to the 1800s when George Bernard Shaw said "The things most people want to know are usually none of their business."

What a wonderful thing the Internet is. I had to get my wheeling machine apart in order to convert it to a part time louvre press but got stuck when one part would not undo. Anyway I Googled 'Edwards Wheeling machines' and found an article which shows exactly how to pull one apart.

Car wise as always there is something going on. The Oily Rag Run has persuaded somebody to get his Diamond T truck going. Remember them? They and Macks were pretty ubiquitous when I was a kid. Is there a Vintage Truck Club around in SA? Should we form a sub-section?

Toeks Cross bought an oily rag

Prefect simply to go on the run. Admittedly he bought it a year ago but thus is the desirability of an entry....

In a fit of MMM MG frenzy after the last Franschhoek event my neighbour and immediate past President of Crankers has bought a MG F2, a very nice 6 cylinder car with overhead cam. It is in a million pieces so I had better get my MG/Hornet special finished before spare parts, acting under the influence of gravity, follow my spanners downhill.

Jon Driver Jowett's MGTC special (or anyway much modified) is now being trimmed so it is on the home straight.

Denis Porter has done the right thing and bought a Dino Ferrari. He still likes Porsches though but is thought to be curable.

Fred Philips has bought a very nice E type Jag. How many of those have you had now Fred? Yours truly has found a 5 cylinder radial aircraft engine and feels another special coming on.

Somebody please stop me. Oh and there is a 1920's (27 perhaps) Renault back axle floating around and is available. Contact me on dickon@worldonline.co.za

I am reading a book about Wally Hassan (kindly lent to me by Leon Matz), who as a mere boy (Wally, not Leon) was the 14th ever employee of Bentley Motors. He relates how Bentley eventually went bust in 1931 following two earlier attempts. W.O. Bentley's philosophy was to build huge, high quality, high performance sporting cars with attached huge prices. Bentley Motors was bought by Rolls Royce by dint of some board room trickery by the RR directors, no doubt looking resplendent in their Saville Row suits. It all sounds a bit odd to me as Woolf Barnato was a director of both companies. Was his turncoat also Saville Row.....?

Bentley himself went to Lagonda where he designed the Lagonda V-12 engine. What I hadn't realised was that he also designed the Lagonda OHC straight 6 engine. This is the engine that caused Aston Martin to buy Lagonda as their own attempt at a similar engine was abysmal, so to get their hands on a decent engine they bought the company. All Aston engines after that were in fact Lagonda designed units.

Hassan also tells the story of developing the Jaguar engine and car which resulted in the XK 120.

What I didn't know is that the 'XK' refers to the engine and the '120' to the speed it attained on test. But why XK? Well: Jaguar had been designing but not building experimental engines during WW2, codenamed XA to XE. XF was eventually built, a 4 cylinder engine of 1360 cc. XG after the war, and was a bit BMW 328 ish. The next engine to be built was the XJ and was starting to look like the real thing with 6 cylinders and twin cams. After lots of development and modifications the XK resulted and the rest as they say is history.....

Last month I rabbit on about Boxwood. Well I found some! Probably the last available boxwood in SA. There is quite a lot of it so once I have my fill, if anyone wants some genuine Boxwood friction discs in their Hartford shocks, give me a call.

And finally a story about a true blue South African hero, Jody Sheckter. Apparently Jody was expelled from Kindergarten, nogal, for persuading some sweet young classmate to pull down her knickers.

XX Dickon 

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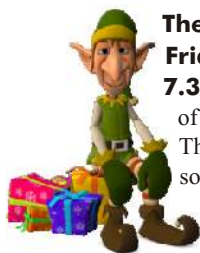
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NOTICES/GENERAL: SAVE THE DATE!



The Annual Christmas Dinner is being held on **Friday 4th December 2015 at 7.00 pm for 7.30 pm**. We are having a three course meal at a cost of R220-00 per person.

The theme for this year's dinner is "Christmas" so wear something Christmassy.

If you haven't yet booked, please contact Peter Wedderpohl without delay!

Saturday 5th December: Douglas DC3 Dakota 80th year celebration at Ysterplaat Airfield: This event will take place at Ysterplaat SAAF airbase. For final details contact Peter Wedderpohl.

Senior's Year End Luncheon: Wednesday 9th December.

This luncheon is fully subscribed but in the case of a cancellation please contact Di on 082 780 8693.

Willowbridge's Prestigious Car Show - 5 and 6 December

Saturday 5 December is devoted to Sport and Super Sport vehicles both modern and classic and then on Sunday 6 December to purely classic from 12pm - 4pm.

Willowbridge is offering the driver lunch and free entry into the Craft Beer Festival.

This is Willowbridge's third car show and they have combined it with their annual Craft Beer festival. It will be held on the beautiful park on the other side of Willowbridge mall.

The Craft Beer area will be fenced off from the car show. Willowbridge will be employing marshals and 4 security guards specifically dedicated to the car show.

On the Saturday many exotic vehicles will be joining us including a few Ferraris, Maseratis, Lotus, Cobras, Jags, Subaru, Porsche, etc. Please find the event poster concerning the vehicles attached.

Thanks as always for your regular support. Hazel 084 603 1584 .

TIMOUR HALL CAR SHOW: 24th January 2016

The 2016 Car Show at Timour Hall will be held on the 23rd and 24th January.

Last month's edition details all aspects of the day. Please volunteer your services by entering your vehicle for the Sunday show as well as adding your name to the list of volunteers for setting up and breaking down. Contacts: Peters Wedderpohl and Truter.

The **LADIES TABLE** will be raising money on the 24th. We will again make books our primary focus, but fresh bakes, jams, etc are also

EVENTS Dec'15/Jan'16

DECEMBER

Wednesday 2nd CLUBHOUSE Film Night: 20h00

Friday 4th **ANNUAL YEAR END DINNER -** Crankhandle Club 19h00

Monday 7th Committee Meeting 19h00

Wednesday 9th SENIORS MEETING: *Brian Wallace presents 2 Vintage FN Motorcycles* 10h30

SENIORS' YEAR END LUNCHEON TO FOLLOW 13h00

CLUBHOUSE MEETING: *repeat of morning presentation* 20h00

Friday 11th EVENING BRAAI at the Club - *bookings with John Brewster* 18h30

Wednesday 16th CLUBHOUSE MEETING: *Speaker: David Roe from Momar Chemicals* 20h00

Thursday 17th Crossley & Webb 2nd Anniversary - 10:00-15:00

Wednesday 23rd CLUBHOUSE MEETING 20h00

Friday 25th **MERRY CHRISTMAS!**

Sunday 27th **Champagne Natter at Timour Hall followed by a 'bring 'n braai'** 10h00

Wednesday 30th Clubhouse Meeting and New Members evening 20h00

JANUARY 2016 Monday 4th Committee Meeting 19h00

Wednesday 6th CLUBHOUSE MEETING Film Night: 20h00

Friday 8th EVENING BRAAI at the Club 18h30

Wednesday 13th SENIORS MEETING: 10h30

CLUBHOUSE MEETING: *repeat of morning presentation* 20h00

Wednesday 20th CLUBHOUSE MEETING: *Speaker:* 20h00

Sunday 24th **Timour Hall Car Show**

Wednesday 27th Clubhouse Meeting and New Members evening 20h00

Monday 25th HELDERBERG Members DINNER at Helderberg Restaurant booking with Rudy Schats essential. Ph: 021 847 1707 18h30

Sunday 31st **Natter at Timour Hall followed by a 'bring 'n braai'** 10h00

FEBRUARY

Saturday 6th International Race Meeting at Killarney

Sunday 7th Kalk Bay Veteran Run

Saturday 13th George Car Show

EVENTS also posted on the website.



encouraged. Please volunteer your services if you are able to give up a few hours of the day. Start collecting!

SAVVA Veteran National: FEBRUARY 2016

The Crankhandle Club has pleasure in announcing that it will be hosting the SAVVA Veteran National next year. The event will take place from the 8th to the 10th February 2016 based at Slanghoek Mountain Resort near Worcester. For further information please contact Harvey Metcalf or Hilton Franz.

Sunday 7th Kalk Bay Veteran Run
Mon 8th to Wed 10th SAVVA Veteran National at Slanghoek Mountain Resort

Friday 12th Southern Cape Old Car Club Veteraantoer
Sat 13th/Sun 14th George Car Show

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Traffic jam in New York, 1923

Nine Important Facts To Remember As We Grow Older

- | | | |
|---|---|--|
| #9 Death is the number 1 killer in the world. | #5 Give a person a fish and you feed them for a day. Teach a person to use the Internet and they won't bother you for weeks, months, maybe years. | weather. It pays no attention to criticism. |
| #8 Life is sexually transmitted. | #4 Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing. | #2 In the 60s, people took acid to make the world weird. Now the world is weird, and people take Prozac to make it normal. |
| #7 Good health is merely the slowest possible rate at which one can die. | #3 All of us could take a lesson from the | #1 Life is like a jar of jalapeno peppers. What you do today may be a burning issue tomorrow. |
| #6 Men have 2 motivations: hunger and hanky panky, and they can't tell them apart. If you see a gleam in his eyes, make him a sandwich. | | |





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