

# The Hornblower

APRIL 2013



**Vintage Sports Car Club**



# Vintage Sports Car Club

P O Box 11709, Dorpspruit, Pietermaritzburg 3206

*"Forward into the Past"*

This is the newsletter of the Vintage Sports Car Club. Opinions expressed herein do not necessarily represent those of the Committee, the Editor, or of the Club.

Regular gatherings are held at the Clubhouse, Oriibi Road, Pietermaritzburg, and as per the schedule of events published in this newsletter.

Visitors are welcome in the care of a Member and should be signed on by that Member.

On Bonnets-Up and Club Open Days, parking in front of the Clubhouse is reserved for Club Qualifying Vehicles Only, and you are requested to park modern vehicles behind the Clubhouse.

## Office Bearers: 2012/2013

*Trustees* Peter Houston, Fred Rascher and Grenville Manton

*Club President* Clyde Wyatt

## Committee and Portfolio Holders

<i>Chairman</i>	Fred Rascher	033 394 2502
<i>Vice Chairman</i>	Andrew Haupfleish	033 342 9628
<i>Treasurer</i>	John Wilsworth	033 343 3209
<i>Secretary</i>	Vacant	
<i>SAVVA Delegate</i>	Ron Richmond	033 344 1943
<i>Clubhouse</i>	Clyde Wyatt	033 330 6413
<i>Spares</i>	Johan Viljoen	072 750 1255
<i>Klink</i>	Tony Fourie	082 803 6696
<i>Newsletter</i>	Gillian Richmond	083 253 9762
<i>Motorcycles</i>	Stuart Anderson	083 650 1522
<i>Clubhouse Events</i>	Crista Inggs	079 566 4480

**VSCC eMail:** [vscc@vodamail.co.za](mailto:vscc@vodamail.co.za)  
**Newsletter eMail:** [gillian2@telkomsa.net](mailto:gillian2@telkomsa.net)

**Affiliated to SAVVA**

**SAVVA Website:** [www.savva.org.za](http://www.savva.org.za)

## CHAIRMAN'S CHATTER

As the days get shorter the time to Cars in the Park also grows nearer.

For those who don't remember the early events, they were held in February: the days were longer and we had lots of time to clean up that evening. John Geddes Page would not leave until every scrap of paper was picked up.

Either the visitors were more caring of the grounds or we had very efficient cleaners during the day. Either way the place was spotless by 6pm. This unfortunately is not the situation now; a team of 4 cleaners has difficulty in keeping some semblance of tidiness during the event.

The reason for changing the dates was simple, hail and more hail, broken trees falling on cars and damage to many. I knew of a Buick that still carries the scars of hailstones. And unfortunately has not been seen since at the event.

A few years back we had hail on the Friday and then again on the Saturday. There was so much at the base of the marquees that I used it on the Sunday in my cool box.

But whatever has happened in the past we have persevered, and now 37 years on we are still here and making the event possible. The sad thing now is that the one organisation that should support us the most has totally neglected us, and that is our local council decision makers.

I have been trying since December the 5<sup>th</sup> to repair the park fences and gates in lieu of the venue rent.

This has not been successful even with the help of the councilors for the area.

Seems nobody can make a decision, or is it because I am not using the channels via connected persons who no doubt would want a cut? One employee is persistent in his request for a present. Is this what we have to do to improve infrastructure that we as ratepayers have already paid for? A sorry state of affairs but I guess it's the "African way".

The other option is to get a well-connected person on board and get a Million rand sponsorship for the event. It's been done for non-existing concerts and other functions before.

I am not going to bore you with the details of how the organising of CITP works, but it gets done, hopefully with as little fuss as possible to the members and everybody who gets involved. What is the most important is the help of a few dedicated members who put in long hours on the Friday and Saturday. Without them we would not have Cars in the Park. I am truly grateful to all those members who have offered to help. And to the non-members who have offered unconditional support.

This makes organising the day a pleasure. The new and bright and most importantly the practical ideas from all those supporters have made life much easier than expected.

Some of the visitors from Gauteng are still unhappy with the treatment they received in the past but at least we are in dialogue with them so I am ever hopeful that they will relent and visit us again.

I tried to get booking for visitors at a leading Inn and they are fully booked. That is encouraging news!

Traders have responded enthusiastically and we almost have a full complement: they are with few exceptions all up-to-date with their paper work and stands paid for. Amazing how government interference with their new regulations has had a profound increase on the cost structures. Marquees need to be frame type and not the old ones with poles. Why? Probably because unruly people climb the poles or push

them over so causing injury. Why every function must suffer from the actions of others is unreasonable.

We even have to separate the "supporters of the 2 teams". The same regulations for football matches seem to apply to us. So as to cause no problems on the day and upset our "Safety Officer", (yes we have one of those as well), we will have to separate the Jaguar and MG owners, so as to avoid any possible confrontations! What a ridiculous situation where we are now being compared to a bunch of rowdy soccer louts.

Oh, and we have to give the weather conditions in March for the event in May!!! Red tape rules the country. So if anyone can predict the weather for 19<sup>th</sup> May please tell me.

I am often asked why I am not having any meetings about the organising of CITP. Meetings are fine but everybody has to give of their time and resources to sit around a table and listen to me prattle on. With the price of petrol this is not fair on anyone. So I meet with role players when and if necessary at our mutual convenience, decisions are made, and that's the end of the story.

Volunteers are on board and I trust them implicitly to do, and finish, what they offered to do to make the day a success.

This is not a 1 man show but belongs to everybody who volunteers. My job is to coordinate things so that all the pieces fall into place at the same time.

Enough from me. Hate you to get bored and stop reading it!

See you on the 19<sup>th</sup> May.

Fred and his merry band of helpers.

Fred

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**Short** items of interest are always wanted for inclusion in our newsletter (max between one half and two pages) Contact Gillian at [gillian2@telkomsa.net](mailto:gillian2@telkomsa.net)

### **ON THE COVER**

The Graham-Paige owned by the Zapp family who visited us at March Bonnets up.

### **INDEMNIFICATION**

**Members, guests, visitors and any other persons' attention is drawn to Indemnity requirements in the VSCC Constitution and posted in the VSCC Clubhouse bar and main hall.**

#### **SAVVA collector's vehicle insurance scheme**

For Full comprehensive cover

Contact person - Glenn Broadhurst or Madelene Wiese at FNB Insurance Brokers

Phone - 087 736 2222

Fax - 011 699 0783

E-mail- [madelene.wiese@fnb.co.za](mailto:madelene.wiese@fnb.co.za)

## MEMBERSHIP

### **Subscriptions 2012/2013 Club Year (based on Membership type & due 1 July).**

|                                      |                           |
|--------------------------------------|---------------------------|
| Full Member                          | R220 including SAVVA fee  |
| Full member plus spouse/partner      | R275 including SAVVA fees |
| Country Member                       | R200 including SAVVA fee  |
| Country Member plus spouse/partner   | R245 including SAVVA fees |
| Associate Member*                    | R120 excluding SAVVA fee  |
| Associate Member plus spouse/partner | R160 excluding SAVVA fees |

\* Applicable to members of another club and awarded at the committee's discretion.

### **New applications for Membership include an indemnity that is valid for Life.**

|                                              |                      |
|----------------------------------------------|----------------------|
| Life Member (Principal) Newsletter postage * | R60 + R20 SAVVA fees |
| Life Member (Principal) Newsletter e-mail *  | R20 SAVVA fees       |
| Life Member (Associate – Spouse/Partner) *   | R20 SAVVA fees       |
| Honorary and Honorary Life Membership *      | Free.                |

**\* Awarded at Committee discretion.**

There is a once off entrance fee of R100 on application for membership.

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**Banking Details:** Account name – Vintage Sports Car Club: **Bank** – Nedbank:  
**Branch** - Hayfields: **Branch Number** – 13 40 25: **Account number** – 13 40 505 339:  
**Always include member's name on the deposit slip.**

**REGALIA:** The club has caps, of the "one size fits all" type, embroidered with the VSCC logo, available for sale at **R45** each. Shirts are available for sale at R130 each. See the 'Klink' attendant, for your Requirements.

**VISITORS:** Visitors are welcome, but as we are licensed, please ensure that your guests are 'signed on' in the visitors register. This gives them temporary membership status, and entitles them to make purchases from the bar.

## CLUB TIMETABLE

Every Friday night: 'Klink'

April 5<sup>th</sup>. 12<sup>th</sup>. 19<sup>th</sup>. 26<sup>th</sup>. May 3<sup>rd</sup>. 10<sup>th</sup>. 17<sup>th</sup>. 24<sup>th</sup>. 31<sup>st</sup>.

The AIR-CONDITIONED 'Klink' will be open from 17h30 until 21h00. Braai fires will be provided, and you are invited to bring your own braai meat and/or salads to enjoy at the Club..

**Second Saturday of every month: 'Bonnetts Up' / Club Open Day:**

From around 12 noon until then '**The Klink**' will be open, plus the availability of either boerewors rolls, hamburgers or an alternative being made available for purchase.

**Don't forget**, tea/coffee, pancakes and/or other goodies are a regular option.

**The Library** and **Spares Department** will also be open.

**Third Sunday of every Month; Regular Club Outing. Motorcycles are most welcome at this run.**

(Happens the weekend following after bonnetts Up which becomes 4<sup>th</sup> weekend if 1<sup>st</sup> falls on a Sunday

## PAST EVENTS

### March

**Saturday 9<sup>th</sup> March: VSCC Bonnets up / Open Day.** British Sports Cars

*Thurs 7<sup>th</sup> - Sat 9<sup>th</sup> March: SAVVA International J-D rally*

*Saturday 9<sup>th</sup> March: Maluti Motor Show – Bethlehem Airfield.*

*Sunday 10<sup>th</sup> March: Baynesfield Hobbies Fair*

**Sunday 17<sup>th</sup> March: Regular Club Outing.** Lunch outing to Linga Lapa.

*Saturday 23<sup>rd</sup> March: Xtreme-fun-draisers car and bike display*

*Saturday 24<sup>th</sup> March: OD Inngs Memorial Run.*

## COMING VSCC AND OTHER CLUB EVENTS

**RED BOLD - Depicts VSCC Club Events**

**ITALIC - Depicts other Events**

### April

**Saturday 13<sup>th</sup> April: VSCC Bonnets up / Open Day.** Orphaned Cars

**Sunday 21<sup>st</sup> April: Regular Club Outing.** Replaced by dinner on 26<sup>th</sup> April.

**Sunday 26<sup>th</sup> April: Friday Night Dinner.** See notice on page 9.

### May

**Saturday 11<sup>th</sup> May: VSCC Bonnets up / Open Day.** No theme

**Sunday 19<sup>th</sup> May: Cars in the Park.**

## **Bonnets up Events 2013**

<b>JANUARY</b>	<b>EUROPEAN CARS</b>
<b>FEBRUARY</b>	<b>AMERICAN CARS</b>
<b>MARCH</b>	<b>BRITISH SPORTS CARS</b>
<b>APRIL</b>	<b>ORPHANED CARS</b>
<b>MAY</b>	<b>CARS IN THE PARK</b>
<b>JUNE</b>	<b>NO THEME</b>
<b>JULY</b>	<b>HOBBIES DAY AND BOOT SALE</b>
<b>AUGUST</b>	<b>AGM</b>
<b>SEPTEMBER</b>	<b>MOTORCYCLES</b>
<b>OCTOBER</b>	<b>ITALIAN CARS</b>
<b>NOVEMBER</b>	<b>FORD DAY</b>
<b>DECEMBER</b>	<b>NO THEME</b>

**Orphaned Cars:** Marques that have stopped being produced and their manufacturing rights are lurking in the bottom of a filing cabinet.

## 1000 PAWS WALK FOR SPCA – 30 JUNE 2013

The organizing committee of the Paws Walk would be most grateful if the Vintage Sports Car Club would consider putting in an appearance, along with your vintage vehicles, at our next Paws Walk. Herewith is a little history and information regarding the event: -

The 2012 1000 Paws Walk for SPCA proved to be a resounding success. Each year, this event has surpassed that of the previous years, not only in popularity but, in addition, the financial increase of profit to that of R96 000.00 for the 2012 event. This success has been mainly attributed to our sponsors and their keen and kind involvement since the inception of the event in 2009.

In 2013, the organisers and beneficiaries will once again be the SPCAs of uMngeni (Howick), Pietermaritzburg and Mooi River, with the beautiful Hilton College welcoming us back.

### **NAMING RIGHTS**

The Weekend Witness has again secured the naming rights for the 2013 Paws Walk. This, together with our extensive marketing of this event, ensures maximum exposure, and recognition of our Sponsors.

### **SPONSORS**

We are grateful for sponsorship in the form of monetary donations or prizes. Companies sponsoring R5000 or more will be allocated space to erect banners and other promotional material at the event. Please note that the SPCA receives no funding from national government and all SPCA branches are required to source funding from their own communities to survive.

### **SECTION 18a TAX CERTIFICATE**

Companies making monetary donations will receive a Section 18a tax certificate.

### **CORPORATE SOCIAL RESPONSIBILITY**

Organisations aligning themselves with a reputable charity such as the SPCA are viewed in a favourable light in terms of compliance with Corporate Social Responsibility requirements.

### **MAKING A MONETARY DONATION**

For easy reference, here are the relevant SPCA banking details:

Account name: SPCA Events

Acc No:	620 878 57 961
Bank:	FNB, Howick
Branch Code:	220725
Reference:	Donor's name + 1000 Paws

### **WHO BENEFITS**

Monies raised by the 1000 Paws event will be utilised in outreach projects across all three SPCA territories, helping animals of all types, from domestic pets to livestock, in sub-economic areas where there is no access to veterinary attention. Our work, which includes sterilisation of dogs and vaccination against rabies, is undertaken on a wide scale to control canine populations and ensure that all animals are healthy and valued. The effects of this animal welfare work also impacts on humans in controlling the proliferation of diseases which are passed from canines to humans. This unhealthy and often overwhelming situation leads to appalling neglect and cruelty. The outreach work undertaken by the SPCA addresses these challenges and is welcomed by all members of these communities.

We request your kind consideration and support of the SPCA 1000 Paws Walk and sincerely hope the Vintage Sports Car Club will be able to put in an appearance at the Walk on 30 June 2013 at Hilton College. We would be most obliged to receive your response as soon as possible for planning purposes.

With thanks

Yours sincerely

**MRS PAM HOFMAN**

**Chairperson of the 1000 Paws Organising Committee**

**For the SPCAs of Pietermaritzburg, Mooi River and uMngeni (Howick)**

CONTACT NUMBER: 073 189 6728



## Cars in the Park



2013

**Pietermaritzburg**  
**19<sup>th</sup> May 2013**

You are cordially invited to the 37<sup>th</sup> Cars in the Park to be held, as always, in Alexandra Park, Pietermaritzburg.

There was much confusion and unhappiness last year caused by the registration system, and so this year I have simplified the entry process.

Although, 37 years ago, Cars in the Park focussed on older cars, it has now evolved to include more modern and even new cars. This reflects inevitable change as many older cars have emigrated and younger car enthusiasts have developed wider tastes.

Nevertheless the emphasis is always on showing 'interesting' cars. For example this year we would like to showcase 'orphan cars', namely those marques that are no longer made. A long list indeed, with recent losses that include Pontiac and Mercury. We want to welcome back the many lost cars of childhood, whenever you had your childhood. Please bring along any of these cars which include Austin, Morris, Riley, Wolseley, Arrol-Johnston, Lanchester, Nash, Hudson, Plymouth, Sunbeam, Railton, Desoto, Studebaker and SAAB. We would be keen to see an Edsel or a Trojan. Our tastes, and those of the visitors, are wide and welcoming. Let's pay tribute to interesting cars of the past.

Another special interest group is that of the modern Super Car. To make it easy, this includes any fabulous exotica not currently represented by an agent in PMB. You will be very welcome to join us as an individual or with a club. Let's see Aston Martins, McClarens, Bentleys, Rolls Royce, Lamborghinis, Porsche, Maserati, Ferrari and any others that are available.

Hot-rods, Custom cars and Muscle Cars may not be to everyone's taste but there is some superb workmanship to be seen, and they are admired by very many enthusiastic supporters. We welcome them all.

Add the cars and bakkies of the regular club members and we will have a memorable display that will fill the park.

To register this year all you have to do is to tell me, by early April, how many vehicles your group will bring and in which colour coded area you parked last year. I will send you the stickers. This will make entry and parking easier for all. I trust that you will all honour the spirit of the day and only distribute them to eligible vehicles. When settled in your display spot, trot down to the registration tent, sign a form and then collect a display card, and a memento for the day. That's it. Relax and enjoy the day.

Our regular traders will attend, with perhaps a few new ones. The Park Inn will be there along with a sit down refreshment area by Rotary. We are also hoping to have a 'big screen' showing nostalgic motoring videos. Highlights include the Gilmore Museum in Michigan and one from the Auburn Cord Duesenberg museum. Watch out for one or two changes at the Oval as we will be using it with the permission of Comrades Marathon who have to conduct a global running event two weeks after us!

With your support we look forward to a happy and interesting car show, free from the tensions between entrants and marshals that can sometimes sour these occasions.

Feel free to contact me, Fred Rascher, on: [citp@satweb.co.za](mailto:citp@satweb.co.za)

Cell: 083 369 7020 Fax: 086 537 4141 P.O.Box 11709 Dorpspruit 3206

Hosted by the VINTAGE SPORTS CAR CLUB Pietermaritzburg.

In association with



The Irish have solved their own fuel problems. They imported 50 million tonnes of sand from the Arabs and they're going to drill for their own oil.

Paddy says to Mick, "Christmas is on a Friday this year"  
Mick says "Let's hope it's not the 13th."

## CLUB ANNOUNCEMENTS

### Spares Department

We are looking for volunteers to help clean up the spares department. Work parties will be organized for a week day as well as a weekend to accommodate all those willing to help. Please contact Johan Viljoen on 072 750 1255 if you are interested in assisting.

**Note to non-local enthusiasts.** Please be advised, we work on a select-yourself system and are unable to take orders or arrange delivery. It is advisable to bring a sample, as not all parts are identified.

### Hire of Club Hall

If members wish to hire the club hall please could the form on the adjacent page be completed and handed in. Copies of the form are also available at the Klink.

### Vehicles for hire

The following members are willing to hire out their cars for weddings and other such occasions.

Robin Inggs

Mike Westray      033 386 2593

mikewestray@gmail.com

Robin Phipson      033-345 0061

hipson@wandata.com

Saxon Murray.

Tony Psaila (1937 Cadillac)

tonytractor@tpstorage.co.za

## Come and join us for our next candle-light supper at the VSCC!

**Date:** Friday 26<sup>th</sup> April 2013

**Time:** 6pm for 7pm

**Menu:**

- Beef Curry, rice and sambals
- or
- Chicken and mushroom casserole
- Garden Salad
- Malva pudding

**Cost:** R40-00 pp (to be collected at "Bonnets up")



# VINTAGE SPORTS CAR CLUB

PIETERMARITZBURG

P O BOX 11709, DORPSPRUIT, 3206, KWAZULU-NATAL

*"Forward into the Past"*

## APPLICATION FOR USE OF THE HALL

To the Chairman:

Date:.....

Club member responsible for the function:.....

Date of function:...../...../..... Nature of function:..... No of guests:.....

Applicant:..... Land line:.....

Cell:..... Email: .....

Expected time to start:..... Expected time to finish:.....

Hire charge will be R500 and there will be a charge for breakages if incurred.

Will bar facilities be required? Yes No

Please note that the cost of staffing the bar is a private arrangement between the hirer and the barman. Requests for stock not normally carried must be made directly to the barman.

As there is a security system in place, the responsible club member must arrange for the opening and closing of the hall.

The applicant's attention is drawn to the indemnity notices on display in the clubhouse and it is a condition of this application that the hirer accepts these limitations.

Applicant's signature:.....

Date approved by the committee:.....

Chairman: .....

Cc: Treasurer  
Barman



## THE SOUTHERN AFRICAN VETERAN & VINTAGE ASSOCIATION

### **SAVVA Technical Tip 70 - Power Tools 71 – Fan belts**

If you see a car stranded on the side of the road it's invariably because it's overheating or has electrical problems. As far as the overheating is concerned it's usually because a hose has burst or a fan belt has disappeared.

Let's look at fan belts. Recently I purchased a new belt at the local spares shop and was very concerned at how hard it was and because of the method of packing it was egg shape and not round. Once fitted, I had to over-tighten it to make it run without a vibration. This you must appreciate is a no, no, with early water pumps. Eventually, I replaced it with a Fenner belt which was much softer and was round. The difference was more that noticeable. If you have an early car with water pump that you don't want to put too much strain on, we suggest you go to a belt supplier and not the shop down the road.

Many moons ago I was working as a slave in a large factory which had monstrous electric motors. Most of these motors had two or more drive belts and when replacing them it was imperative that we replace them with "matched sets". As a reminder of the necessity to fit matched sets I once purchased a Rolls that had been standing for years and in my enthusiasm to get it going I bought new belts from the down the road spares shop. Two for the power steering and aircon and two for the alternator and water pump. All went well for week or two until one belt must have had a wobbly and took the others with it. You cannot believe the mess under that bonnet – four belts tangled up with all the workings – lesson learned.

If you have a car that has dual belts, especially the long variety, may we suggest that when next replacing them you go to a specialist belt supplier and ask for matched belts. Belts of the same type manufactured some time apart may not tighten to the same degree.

**DON'T FORGET!!!**

### **CARS IN THE PARK**

Sunday 19th May 2013

See you there!

Enquiries: Fred 083 360 7020

## SERVICES

Services listed will be rotated on a tri-monthly basis.

*The VSCC is not responsible for the quality of the services provided by the above service providers.*

- **For the Enthusiast:**  
Hand made valve caps (5 different patterns to choose from) Set of 4– R80 per set. (or R20 each)  
License disc holders (stainless steel and aluminium) - R100 each  
Brass Slide-type motorcycle petrol taps - R250 each  
Knurled brass spark plug nuts with terminal lug for H/T lead – R30 per set.  
Phone: Lloyd du Bois, on (033) 396 6471 daytime or early evening.
- **Old motor vehicle spares** (car, truck, and tractor) Parts for most makes and models 1930's – 1980's. **Huberts Old Motoring Equipment**, 011-957 0206, E-mail [Hubert@worldonline.co.za](mailto:Hubert@worldonline.co.za)
- **Batteries** 6, 8 and 12 volt, all sizes manufactured, **Battery House**, 033 394 1224 Pietermaritzburg.
- **G & C Enterprises** – Manufacturer's of all types of gaskets – 35 Globe Road, Scottsville ext. Pietermaritzburg, 3201. Phone Garth Yeoman, 083 316 6288 or 033-386 2869
- **Latest Mike's 'A' fordable** parts catalogue (USA) now available from Ronnie Sutner, List of parts available ex stock Johannesburg on our notice board. Contact Ronnie on 083 252 0539
- **Glen Kolm** is a severely disabled car and bike enthusiast who is also highly experienced fitter and turner. He currently assists a few VSCC members with their problems. If you would like his assistance contact him on 082 812 8911.
- **SSS Auto service** and repair center . Mobile repair and maintenance of older vehicles. Based in Howick. Contact Craig Burns on 072 901 7870

A coach load of paddies on a mystery tour decided to run a sweepstake to guess where they were going..... The driver won £52!

Mick walks into Paddy's barn and catches him dancing naked in front of a tractor.  
Mick says, "Oi Paddy, what ya doing?"  
Paddy says, "Well me and Mary haven't been getting on in the bedroom lately & the therapist recommended I do something sexy to a tractor."

## FOR SALE

- **\*\*\*PARKING SPACE TO LET**

Safe and secure parking available in my mini factory complex for a collector car or 2 bikes. Cost calculated just to cover cost of bays.

PHONE: Ty on 072 831 0733 or 033 347 3505

Space available from February 1st 2013

- **\*\*\*1973 Ford Escort Mk 1.** 2 Litre Ford Sierra Engine, 5 Speed gearbox. R20 000 Onco. Contact Andy on 071 183 2296
- **\*\*Ford Cortina 1600 bakkie 1971.** R39k onco. Fully serviced. Licensed. Location Pinetown, New Germany Kzn. Been standing on blocks since 1995. Reason for sale; not in SA, 2yo baby, I lost 90% eyesight. Brand new from Kempster Ford; cyl. head (big valves), distributor, sump, rack/pinion, new pistons. eng. o/hailed, hi lift cam. Wheel cylinders brakes new.# Twin choke weber, new Bosch alt, (hi-output), elect fan, recon starter, new clutch ass. Prop shaft bal/ univ-joints, wheel brns. Extra leaf spring/ new suspension rubber mounts. 205 rear. S/s exh. Halogen lights. # Small steering, Mazda single seats, canopy, tow hitch. Reverse light. All offers considered. Please contact by email - [pat120r@gmail.com](mailto:pat120r@gmail.com). Patrick Barclay
- **\*Triumph Spitfire Mk3:** Licensed, running with new TSW wheels and tyres, body rusted. Comes with stripped donor car with good resprayed body. R35 000 Onco. Contact Gavin Richmond: (w) 03635 22480, (h) 03635 22623, (c) 083 555 5094.

Within hours of the news that Tesco's 'all beef hamburgers' contained 30% horse meat these quips hit the internet.....

"I'm so hungry, I could eat a horse....."

Anyone want a burger from Tesco? Yay or neigh?

Said to the missus these Tesco burgers given me terrible trots.

To beef or not to beef. > That is equestrian.

I hear the smaller version of those Tesco burgers make great horse d'oeuvres.

Tesco now forced to deny presence of zebra in burgers, as shoppers confuse barcodes for serving suggestions.

Tesco are now testing all their vegetarian burgers for traces of unicorn



# Bike Chatter

## A Tale of Two Harley's

At the February 2013 Bonnets up two Harley Davidson motorcycles were on display side by side. One was a 1918 model owned and lovingly restored by Stuart Anderson. Next to it stood an immaculate late model owned by Alan Bradburn.

Alan's bike made Stuart's look quite small by comparison. The pair was a fantastic example of the old vs. the new, side by side. Both are magnificent examples of a Harley Davidson but they are also the ultimate illustration of how technology and tastes have changed.

Interestingly, Stuart rode his Harley in the Johannesburg to Durban rally. He reports that it did not miss a beat the entire way.



## **AMAZING SIXTH WIN FOR ROBERTSON IN CLASSIC MOTORCYCLE RALLY**

By Roger Houghton

Kevin Robertson, a modest Velocette enthusiast from Pretoria, showed his outstanding ability on motorcycle regularity rallies when he won the three-day 2013 JD Rally from Johannesburg to Durban which finished at the coastal city on March 9 after overnight stops in Newcastle and Nottingham Road.

This was his sixth win in this international annual event which this year celebrated the centenary of the original road race between the two cities, which was first run in 1913. Twenty races were held before the authorities put an end to the event in 1936 by banning racing on public roads as being too dangerous.

It was then commemorated as a regularity trial from 1970 with all competing motorcycles having to be 1936 or earlier models. This year there were several machines that were more than 100 years old, with the two oldest, Humbers with pedal assistance, both completing the route.

The significance of competing in a centenary event was underlined by an entry of more than 200 riders, 17 of them from outside the borders of SA. In the end 187 started from the Mall@Carnival with 135 qualifying as finishers after the 750km regularity rally where the riders had to average set speeds over a winding route using secondary roads, many of them part of the original race route.

Robertson, who rode a 1936 Velocette MSS 500 which he restored to pristine condition himself, finished with a total error (early or late arrival at the 27 marshal points) of only 163 penalty points.. This put him 31 penalties ahead of Ralph Pitchford, who rode a 1926 Triumph P-type 500 and is best known as a very successful co-driver in the Dakar Rally. Ralph rode with his two brothers, David (1936 BSA B2 250) and Harold (1926 AJS A5 350), who finished 24th and 30th respectively.

In third place was Andrew Lewis (1936 Norton Model 18 500), only 2 penalties behind, with Richard Lewis (not a relative, on a 1929 Sunbeam Model 5 500) a further 3 penalties in arrears in fourth position. Fifth overall was Stuart Ferguson with 200 penalty points. He rode a 1936 Velocette MAC 350.

Awards for the lowest scores on each of the three days went to Mike Ward (1936 Velocette MSS 500), 35 points on Thursday, Ron Tomsett (1933 BSA Blue Star 500), 59 points on Friday, and Richard Lewis, 45 points on Saturday.

Eleven women entered the event and at the finish the best placed was Beverly Jacobs, who rode a 1935 Triumph 2H 250 to 47th place overall. A woman rider who showed enormous determination to get to the finish was Samantha Anderson, who had to contend with a broken frame and lots of pedalling to reach the finish line in Hillcrest on her 1909 Humber 500 pedal cycle.

Hans Coertse fared best of the riders on these 100-year-old machines, taking 62nd place on his 1911 Humber.

The 2013 JD Rally, like all its predecessors, had many stories of heartbreak and disappointment for the competitors who not only had to contend with at times fractious machinery, but also weather conditions that ranged from scorching heat to mist, rain and even some hail.

Ron Tomsett, who was very well placed after the first two days of the rally, riding the 1933 BSA Blue Star of his friend, Gavin Walton, who had been seriously injured in a road accident before the event, was involved in a collision with another competitor on the Saturday. Both ended up colliding with the Armco barrier and going over the handlebars and down the embankment. Neither was injured but it put an end to Tomsett's challenge for victory.

There were a number of other mishaps, but fortunately nobody was seriously hurt. Alastair Gibson, the South African-born former chief mechanic of the Honda F1 team, had a good run on his father's 1936 BMW R5 500 Super Sport (one of only 12 of these high performance derivatives to have been made by the famous German company). This was the second year he has competed on this event and this time he finished 118th after losing a lot of time helping other riders with mechanical problems on the second day.

Another South African who is making it big in motorsport in Europe also made the pilgrimage to South Africa to ride in the centenary JD Rally. He is Brian Gush, originally of Port Elizabeth, who worked first at Ford Motorsport in SA and then at Volkswagen SA's engineering department before being transferred to the powertrain division of Bentley in England. He is now the motorsport manager of that famous company.

Gush rode a 1931 BSA H32/9 550 loaned by Ian Holmes, chairman of the Vintage and Veteran Club. He finished 96th overall after picking up plenty of penalties on the Saturday, but said he very much enjoyed the experience. The actual finish of the rally was in Hillcrest, but on Saturday afternoon there was an impressive commemorative mass ride to a civic reception outside the Durban City Hall where the original race had either started or ended.

The historic event was staged under the auspices of the SA Vintage and Veteran Association (SAVVA) and organised by a committee comprising members of many clubs with Pierre Cronje, chairman of the Classic Motorcycle Club, as the clerk of the course.

Sponsors included: African Electroplating, Anderson Engineering, BMW South Africa, Bike SA, Cape Crane, Castrol, Classic Motorcycle Club, Feltra, Kargo, L & G Tools, Maizey Plastics, Nevsway Conveyor Supplies, Prepsol, Protea Metering, Randburg Coin, SA Vintage and Veteran Association, Stick-a-Tile, Sher-Light, Royal Enfield, Wimpy Standerton and Wynn's.

The top 10 finishers were:

- 1, Kevin Robertson (1936 Velocette 500 MSS), 163 points
- 2, Ralph Pitchford (1926 Triumph P-Type 500), 192
- 3, Andrew Lewis (1936 Norton 18 500), 194
- 4, Richard Lewis (1929 Sunbeam Model 5 500), 197
- 5, Stuart Ferguson (1936 Velocette MAC 500), 200
- 6, Geoff Johnson (1928 Sunbeam Model 7 500), 217
- 7, Dane Fraser (1935 Ariel Red Hunter 500), 224
- 8, Martin Davis (1930 Sunbeam Model 9 500), 227
- 9, Sean Crookes (1935 Excelsior Manxman 350), 230
- 10, Mike Ward (1936 Velocette MSS 500), 235

# MARQUES THROUGH THE AGES

## Graham-Paige

Joseph, Robert and Ray Graham had been involved in the manufacture of trucks under the Graham Brothers brand. Dodge had bought them out in 1925 with the Graham brothers taking on executive positions. In 1927, with Dodge in the process of being sold, the brothers decided to purchase the Paige-Detroit Motor Company.

They released a line of six and eight- cylinder engine based models in the name of Graham-Paige. In 1928 the sales were record breaking. This was followed in 1929 with over 80 000 cars built. In order to keep up with the demand, more factories had to be purchased.

The depression had a detrimental effect on the company but it managed to survive the thirties. The new models released were sold under the name Graham. The "Blue Streak", released in 1932 was admired but this did not translate into the bumper sales they required. A super charged model was added later but this did not sell well. The sale of tooling to Nissan kept them afloat and they managed to continue with the production of other models until WWII. Despite the car's reputation for quality and the admiration for the models sales continued to disappoint for the later part of the thirties.

The factory was pressed into service in WWII in the production of war supplies.

After WWII Joseph Frazer and Henry Kaiser took over the company and transferred the company assets to Kaiser Frazer in 1947.

The company logo was designed to incorporate the profiles of the three Graham brothers.

This article was written with reference to Wikipedia and "The Encyclopedia of Cars" by Peter Henshaw.

*Gillian*

### JD RALLY

In last month's newsletter we listed our members taking part in the JD Rally and wished them well. We managed to miss Jayson Anderson from the list. Apologies to Jayson and any other members we may have missed. Congratulations to all those who finished and our condolences to those that didn't make it. Better luck next time.

## **TAILPIECE**

Patton staggered home very late after another evening with his drinking buddy, Paddy. He took off his shoes to avoid waking his wife, Kathleen.

He tiptoed as quietly as he could toward the stairs leading to their upstairs bedroom, but misjudged the bottom step. As he caught himself by grabbing the banister, his body swung around and he landed heavily on his rump. A whiskey bottle in each back pocket broke and made the landing especially painful.

Managing not to yell, Patton sprung up, pulled down his pants, and looked in the hall mirror to see that his butt cheeks were cut and bleeding. He managed to quietly find a full box of Band-Aids and began putting a Band-Aid as best he could on each place he saw blood.

He then hid the now almost empty Band-Aid box and shuffled and stumbled his way to bed.

In the morning, Patton woke up with searing pain in both his head and butt and Kathleen staring at him from across the room.

She said, 'You were drunk again last night weren't you?'

Patton said, 'Why you say such a mean thing?'

'Well,' Kathleen said, 'it could be the open front door, it could be the broken glass at the bottom of the stairs, it could be the drops of blood trailing through the house, it could be your bloodshot eyes, but mostly ..... it's all those Band-Aids stuck on the hall mirror.'

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**Drive Carefully! See You at the Club.**

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