

The Crankhandle Chronicle

DECEMBER 2014



Monthly Newsletter Published by
THE CRANKHANDLE CLUB

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December 2014 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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The Club is not responsible for opinions expressed or mistakes that may occur in this newsletter.



The cover pic

The Houw Hoek rally saw some grande old ladies lined up on the Middelmann farm. Read more about it on page 7.

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From the Editor's Desk

It is hard to believe that we have reached the time of year where one sends out Goodwill wishes! It is also the ideal opportunity to give you the perfect Christmas cake recipe but this will take up too much space. - The gist of it is to have a good brandy, drink a glass before you start, keep sampling the brandy frequently during the cooking process, and by the end of it you can throw the cake away "cause no-one likes it anyway".

We hope you enjoy this edition, and we will continue to endeavour to put a good read together for our members. Your contributions are what make the magazine, so please keep them coming in! We have had a busy month with many outings, some of which are reported on in this edition. With the printers closing mid Dec, the next edition is already in progress so don't delay in sending your contributions.

Wishing all of you and yours a wonderful festive Season, and remember, stay safe on the roads!

Dave & Di



"The horse is here to stay but the automobile is only a novelty - a fad."

- The president of the Michigan Savings Bank advising Henry Ford's lawyer not to invest in the Ford Motor Co., 1903.



BANK DETAILS:

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Seniors' Meeting

WEDNESDAY October 8th 2014

Report back by Brian Hogg

Ron van Nijkerk's 1953 Fiat Topolino

Graeme Wares introduced the presenter as Graeme had been instrumental in Ron van Nijkerk joining the Crankhandle Club. Ron presented his rebuilt 1953 Fiat Topolino (correct name for the model Fiat Cub) supported with a comprehensive display of photographs on the new screen.

The Topolino nickname was given to the little car as it means Little Mouse. John Myers (whose 91st birthday was the following day) advised that in its day his much modified Topolino was called the "Mighty Mouse". It was amazing how many of the members present advised that they had owned Topolinos in the past.

Ron's life long relationship with Topolinos started in Natal in 1963 when in the Army on a pay of 5 bob a day he bought a 1953 Topolino for R45. The car was rebuilt on a minimal budget by Ron with the steering and suspension being renovated, the engine bores honed out and the body paintwork sanded down and hand painted with lots of Brasso used thereafter for cutting back. After a year or so the little car was roadworthied and licenced then, with new girlfriend (later wife) as passenger, he took it to the Bluff to show it off to friends but on an uphill, it ran out of fuel so the girlfriend had to push the car to the top of the hill to enable a run downhill to a garage. The car was eventually sold to Father-in-Law who used it on fishing trips but after some time it was sold on and has since been "lost". Many years later Ron retired to Hout Bay where they bought a house which took some ten years for him to rebuild into a guest house with a tiny garage section – just big enough for a Topolino!!!!

Ron decided to try to source a Topolino to rebuild and initial ads and enquiries with the great encouragement and assistance



from next door neighbour Eric Wells, resulted in Ron and Eric travelling to Kei Mouth to meet Billy Nel who had several bits 'n pieces of Topolinos on his "farm" along with some 300 motor cycles, London buses, some cars, tractors, helicopters etc and a complete Boeing Jet Passenger Aeroplane that had been landed at the then new Transkei Aerodrome but could not take off again as the runway was too short. Ron (and Eric) came away with one of the five Topolinos on the farm, all of which had laid rotting for 20 years, plus lots of spares to assist the rebuild. The car had been loaded on the trailer with the use of a fork lift truck but when it came to remove the car from the trailer in Hout Bay it was quickly discovered that all the wheels / hubs were seized solid which made rolling the car off the trailer a bit tricky. A second venture for

the pair, this time to Polokwane, resulted in the procurement of two complete Topolinos, one with a blown motor and both with lots of rust. A bonus was the acquisition of five brand new Michelin tyres.

After viewing an edition of "An MG is born" on DSTV, Ron got the idea of building a "turn over" stand for the Topolino which made life much easier especially when an older back has to bend over low chassis and bodies. There was insufficient room in the "garage" for the body and the chassis so his long suffering neighbour, Eric, became the temporary custodian of the body while the chassis was being rebuilt and vice versa with the chassis. In the meantime the necessity of a trailer to move the chassis about became obvious so some time was spent building a specialized Topolino trailer.

Meanwhile the Kei Mouth car was cut up to give some space with all relevant parts retained.

The chassis was sandblasted, zinc sprayed, painted then all the mechanical refurbished and new parts fitted. The engine was sent to Bastics with some concern that it was so small that it might get lost amongst its much larger

contemporaries. The concerns were groundless and the machined sub assembly returned to Ron for assembling and fitting to the chassis. The completed chassis was then transferred to Eric's care whilst work started on the body. An indication of the size of the components was demonstrated on a pic as 10 items were fitted into Ron's Mercedes' boot to be taken to be de-rusted. The items included the fuel tank of which the pewter cap dissolved in the acid bath so another cap had to be substituted. The tail lamps were missing so Ron created a pair of lamps using thin wall water pipes. Much paint remover, washing and elbow grease resulted in body panels that were ready for panel beating, bead blasting and painting. Some areas greatly affected by the tin worm were cut out and replaced. Ezio, a Swiss company specializing in parts for Topolinos could supply virtually any part but at quite a cost especially when the exchange rate etc was taken into account so Ron made considerable efforts to recover existing parts.

Ron's first attempt at spray painting was not too successful so again the paint had to be stripped off / rubbed down while Ron discovered some of the basics of spray painting!!!!!!

A nasty problem occurred when the (flat) windscreen was installed by an external expert company, it cracked as did the next two. The solution determined by Ron was the removal of 3 mm of glass around the periphery to bring the screen back to the original size, no problem thereafter.

Carpeting and the canopy were made up from the same materials used by BMW and Mercedes Benz and the complete wiring loom replaced and "modernised" to Ron's requirements.

On initial start-up and couple of problems were experienced but the main item was the use of a modern (electronic) coil which when replaced by a period coil resulted in the engine starting immediately for the first time in 22 years. Another problem was identified as a disturbing rumbling noise emanated from the rear axle area. The fitment of a replacement (from one of the other cars) resolved the problem.

The little car sailed through roadworthy and was licenced as a "normal" vehicle i.e. not with an "S" licence as Ron intends using the Topolino regularly but it did have to be microdotted per the current legislation.

On a personal note, it never fails to amaze me how many and varied motor vehicles are in the Crankhandle Club and how many of the members have very different attitudes and abilities when it comes to looking after their chosen marques. In this presentation Ron had enjoyed his Topolino as a young man in 1963, in 2014 (51 years later) he presented a similar car to us having travelled the length and breadth of the country to find a suitable vehicle for restoration then carried out all the restoration himself over a period of 2½ years. Other members seek out other marques of car (sometimes multiples) and engage the services of experts to restore / rebuild their cars, all are equally to be congratulated on "saving" the cars for posterity as we are only the custodians of our cars for future generations (whilst enjoying them while we can !!!!!).

Several aspects of Ron's presentation were of particular interest; Ron was the tallest person present with the smallest car; Ron was keen to acknowledge the workmanship and assistance received by many people (including his wife and cat) during the rebuild; Ron was the first person to assist me in compiling this summary report by giving me a "flash drive" of his entire presentation – thank you Ron. 🚗

Chairman's CHATTER



November, with all its attractions is now history, and all I can do now is comment and record it.

Firstly, since my last column, I've met six wonderful, learned women. Unfortunately for me, two were wielding sharp knives, two had needles, one had both needles AND a knife, and one had a razor. Yes folks – Doctors – although the one with the razor may not have been – we weren't introduced as I was having a nap on a hard table at the time. Anyway, I'm still here so you'll have to put up with me for a bit longer.

November has been a busy month. Besides our usual gatherings, we staged the Houw-Hoek rally, and straight from there, quite few members continued on to the SAVVA National the next day. This time, Lou and I decided to volunteer as marshals for a change and to prevent argu-

ments. It didn't work entirely, but it was a change. It's only when one sits on the side of the road waiting for rallyists to pass does one realize how many get their timing wrong, either slamming on the brakes – a certain purple(ish) Armstrong-Siddeley took a full 6 seconds for the front and back of the car to pass the same place – and others roaring past – I didn't know Jag mk2's could rev like that – and I'm quite sure we were sitting directly below a 40kph sign. Some just never turned up! Our second 'hidden' post was a failure, with only one driver not seeing me. I've either got to lose some weight or find a bigger tree to hide behind.

The Middelman's farm and brewery was a welcome sight for all, although Harvey had a little sting for those who drove through his 'open control' without stopping – who's going to forget that again?

Botrivier Hotel

was our sleepover, with prize giving and a truly delicious meal to round off the day.

I can't comment on the SAVVA run, but it will be covered by someone.

Also, the Camps Bay Hillclimb, Suther Close Open Day and the Quarterly Business Meeting will have taken place this month.

In December, we have the Christmas dinner on the 5th, the seniors lunch on the 10th, and the champagne natter to look forward to before the year is over. If you wish to attend, please get your name on the lists, especially the dinner, as there will only be enough places set and meals for those who have paid. Please check your magazine for details.

Safe driving.

Greg 🚗

SAVVA Technical Tip:

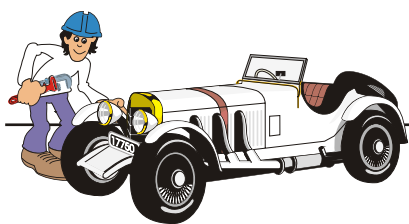
Recently I had the task of replacing a tail light lens in an elderly car and was quite surprised at the dirt that had accumulated on the bulb. As can be seen in the photograph the dirty one is next to a new one and the difference is quite obvious. When it was re-assembled with a new bulb I compared it with the other side rear light which still had it's dirty bulb and to say the least the volume of light emitted was dismal in comparison. On the road, especially on freeways, we are usually travelling slower than the mainstream traffic. It is imperative therefore that we offer whatever warning possible to passing cars of our existence on

the road – especially at night. Over the years there have been some ugly accidents in which cars have smashed into the rear of slower cars – not necessarily older

cars but there have been a few cases. Let's ensure that at least our tail and stop lights are operating 100%. When last did you clean the bulbs on your car? 🚗

Dirty Bulbs





Know the **CARS**

Ockie Lategan's 1936 Chev Roadster
By Ken Burke



Ockie Lategan's '36 Chev Roadster is a member of that rare group of old cars which have been in the same family from new. Open American cars from that period are scarce worldwide as a result of the diminishing popularity of open cars at that time. There is a horrific story which bears this out.

It seems that, although the American factory had dropped its Roadster model in 1935, the South American plant continued with them. General Motors SA evidently imported 50 Roadsters from Brazil in 1936 but only a mere 12 were ever sold. By 1938, following the introduction of a brand new car, it became obvious that the Roadsters were never going to sell. All 38 were loaded onto a ship, which sailed from Port Elizabeth, and were dumped

out at sea. What a criminal waste!

The 1936 cars were a development of the 1933 Standard Six DC series but had a wide range of improvements. A new box girder frame was employed and the engine capacity was increased to 3,389cc with a compression ratio of 6:1 from 5.6:1 previously. This gave it an output of 79bhp. The designation "Standard Six" gave way the following year to "Master".

Ockie's car was bought new by his father and was driven until the early forties when it was retired to the back of the barn of the Trompsberg farm. The engine and gearbox were removed and the engine pumped water from the river for the next twenty years.

This is a celebrated six cylinder engine and became affectionately known as the "Stove bolt six". It was first introduced in 1929 and

stayed in production for another 50 years. Stove bolt is an Americanism and would be the equivalent of what we call a gutter bolt. It is essentially a round headed bolt with a screw driver slot and was used on the rocker cover, the valve chest cover and the timing cover. In its day the "Stove bolt" set a standard for smooth, reliable

power and was probably installed in as many trucks as cars.

Ockie began to take an interest in the car in the early sixties as did his father. It was duly hauled from its resting place and completely stripped down. The overall condition was not good news. Fenders and other body parts had taken a beating from farm implements. The radiator shell had been spared thanks to the sturdy front bumper but the spare wheel cover had been removed and flattened under the wheels of farm vehicles. Rats had destroyed the soft top, upholstery and wiring.

An amateur restoration project was initiated. The engine was sent to Bloemfontein where it was rebuilt by Greyvensteins. The body timber was removed and replaced and the panels were repaired and repainted using a second hand spray painting outfit which had been bought specifically for the job. The car was running once again in 1967. Other than being reupholstered it remains untouched since then. It arrived in Cape Town in 2001 and has enhanced our Natters with its presence on a regular basis. There is a theory that old Chevs mature and improve with age much like a good wine. 



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Passion, Grace & Fire

OVERHEARD OVERHEARD

By Dickon Daggitt

"Coincidence is God's way of remaining anonymous." – Albert Einstein

Sign on a T shirt at Laguna Seca....

"There's room for all of God's creatures: right here next to my mashed potato."

Quoting Beevor again "Imperial Japanese Navy fighter pilots at dispersal on Kyushu played bridge as they waited to be scrambled to attack Superfortresses high overhead on their way to Tokyo. Their passion for the game was a bizarre legacy from the days when the Imperial Japanese Navy wanted to ape the Royal Navy." Interesting stuff.

And you will be interested, and no doubt relieved to hear that I have at last completed reading Beevor's 'Second World War' - all 783 pages of it excluding the references, so here is the last quote and comment.

"If we are American" wrote Annie Applebaum "we think 'the war' was something that started with Pearl Harbour in 1941 and ended with the atomic bomb in 1945. If we are British we remember the Blitz of 1940 and the liberation of Belsen. If French we remember Vichy and the Resistance, if Dutch we think of Anne Frank. Even if we are German we only know part of the story."

How true. What struck me as a born and bred South African educated in a Western and Eurocentric society, was the heroism of the Americans in the Pacific. Something we were never told about.

On the car front: Rusty Crowhurst's Merlin Monster is nearing completion needing some rear bodywork and mudguards. I've seen photos and it's BIG.

Boetie van Zyl's Talbot is also nearing completion and as they say "When it's 90% complete, you only have 90% left to do". Hopefully another week's work and it will be done.

And a racing car story: Jack Brabham joined fellow Aussie Ron Tauranac to build a Ford powered Formula Junior which they called the 'MRD' or Motor Racing Developments. MRD in French is pronounced Merde so sales in Europe were a bit difficult. Probably why the Toyota MRD never took off in France. – From John Ryall with acknowledgement to 'The Batsford Guide to Racing Cars' by Jenks.

For a similar reason the Rolls 'Silver Mist' was a problem to sell in Germany where Mist means the same as Merde in France.

I have never understood the Brit's love affair with 'Jenks' or Dennis Jenkinson. Yes he was a great journalist but by all accounts a grubby little fellow. He had a cottage somewhere in the South of England where he kept his coal in the bath, and if invited to dinner at his cottage, you the guest, got the only plate while he ate out of the pot. Perhaps those who loved him never had to get too close....

On my personal car front, the Lagonda needs a little adjustment made to the track rods (3 of them!) the UNIC has its Curtiss engine now fitted with a flywheel (all 32 kg of it) and the Lancia engine is almost together so at least 2 of them will appear soon. In my defence though, I have been on crutches for 4½ months of this year.

From a distance. Dickon 🚗

Happy Monday!

My chance of even being born is 1 in 400,000,000,000,000 - just like yours. Having made it here, in an age where we each live better than the kings of just 50 years ago, it seems a little silly to waste most of our time getting vexed, doesn't it? Vexed because we do not earn more, or because the tax is due, or even because the eldest son left his used underwear on the bathroom floor again, or because we feel a headache coming on, or because our leaders buy a new home with our money, ...Each of these minor issues serves to derail our peace. I have about 20 years left, about 7300 days. It seems like a good idea to take each day with a pinch of salt. To enjoy each day without judging it. I would hate to reach my end without having taken the time to savour each one. Whether good or bad stuff happens is mostly a judgement we make, and then we allow it to fester. This is bad for relation-ships, bad for business, and the waste of a good day. So, today, no matter what happens, savour it, and if you end the day with some more knowledge, some more skill, or some more money, that's a bonus.

Warm regards, *Peter Carruthers*



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BENTLEY

Visit to Yesterday's Heroes - 25 October

By Dennis Cook



Yesterdays Heroes line up



De Soto



Dennis Joubert, Peter Gough and Laurie Claassen



Laurie Claassen and Peter Truter

Some of us had eagerly anticipated the visit to the car collection of Mr Laurie Claassen, particularly as the numbers were limited and Peter did not seem open to bribes on this one. A small group met on a blustery Saturday morning at Constantia Village and motored up the N2 to the venue in the Strand. Yesterday's heroes is a classic car dealer showroom prominently visible on the service road adjacent to the N2. Well, that is what it appears to be, but through a back door of the showroom is a hall filled with motoring treasures - sadly no longer open to the public because of theft, and upstairs a cornucopia of SA motoring history.

Arriving there we found the rest of the privileged 25 Club members waiting and Mr Laurie Claassen welcomed us to his collection. He pointed out that it was just that - a collection - and not a museum. It seems that the cars and memorabilia belong to various family trusts as well as a Company in the Rola Motors Group. The Rola Group is a very successful marketer in the Western Cape of auto brands that include GM, Opel, Chevrolet, Isuzu, Chrysler, Jeep, Dodge, Honda, Lexus, Mercedes Benz, Mitsubishi, Toyota and Volkswagen. Laurie has retired as CEO of the group in favour of one of his sons and now clocks in daily to look after the collection; saying

that it keeps the brain turning. He took us through every one of about 80 cars on the lower floor telling us the details of the cars and some interesting anecdotes about how the cars were acquired.

It is a very eclectic collection - populated mostly with cars from the 60s and 70s, with many Mercedes Benz models as befitting his dealership. There are some of the icons; an early Ford Mustang convertible, a couple of Ford Thunderbirds, various Cadillacs, including one owned by B.J Vorster whose driver at the time was one Eugene T'erreblanche! Up a flight of stairs was another floor filled almost any model that you can think of, even a Trabant, crammed closely and

including quite a few Americans from the 40s and a breathtakingly beautiful De Soto airflow from the mid 30s - one of the first to use unitary body construction and streamlining.

There was a line-up of Borgwards including an Isabella sedan that won concours at the recent 50th anniversary celebration of the Borgward club. Surely many of us as have lusted after the beautiful Isabella Coupes and there were 2 examples, one of which a low mileage very original car. And that is what typifies this collection - there are some rare cars, a few exotics; but most are low mileage original and unrestored cars; presumably trade-ins over the decades.

Vernon Terrapon was sure that the original low mileage Triumph 2000 was his very first car. Yesterday's heroes?? Many of these cars might not be deemed worthy of collection in a museum; many are ordinary passenger carriers, but the Claassen family deserve the title for amassing an amazing collection of lovely, original cars that might otherwise be lost to our motoring history.

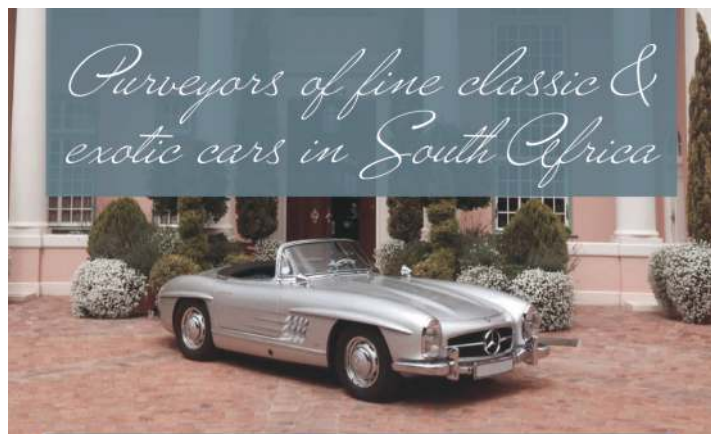
On the upper floor, in addition to seemingly uncountable cars, crammed closely together, we were able to experience restorations in process in the open plan workshops. To add to the pleasure of the day, we had the company of motor racing legends Peter Gough and Denis Joubert - petrolheads paradise I call it.

A congenial lunch was enjoyed at the Helderberg restaurant

afterwards.

Mr Laurie Claassen hosted the 3rd group of our Members through his 200-plus private collection of unusual motor cars on Saturday 15th November. Those present, including some Morgan owners, who had just completed their annual week's gathering, enjoyed the 2-hour tour and Mr Claassen's fascinating stories relating to many of the classics, and the reasons for their being included in his unique collection.

Mr Claassen will take us on our 4th and final visit to Yesterday's Heroes on Saturday 6th December. Anyone interested must please contact Peter Truter on 082 658 0061 at the very earliest opportunity in order to secure a place in the limited group permitted to enter the collection.



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Will ladies making tea please empty teapots and stand upside down in the sink. No hot bottoms on the formica please

- Notice in village hall, Kent.

HOUW HOEK COMMEMORATIVE RALLY

2014

By Peter Truter

Saturday 8th November saw some 20 rallyists and tourers gathering for our annual commemorative run into the Overberg.

After the briefing at the Club the previous evening, and early coffee there on Saturday morning, the rally started from Sunrise Circle under grey skies with the promise of a pleasant day's motoring ahead.

Ross Mc Donald and his team set an interesting route, policing some very pleasant and seldom-used back roads before leaving Gordon's Bay along the coastal road to Rooi Els, where we experienced a welcome stop for lunch at the Drummond Arms.

After an hour's break, back on the road through Betty's Bay and Kleinmond, and then some confusing double-backs with various groups passing each other the "wrong" way.

Then at last; the Final Open Control at the Middelmann's and Ter Morshuizen's Honingklip Brewery – a perfect spot for the quenching of one's thirst!

After sampling the golden varieties there, we descended on the very reasonable Bot Rivier Hotel. A series of valid complaints should keep their maintenance man out of mischief until next year, but Marelize's cheerful hospitality and capable kitchen kept us all extremely well satisfied – unlike the Springboks, whose performance somewhat dampened our spirits.

Sunday morning saw breakfast

in the brilliant sunshine out-of-doors on the terrace, and Mr Keulder from Villiersdorp with his incredible collection of more than 75 pristine Chevrolet models for us to view – quite remarkable. Just his painstaking setting up of the display was a sight to behold!

A number of us then visited the 250-year old working Vitruvian water mill at the Beaumont's Compagnes Drift wine estate. Noel Greeff (an ex-Crankhandler) and Andy Selfe spent the morning explaining to us (and Keith Wetmore and Madagascan colleague who inadvertently dropped in) the many aspects of the loving six-year restoration of the mill, which had unfortunately been de-commissioned and fallen into ruin after the old apartheid government's setting up of un-workable co-operatives during the 50s. (just "Google" it – fascinating!)

Well done to John & Megan who followed on to take the top spot at the SAVVA National Rally! Other CHC entrants representing the club and doing well in their respective categories were: Hans & Di Klein, Roddy Mills, Harvey & Tess Metcalf, Hilton Franz & Alan Russo, Adrian Denness & Brian Wallace, Irvine Laidlaw & Phil Stainton, Tony & Linda McEwan, Steve & Shirl Woodward, Alf & Pat Dolt and Dave Alexander & Di Dugmore.

A great time was had by all!

Congrats to all the entrants! Our top 3 scores were:

1 John Ryall & Megan Woodward - 1966 Jaguar Mk II	Total error 67
2 Richard & Phillippa Middelmann - 1912 EMF	Total error 124
3 Peter Fulton & Trevor Hoole - 1968 Jaguar 420	Total error 140

Yet another memorable Crankhandle Club event enjoyed by all participants, even those that did not finish "officially"!



Pictures of the event overleaf ➡ ➡



The drivers' briefing at the clubhouse on Friday evening before the event was serious business!



Two of the 'oldies' at the Rooiels lunch stop. Falcon Knight and EMF (with Viv James' MGA Twin Cam sneaking in)



Jan & Ida Top in their Austin A55 closely followed by the Irvin Riley



Honingklip Brewery was a well-supported stop!

Right: Gerry Leuman's magnificent 1930 8 Litre Bentley attracted much attention on the run.





Pat & Alf Dolt and Peter Rogers relaxing on the veranda at Bot River Hotel after the event Houw Hoek



Organisers Ross MacDonald and Harvey Metcalf wrap it up



The beautiful drive from Bot River sees the Jaguar, Buick and Mercedes en route to Goudini Spa for the National Rally.



Congratulations go to John Ryall and Megan Woodward for their 1st place in both the Houw Hoek AND the SAVVA National rally out in Goudini!

OCTOBER NATTER

The October Natter saw, amongst the usual collection of cars, the Rileys returning from their Rendezvous as well as a display of Austins in memory of Buz Beck.



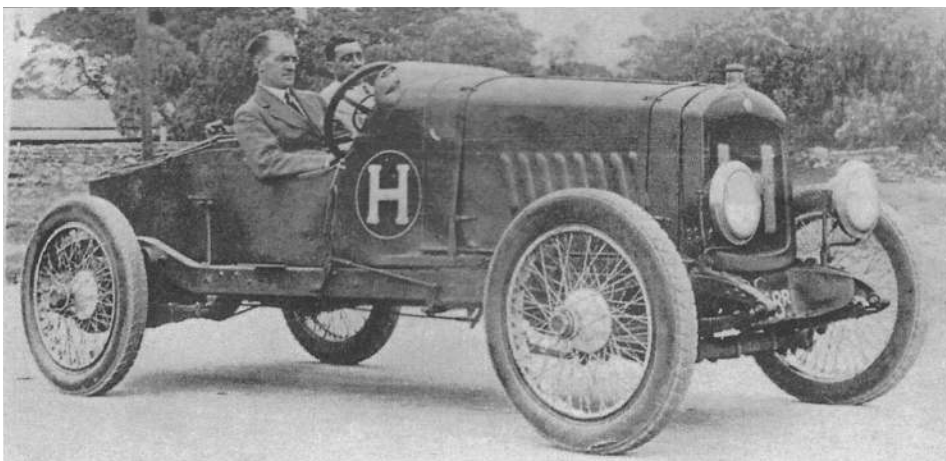
Tales of Our Cape Motoring Pioneers

By *Derek Stuart-Findlay*

H.P. ROSE AND HIS RACE WITH THE UNION EXPRESS

South African trains have never been fast by international standards but, until the advent of the pioneer flights, long-distance express trains offered the only travel option, and aggressive motor dealers were soon competing with them to promote the speed and durability of their products. It is difficult to imagine today the impact of these inter-city races, the publicity value to the dealers of the early 1920s with their bewildering array of vehicles was incredible, these long-distance dashes were strongly promoted by the press and even the police assisted when called upon. Admittedly speeds were low and the almost-empty roads so bad that the stunt could be likened more to the present off-road trials, but the public loved it.

In 1922 the Williams, Hunt Organisation dispatched two employees, Dave Owen and Johnny Driver, to beat the Cape Town to Johannesburg mail train in a Chevrolet, but their time of 42 hours 32 minutes was well short of the 36 hours taken by the train. At this stage H.P. (Henry) Rose, who soon acquired the nickname 'Hupp', entered the picture. Rose had arrived in Cape Town from London in 1910, bringing with him three large Panhard limousines which he had sold to the new Administrator of the Cape, Sir Frederic de Waal and to Sir David Graaff. He set up a Panhard agency at 75-79 Keerom Street in the premises previously occupied by Rudge-Whitworth Ltd at the rear of the Huguenot Memorial Building. After a few years he realised that customers were switching allegiance from British and Continental makes to moderately-priced, serviceable American brands. He took on the agency for Hupmobile and supplied a considerable number of cars to the Union forces for the German South-West African and East African campaigns, where they proved to be one of the few makes that could stand up to the often horrific wartime conditions. Building on this success, Rose secured the South African concession for the Hupmobile, formed Hupp Garages Ltd, moved to Johannesburg and appointed agents throughout the country, with the Cape Town franchise operating from



H.P. Rose setting off for Johannesburg on his record breaking attempt.

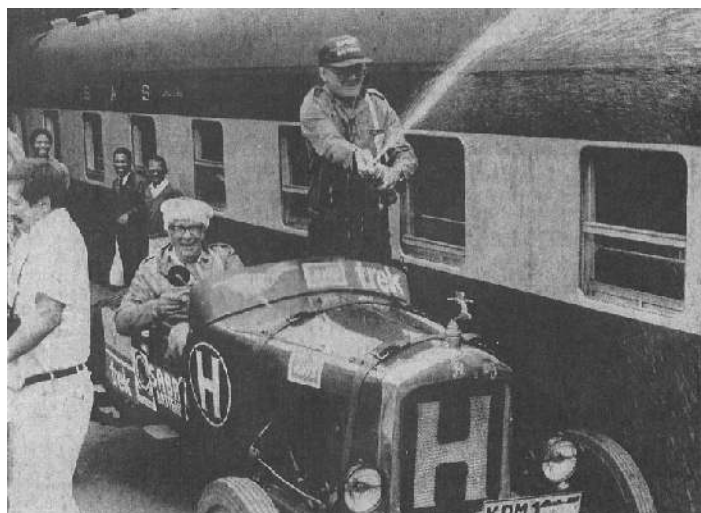
impressive premises at 18-22 Roeland Street. In 1921 the Transvaal Automobile Club organised a reliability trial from Johannesburg to Durban and Rose entered a standard Model R tourer. He decided on a record dash for the return journey and got through in 14 hours 40 minutes, reducing this only a month later to just 13 hours. Meeting this challenge, the colourful Paddy Adair with his 30/98 Vauxhall then put the record out of reach for four years with a phenomenal time of 10 hours 22 minutes. Undismayed, Rose set up an attack on the Cape-Johannesburg record which basically meant beating the crack Union Express. Stripping a 1923 Model R with 20 000 miles on the clock, he constructed a simple racing special with powerful Zeiss headlamps and ample room for spare wheels and a large fuel tank. No proper road maps existed so he and his mechanic R. Thorne drove down to the Cape, sketching 24 sectional strip maps of approximately 50 miles each, depicting streams, 10 river drifts, 43 railway level crossings and above all, 161 farm gates. As many as possible of the last-named horrors he arranged to be opened by friendly farmers or his country agents. Well-liked, scholarly-looking and ramrod straight, Rose was always immaculately dressed and on the road wore pince-nez glasses shielded by goggles. He was timed away from the City Hall, Cape Town at 4 am on 9 October 1924

and averaged 33 mph over the reasonable Western Province roads. Once over the Hex River Pass they struggled across the Karoo's unmade tracks at about 25 mph with bursts of up to 60 in smooth patches. After 24 hours they had reached Kimberley and after a meal and a two-hour sleep they set out on the final stretch, described by Rose as 'prehistoric for the main highway of a civilised nation'. Inevitably, by the time they reached Bloemhof in the OFS the constant hammering had caused an alarming sag in the front axle, making the car uncontrollable in the muddy ruts. The local blacksmith attempted to straighten things out but, sadly, their overall time for the 960 miles to Johannesburg ended up at 38 hours 28 minutes. The Union Express had been in Park Station for two and a half hours by the time the mud-plastered car arrived, but at least they had set a dramatic new speed record for which H.P. Rose and the Hupmobile were long remembered.

Many years later this record run had an interesting sequel. So often this type of one-off special disappeared for ever once it had served its purpose, but fortunately this particular car did not share that fate. In 1960 Randburg vintage enthusiast Sarel Bruwer learnt that fellow vintage buff Geoff Watson had a Hupp Model R chassis at his End Street garage, Bruwer persuaded him to part with it for £80 and the task of looking for parts began.



His mud-bespattered arrival hours after the Union Express.



Bruwer (at the wheel) and Bauermeester celebrate their victory over the Trans-Karoo Express.

Vintage expert Bob Johnston confirmed that it was almost certainly the Rose racer and encouraged Bruwer to restore it as such. The chassis, wheels and drivetrain were all that remained of the gallant Model R, and as Bruwer said at the time, "The wheels were buckled, the conrods were bent, man, it was just donnered." The proportions of the hand-formed bodywork were established accurately from old photographs and Bruwer did most of

the restoration work himself, but the engine and items like the radiator and wheels proved to be beyond repair. Then he had a stroke of luck. In 1936 there had been a flood in Kenhardt in the Karoo and a service station had virtually disappeared under tons of silt. In 1985, almost 50 years later, another flood unearthed a wealth of automotive machinery which by then had become veteran or vintage, including a 2,9-litre Hupmobile model R four-

cylinder engine, exactly as required. The engine was Hupp's first with a separate head, and both crankcase and the top half of the bellhousing were cast integrally with the block.

Bruwer sleeved the block and was able to use the original pistons, the correct Hupp magneto and wheels were found near Calvinia and Ceres, and a radiator and cowl were borrowed from

another car. In November 1990 Bruwer's Hupmobile special was a popular exhibit at the Cape Town Motor Show held in the Good Hope Centre. While planning his return trip to Johannesburg, he decided the time had come to vindicate H.P. Rose's faith in the old Hupp, and challenged the Trans-Karoo Express to a race. Leaving Cape Town at 9.20 am on a Sunday, Bruwer and his mechanic Chris Bauermeester set off with enthusiasm. The only sign the Hupmobile gave of its age during the journey was its modest top speed of 63 mph and an occasional gasp from the petrol feed but, by the time the jubilant pair roared into Johannesburg after 22 windswept hours on the road, they had turned the 66-year old table around. This time they were two and a half hours ahead of the train. If 'Hupp' Rose had been around he would have been sure to point out that the gravel roads, the 43 rail crossings and the 161 farm gates were no longer the obstacles they had been in his time. Nevertheless, we can also be sure that he would have been delighted.

Acknowledgements to Fine Cars, Nov/Dec 1988; CAR Magazine, December 1990, Cape Argus 14 November 1990, and Robin Rich. 🚗



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Letters to the editor



I am writing this story for inclusion in The Chronicle should you consider it to be of interest as I think it could be of some use to anyone who may be contemplating a motoring holiday in England in the near future.

We had the great pleasure in doing this in May this year going by sea for a change on the cruise

ship M.S.C OPERA from Cape Town to Southampton calling at various places on the 19 days voyage. Upon our arrival at Southampton we were met by Yvonne's cousins who had driven from Holland in their very lovely Cloud Three. We then proceeded to Beaulieu in The New Forest where they had rented a charming

old self catering cottage which was set in a lovely garden surrounded by fields where Hest Highland cattle were grazing along with new forest ponies.

We spent seven wonderful days here visiting The Montague Motor Museum, the I.O.W Stourhead (a must for anyone who likes gardens) and also the newly refurbished Haynes International Motor Museum recently opened by Sir Stirling Moss.

What a spectacle this is as it houses some of the finest collection of cars I have seen anywhere including a magnificent 1931 Duesenberg reputed to be the finest engineered car ever built. All the cars are very well presented and beautifully displayed together with the history of each and every model. There really is something for everyone including Formula one cars and a fine-collection of motor cycles.

We also had the great pleasure of visiting Sandringham, the Queen's country house which is described as neither a palace or a castle. It also has a most interesting museum where there are some of the cars used by The Royal family including a magnificent Phantom Rolls used for state occasions and a 1900 Daimler Phaeton, the first car ever owned by a British monarch.

There was even a fire engine just like the one that Di has and a very lovely Alvis TD 21 Park Ward Drop-Head owned by Prince Philip who had the windscreen made higher so he could wear a top hat with the roof up. There were many other interesting cars but too many to mention in name but if anyone finds themselves near Sandringham in Norfolk at any time I would advise a visit.

John Constable

Always great to receive news from the boys in Cape Town. Just returned from Colombia South America where I was an international judge at their concours d elegance in Medellin. Great time!

I must have done something right even though my Spanish is next to nihi as I have been re invited to return next year hahaha! Photo of me on the far left with a big belly... hahaha!



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S U carburettor restoration - Jack Cramp 021 785 1948.

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



The RILEY RENDEZVOUS IV - October 2014

The fourth running of the Riley Rendezvous (RRv4) took the cars to what used to be known as the Eastern Transvaal. Also dubbed “Rileys on Safari”, as we started and finished at the game lodge at Glen Afric near Hartebeespoort Dam we also undertook an excursion into the Kruger Park via Orpen Gate. This generally set the tone for the event.



Five cars left Cape Town on the Premier Class train on the Tuesday prior to the event. This included the three cars that came in by container from the UK for the event. These were the 12/4 cars of Mike & Jenny Martin – a Tickford Lynx that has been to RSA previously for RRv2, a Black Lynx belonging to Julian and Sarah Riley (no relation) and the white Lynx of Ian and Tina

Irvin. The two “9s” were driven by Ralph and Sandie Thomas and Phil and Beth Evans coming in for the event from Adelaide (Australia). The other pre-war cars were made up with the Blue 9 “Plus Ultra” tourer driven by John Ryall and Dave Alexander and of course “Doris” the 1928 War Department (WD) Tourer from Kroonstad belonging to Tony and Susan Beswick.



The Gauteng contingent comprising the Jones cars and the Alison cars were present and correct. Roy had graciously lent his 12/4 Lynx to Rowland and Georgie from Perth and the Kestrel to Brian and Sue Graham from Melbourne. Roy also made an entry with his TT Sprite replica, fresh from its victories at the Knysna Hill Climb. John Alison drove his “Princess”, a finely finished two-and-a-half with a One Point Five loaned to Warwick and Jeanelle from Sydney. The Sinks (Ken & Barbara) came in from the Natal south coast with their One Point Five and the One Point Five from Tony B driven by the Shortells from Ireland made up the contingent of Rileys. Unfortunately the RMB recently purchased by John Hassle did not leave the start as brake issues needed attention.

For this event special invitations were sent to MG owners, so we had an eclectic mix of machinery following the route from Hartebeespoort to Cullinan, Kaapsehoop, Orpen Gate, da Gama Dam, Pilgrim’s Rest, Dullstroom and back to Glen Afric. Along the way there were various highlights and low points and unexpected solutions. We were fortunate to have back-up in the form of trailers with the helping hands of the Lanagans and Rod and Jeanne. Fortunately there was always room on the trailers. From a touring perspective, seeing this portion of our country is a pleasure. Being able to look down onto two large male lions from a game drive vehicle is a privilege. Having “sundowners” in the shade of a Baobab tree is priceless. For the steam enthusiasts there was a train ride at Cullinan, but for the pure driving experience the drop from Waterval Boven to Waterval Onder and then the climb to Kaapsehoop was exceptional. In the Blue Gamecock we had the misfortune that an oil feed pipe fractured. This led to a flurry of phone calls and as usual in this country, a workshop was located nearby and willing hands that could fix anything!! Special thanks to David Hoff and Ken for accommodating the repair as well as the impromptu tour of his collection of very special automobiles. A visit to the Green Farm was great with the afternoon silence being shattered when the MG Special “Fatman” was started. Rodney’s Blue Ulster Imp was also on display as was a Riley single cylinder pump engine.

As a distraction a TV film crew had made an appearance at the off-loading of cars in Johannesburg and again for the drive via Pilgrim’s Rest to Dullstroom. The filler aired on “Carte Blanche” was a great result and provided a wonderful and mostly accurate montage of the RRv4. The very relaxed pace of the RRv4 allowed for various excursions and individual experiences. The convenors of Janet Jones and Tony Bewick certainly deserve the credit for a well organised and executed tour. A special final evening was arranged with live entertainment, which was moved under cover when the rain came down.



For the Cape cars it was then a case of getting the Irvin Lynx to Roy’s workshop for a pre-select gearbox job, the Riley’s 12/4 Lynx onto a train and the Martins headed for the hills. The Ryall tourer came back in a record time of 19 hrs (on a trailer) while the others started on a “road trip”. This resulted in a Gamecock gearbox issue at Prince Albert Road, while the Lynx returned via the Swartberg Pass and Hermanus.

We now look forward to the RRv5.



NOTICES/GENERAL:

CAR SHOW, TIMOUR HALL, 18th JANUARY 2015



The 2015 Car Show at Timour Hall will be held on the 17th and 18th January. As usual, The Crankhandle Club will occupy two fields on the Sunday. Our Club's participation contributes hugely to the overall

success of this Show, which leads the International Police Association's drive to accumulate funds to maintain their beautiful facility. Most importantly, our contribution enables us to enjoy the use of Timour Hall for our regular month-end Natters!

To ensure the success of the show, Members are invited to enter their special car, or cars, for display. Regardless of the weather on the day, cars will need to be parked by the latest 09:00 in the specific bays allocated to them, and must remain in position until after 16:00, at which time the show closes. No car will be permitted to leave while the paying public are present walking around the grounds, and enjoying the cars on show.

An Entry List will be available at future club events, and you are encouraged to avail yourself of the opportunity to take part in this prestigious event. In order to ensure the widest spread of interesting cars on display, the Organizers may need to exercise discretion with regard to which cars entered will be accepted for the show, and where they will be displayed.

All cars will need to display "History Cards" and new laminated cards will be issued to those Members who do not yet have one for their car, or wish to update their details.

Free entry to the show will be granted to all those who have entered their cars.

Volunteers are called for the five separate work parties, which are required to set up, run, and finally dismantle the show. These are:

- 1 Friday 16th 15:00 to 17:30; to mark out our fields with bays for the 110 cars we anticipate showing,
- 2 Saturday 17th 17:00 to 18:00; to re-mark the bays and erect our Crankhandle Club Banners as shown on the photograph, and our gazebo,

- 3 Sunday 18th 07:30 to 09:00; to direct cars onto the fields and into the correct bays,
- 4 10:00 to 16:00; to man, for one hour shifts, our CHC Information Desk, and finally
- 5 16:00 to 17:30; to dismantle our banners, gazebo and gear, and pack them away in the loft of our clubhouse.

Your participation in the event, whether simply to display your car/s, or to assist with the setting up and smooth running of the show, will be very much appreciated by the Committee.

Our Club has established a strong relationship with the International Police Association over many years and we look to you, our Members, to continue that tradition.

Do not hesitate to contact Peter Truter on 082 658 0061, or by e-mail pjbtruter@gmail.com in order to ensure that you can participate in this very worthwhile annual event.

We look forward to your entry and support. - **Peter Truter**

2015 AUTO JUMBLE

Hello all Jumbler and those who would like to become a Jumbler (and thus pick up a whole pile of folding spondulux for your unwanted bits of metal).

Seriously, I never ask Jumbler what they do make each year. From the feed-back I get, if you have clean stuff it is amazing how well you can do.

The next Auto Jumble will as usual run concurrent with the Timour Hall Car Show on Saturday 17th and Sunday 18th January. The venue will be the same at the bottom of the right hand entrance field (get there early, say 8.00 ish on the Saturday morning to avoid disappointment) and the participation fee will again be a total of R100. Any extra contributions to our chosen charity The Chaeli Campaign will be gratefully received.

Please pay your R100 direct into the Club account using your name and the word "Jumble" as a reference.

Bank details:-	Bank	Nedbank	Branch Code 100 909
	Account name	The Crankhandle Club	
	Account number	1009 804 782	

I look forward to seeing you all. If you have any queries please ring me on 0832724340 or e-mail me on davidfcatin@gmail.com

With best wishes, **David Catlin**



Today we want to look at the body and its inherent beauty and challenges.

As an example (*below*) we take the door gaps of a then recently and locally restored vehicle: [for the mathematicians: then (recently and locally) which implies that the panel shop is "late"]. (sic)

The reader will please forgive



me to liken the distribution of the door gap to the South African wealth distribution, never mind the collateral damages on the car body. But take this sad example (which is currently under re-restoration) aside and look at something at least superficially brighter:

On the restored car looks are deceiving. From the shadows on the paint we can clearly see that there is too much body filler on the lower half of the door. On final assembly the doors could only be shut by brute force. Remove the door rubber and all is fine. Turns out that the body was pulled out after a head-on



collision, but the expert on the job literally fell 2 mm short of requirements. So the overall door opening ended up 2mm too small. An irreversible damage once the car is painted. This is in support of the real aficionados, proponents of a total "dry assembly" of the body BEFORE paintwork.

That reminds me of a story many moons ago in Germany

by Felix Furtak

when I supplied a Zagato windscreen. The Panel shop claimed for sure that the wrong screen was supplied. It took some guts to take a hammer and chisel and break out on mere suspicion a big lump of body filler from the window-frame, which clearly inhibited the fitment of the screen. Sadly the same thing happened in a local body shop a while back only that it was a Touring body.

In the next issue we will look at the automobile coupé, pas verticale, mais horizontale, and the do's and don'ts of implementing same.....



Brunch/lunch run for under 30's on Sunday, 7 December.

If there are any young drivers who would like to join in, please contact Megan Woodward for further info: e-mail: woodward.megan@gmail.com or phone 078 3030 377.

LADIES TABLE : Sunday 18th Jan

The Ladies will again be manning their usual table on the Sunday of the show with many lovely goodies to sell. All proceeds go toward the chosen charity for the day, The Chaeli Campaign. Home bakes, bric-a-brac and novels are the order of the day, so start putting a few things aside for this very worthy cause! All contributions will be gratefully accepted.

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

So now that you are all back from the Houw Hoek and SAVVA National rallies and are all fired up and enthusiastic, it's time to put your names down for the 2015 Swartland Rally!!! The event will be a normal regularity run, suitable for the experienced and beginner rallyists. 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. Entries to non-rallyists will open later. 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!



"La bibliotheque"

Ins and Outs could well be the sub-title this month! First, the month has been good for the library with a number of interesting donations. The largest of which has come from Peter Truter, the CHC Events Coordinator. Peter recently acquired a Morgan 4/4 for his personal motoring pleasure and became a member of the Morgan Sports Car Club. A fellow member offered him a collection of that club's periodic magazine, dating from June 1988 to March 1999, the majority of which are in hard cover binders. Peter has now generously donated these to the CHC library.

On the outgoing front, I'm pleased to report that a gentle reminder to members attending the November Seniors Meeting, about the library's present selection of books available for sale, brought a positive response. On the same theme, may I point out that by the time you read this, Christmas will follow shortly. Many of you will have family and friends that are keenly interested in early motoring. Why not give them a book to read about their favourite subject at a very modest price?

In recent months I have included within my report, a brief revue of specific books that caught my attention while continuing the routine processing of library stock. This month, due to shortness of time with print schedules and pressure on space, there's a great deal happening within the CHC at this time, I've have had to postpone that feature until next month.

In concluding this year's reports, may I wish you all a very Happy Christmas and a Happy, Healthy and Prosperous New Year from the team at "la bibliotheque".

*Ron Sheldon, John Brewster
and Ray Bungay* 

EVENTS 2014 / 2015

DECEMBER

Monday 1st	Committee Meeting	19h00
Wednesday 3rd	CLUBHOUSE MEETING Film Night:	20h00
Friday 5th	Annual Year End Dinner at the clubhouse	
Saturday, 6th	Yesterday's heroes visit	
Sunday, 7th	Under 30s brunch run - contact M. Woodward	
Wednesday 10th	SENIORS MEETING: Ian Irvine presents his 1936 Riley 12/4 Lynx followed by Seniors' Year End Luncheon	10h30
	CLUBHOUSE MEETING: <i>repeat of morning presentation</i>	20h00
Friday 12th	EVENING BRAAI	18h30
Wednesday 17th	CLUBHOUSE MEETING: Guest speaker	20h00
Wednesday 24th	Club CLOSED	20h00
Thursday 25th	Merry Christmas!	
Sunday 28th	Champagne NATTER at Timour Hall	10h00
Monday 29th	HELDERBERG Members DINNER at Helderberg Restaurant - booking with Rudy Schats essential. Ph: 021 847 1707	18h30
Wednesday 31st	Club CLOSED	20h00

JANUARY

Monday 5th	Committee Meeting	19h00
Wednesday 7th	CLUBHOUSE MEETING Film Night:	20h00
Friday 9th	EVENING BRAAI	18h30
Wednesday 14th	SENIORS MEETING: CLUBHOUSE MEETING: <i>repeat of morning presentation</i>	10h30 20h00
Saturday 17th	Timour Hall Car Show & Autojumble	
Sunday 18th	Timour Hall Car Show CHC Display	09h00 - 16h00
Wednesday 21st	CLUBHOUSE MEETING: Guest speaker	20h00
Monday 26th	HELDERBERG Members DINNER at Helderberg Restaurant - booking with Rudy Schats essential. Ph: 021 847 1707	18h30
Wednesday 28th	CLUBHOUSE MEETING: New Members Evening	20h00

EVENTS also posted on the website.



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MGB GT 1971 Flame Red, rostyles, fast road cam, electric overdrive. Car ex Zimbabwe 2006 free of rust, garaged in McGregor, Western Cape since then. R60 000 ONCO. Contact William Doertenbach 079 1088 601 or billd@breede.co.za

Free to good home

Workshop manuals: RENAULT 10 VEHICLES 1965 – 1971 models, and an AUTOBOOKS one for RENAULT 16 VEHICLES 1965 – 1976. Anyone interested? Contact RUDY SCHATS at 082-899 7069 or at schatsrw@yebo.co.za.

WANTED:



Frame for 1942 10/12 side valve Harley
Contact Dickon at 083 625 8678

I have just purchased a **1964 MG 1100 4 door sedan** and am busy fixing it. The big problem is the **rear hydrolastic suspension displacer units** which have to be replaced. Maybe only the rubber cover will be necessary. Any info welcome on where parts or the replacement suspension kit can be obtained as well as contact details of anyone with knowledge of this system? Info on where

the relative pump can be found to inflate the system after repair would also be appreciated? My e address is hamerton@omail.co.za (it is omail not gmail) and phone 028 4233985. Brian Hamerton

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Church Ladies With Typewriters

They're Back! Those wonderful Church Bulletins! Thank God for the church ladies with typewriters. These sentences actually appeared in church bulletins or were announced at church services:

- The Fasting & Prayer Conference includes meals.
- Ladies, don't forget the rummage sale. It's a chance to get rid of those things not worth keeping around the house. Bring your husbands.
- Next Thursday there will be try-outs for the choir. They need all the help they can get.
- At the evening service tonight, the sermon topic will be 'What Is Hell?' Come early and listen to our choir practice.
- The ladies of the Church have cast off clothing of every kind. They may be seen in the basement on Friday afternoon.

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1928/29 Rolls-Royce 20HP Hooper Sedan. Owner/custodian: Alan Lindhorst.
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