

The Hornblower



SEPTEMBER 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, Oribi 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>	Andrew Haupfleish	033 342 9628
<i>Secretary</i>	Vacant – to be filled	
<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	082 823 8833
<i>Newsletter</i>	Gillian Richmond	083 253 9762
<i>Motorcycles</i>	Stuart Anderson	083 650 1522
<i>Clubhouse Events</i>	Aisne Rascher	033 394 2505

VSCC eMail: vscc@vodamail.co.za
Newsletter eMail: gillian2@telkomsa.net

Affiliated to SAVVA

SAVVA Website: www.savva.org.za

CHAIRMAN'S CHATTER

Fred has been on holiday in America since the AGM and will have come back at just about the time you get this newsletter so we do not have a contribution from him this month.

I need to bring a few issues to your attention. The AGM has just passed last month. I have included an article in the newsletter on the committee changes that have taken place as well as the billing for the newsletter that is pending.

It was with sadness that we were notified that one of our key founding members, John Thompson has passed away. He was resident in the UK and has not been well for a while. We offer his family and friends our condolences and our thoughts are with them. There has been discussion of a club event in his honour. This will be finalized and made available shortly.

Our bonnets up event this month is Motorcycles and a little birdie has told me that there are a number of interesting events being planned for the day. There should also be a bumper crowd of motorcycles on the day. It sound like this is not the bonnets up to miss.

We will see you all at bonnets up.

Gillian

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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

Rodney Davison's 1967 MGB GT which is regularly seen at 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 2013/2014 Club Year (based on Membership type & due 1 July).

|                                      |                           |
|--------------------------------------|---------------------------|
| Full Member                          | R230 including SAVVA fee  |
| Full member plus spouse/partner      | R290 including SAVVA fees |
| Country Member                       | R210 including SAVVA fee  |
| Country Member plus spouse/partner   | R260 including SAVVA fees |
| Associate Member*                    | R125 excluding SAVVA fee  |
| Associate Member plus spouse/partner | R170 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 *             | R65 + R20 SAVVA fees |
| Life Member (Principal) Newsletter e-mail *              | R20 SAVVA fees       |
| Life Member (Principal and Associate – Spouse/Partner) * | R90 + 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.  
A charge of R120 will be levied for posted newsletters. See article on newsletter charges.

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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'

September 6th. 13th. 20th. 27th October 4th. 11th. 18th. 25th.

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: 'Bonnets 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 bonnets Up which becomes 4th weekend if 1st falls on a Sunday

PAST EVENTS

August

Friday 9th August: Cars in the Park OFSVCC. Bobbies Park. Adults R20, Children R10

Saturday 10th August: VSCC Bonnets up / Open Day. AGM

Sunday 18th August: Regular Club Outing. No outing

COMING VSCC AND OTHER CLUB EVENTS

RED BOLD - Depicts VSCC Club Events

ITALIC - Depicts other Events

September

Saturday 14th September: VSCC Bonnets up / Open Day. Motorcycles.

Sunday 22th September: Regular Club Outing. To be announced

Tuesday 24th September: National Drive it Day

25th to 29th September: 2013 SAVVA National Tour in Free State.

October

5th to 6th October: 2013: Shongweni Expo. See invite

Saturday 12th October: VSCC Bonnets up / Open Day. Italian Cars

Sunday 20th October: Regular Club Outing. To be announced

Bonnets up Events 2013

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

CLUB ANNOUNCEMENTS

New Members

We have some new members for introduction. We welcome Neville and Lorraine Flint, Bob Brigden, Chris Jewitt and if we have not done so yet, Mike Pretorius.

Spares Department

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	072 202 6598	
Mike Westray	033 386 2593	mikewestray@gmail.com
Robin Phipson	033-345 0061	hipson@wandata.com
Saxon Murray.		
Tony Psaila (1937 Cadillac)		<u>tonytractor@tpstorage.co.za</u>

2013 Fairest Cape Tour

We have just sent out invitations for the 2013 Fairest Cape Tour. The event will again be based at Goudini Spa with accommodation from 3rd - 6th November 2013

We would be grateful if you would mention this event at your next meeting and also publicise in the relevant club magazine or newsletter.

Application forms and details will shortly be available on the CVMC website:
<http://www.cvmc.co.za/Events.html>

Chris Cutler (Clerk of the Course)
021 8512339
084 7131237
email: fairestcapetour@gmail.com



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

Technical Tip 76 - Ignition Coils

The following maybe old hat to most of us but newer enthusiasts could get caught out so let's look at it again. Incidentally, this applies to 12 volt coils only.

Recently, an old friend told the story about being on a vintage car run in his mid 60's sports car when the coil gave up and left him stranded. Fortunately, one of the other participants had a spare. I asked if he had the old one handy which he had. As I thought, it was clearly marked "to be used with a ballast resistor". When I pointed this out to him he shrugged his shoulders and mumbled something like – so what's the difference. The difference is very simple – if you use these coils on 12 volts without a ballast resistor you will also end up being stranded on the side of the road.

If you go to the local scrapyards to retrieve a nice shiny coil from a newer model vehicle it will invariably be an 8 volt coil that requires a ballast resistor. The ballast resistor is usually a white porcelain thingie attached to the fire wall. These coils work such:

When you turn the key to start the engine and the engine is turning over you are putting 12 volts into an 8 volt coil resulting in a much hotter spark. This extra spark assists starting especially in cold weather or when the engine tends to be "rich". Once the engine is running and you release the key the current then flows through a resistor which takes away 4 volts leaving 8 volts for the coil. If you continue putting 12 volts on this coil without a ballast resistor it will eventually overheat and the windings burn out leaving you stranded like my friend was.

So, when buying or replacing the coil on an early car not fitted with a resistor ensure it is a 12 volt one. Coils to be used with a resistor are usually marked – "to be used with a resistor".

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2013 SAVVA NATIONAL TOUR **FOR VEHICLES MANUFACTURED BEFORE JANUARY 1981**

Hosted by the Free State Veteran Car Club from 25 – 29 September 2013, in the picturesque Eastern Free State area.

As with previous National Tours hosted by our Club, the three day competitive event, at an extremely reasonable cost, will emphasize usage of the old cars and kindle new and existing relationships. We would like to request older owners, with older cars, to make a concerted effort to participate.

Those not interested in the formal reliability run, may enter as non-competitors, allowing them to enjoy their old cars on the open road.

For more information, please contact:

Philip Heyns 082 462 0827 pheyns@xpd.co.za

Hennie van der Walt 083 305 8800 mwvandup@mweb.co.za

Entry forms will be posted on the SAVVA website.

SHONGWENI EXPO

I would like to extend an invite to you and the members of the Vintage Sports Car Club of Natal to exhibit your cars at the Shongweni Expo on 05 and 06 October 2013.

The Truck, Bike and Outdoor Expo is held on 4 to 6 October 2013 in Shongweni KwaZulu Natal. The event is a professional Expo attracting motor trade enthusiasts from all over South Africa. It is held at the prestigious Durban Shongweni Club. It will have a host of new events that are bound to entertain petrol heads and music lovers alike.

This year is the fourth Expo and it features Cars, Trucks, Bikes and Outdoor. It is the biggest Car, Truck, Bike and Outdoor Expo in KwaZulu Natal over the last three years and this year there is an included segment for muscle cars and club cars, "THUNDER AT THE STABLES". We intend to attract between 500 and 1000 units to be exhibited.

<http://www.shongweniexpo.co.za/Durban/>

The exhibitors have grown from 65 in 2010 to 162 in 2013 and are from different businesses nationally. Plus minus 12 500 people attend the event over the three day period.

"THUNDER AT THE STABLES". will be on 05 and 06 October – To see more click on <http://durban.shongweniexpo.co.za/index.php/cars-in-the-park>
Click on Registration Rules:

<http://www.clickonit.co.za/motoman/dashboard/agreements/Motor%20Exhibition%20Rules%202013%20Shongweni.pdf>

Registrations Close Off at Midnight 27 September 2013 – Book early to avoid disappointment. There are no costs involved for exhibitors at the Thunder at the Stables. Each car on exhibition will receive two complementary entrance tickets for the two days.

Registrations can be done at: <http://www.clickonit.co.za/motoman/>
We Look forward to see you there.

Regards
Johan Rademan
[Shongweni Expo Uses Clickonit Motoman for vehicle registration and event management](#)

Two old boys having a great laugh...

One said to the other: "My 70th birthday yesterday. Wife gave me an SUV".

Other guy: "Wow, that's amazing! Imagine, an SUV! What a great gift!"

First guy: "Yup.

Socks, Underwear and Viagra!"

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.

- **PMB Carburettor Centre:** Contact Robin on 033-3450061 for all carb and distributor spares and repairs back to about 1920. If they haven't got it, they can usually make it, or import it. Proper computerised gas flow rig also available for test/development purposes for anything through which gasses or liquids flow.
- **Silver Wings:** For silver plating and expert welding, soldering and brazing repairs. Polishing of brass, copper, aluminium and stainless steel. Contact Robin or Sue on 033-3453650.
- **Magneto Repairs:** Offered by Rod Thomas of Waterfall. He can be contacted on 031-762 1509 or 073-365 6494
- **Gearbox Shoppe:** Gearbox and diff specialists. 14 MacFarlane Street, PMB. Contact Graham Keir. Phone 033-3427543 / Fax 033 -3450479 / Cell 0828938782.
- **Silverton radiators.** Radiators, auto air-conditioning and fuel tanks - sales, service and repairs. 299 Boom Street, Pietermaritzburg. 033 3422604.
- **Piston rings** of any size made up to suit your engine. –
H.W.Godwin & Son. Phone: 011-622 2546. Speak to Andrew or David.
- **Peter Malherbe** does very good job of making up brake hoses - any type.
Phone 082 682 8142
- **Colour restoration** and repair of leather – vinyl – plastic – velour, and carpets. Contact: Sonette van Niekerk. 033 330 3352.
- **Wood burnt Art:** Commissions undertaken, portraiture, ethnic, plus the Big 5 Showroom: 524 Bulwer Street, Pietermaritzburg. Tel: (033) 342 2513
- **Old car engine Spares.** "If it's available I'll find it for you." Telephone Lionel on 072 146 9543. Cape Town.
- **B-Secure:** For your alarm and security needs contact B-Secure on (033) 3424 222.

For the computer junkies out there (Star Trek Helps):
We are Microsoft. Resistance Is Futile. You Will Be Assimilated.

FOR SALE

- *****1969 Triumph Spitfire MK111**, soft top convertible. Car complete but unfinished project. Painted. upholstered, rewired and driveable. With logbook. (Canary Yellow) R 25 000.00. Contact Omesh Maharaj on 083 232 7373.
- *Hi guys I'm formally from Ladysmith KZN now living in Hilton KZN I own a **1970 Volvo 122s B20 2 door**. The car is up for sale and going at R45-000 ONCO. Please pass the message along to the other members in the club. I would really appreciate it. Note everything works 100% in the car and it drives very well contact me on. Suveer 078 246 9159
- *We are a dealership in Classic, Vintage and Sports Cars in Knysna. Attach please find photo's of a beautiful **1957 Rover 90** that we have in stock at the moment. It has been in our showroom for quite a while and I wonder if there is somebody in your club that would be interested. The price is R50 000.00 negotiable. This vehicle is a runner and starts without any hassle and is also registered and licenced. Contact Louise Kemp at House of Classic and Sports Cars on 083 256 2086



- *I currently have some wonderful cars for sale, such as a Perana Capri race car, Bentley S1 continental, and many many more interesting cars, If you are hunting for a special classic, or have something to sell, - please contact me!
Brian@noik.co.za. 0824169584

WANTED

- *Barbie Lindeque is looking for unwanted men's ties. They are being used to teach ladies to make handbags and skirts out of ties. Please could you leave them at the klink marked for her attention.

NEWSLETTER COSTS AND BILLING

Over time the cost of the paper, printing and postage of the newsletter has escalated. During the past year we have been exploring ways to make the costs manageable. A decision was taken and announced at the AGM in August. The policy is as follows: There will be three different means of receiving the newsletter. It can be emailed, posted or be collected from the club at bonnets up.

If you choose to receive an email version or collect it from the club there will be no charge for the newsletter. However, should you wish to receive a postal copy, there will be a charge of R120 per annum. This policy will be in force with effect from next month's newsletter. If you would like to receive an email copy and are currently receiving a postal copy, please email me from the address you would like to receive it from to avoid email address mistakes. Thank you to those who have already done so. If you are prepared to collect the newsletter from the club, I will be leaving a form at bonnets up on which you can leave your name, so that I can create a list. You will be required to sign for your copy on collection. I am aware that you may not be able to attend bonnets up in some months. We are willing to retain your copy for a period of one month unless alternative arrangements are made. This can then be collected at the next bonnets up. Should you need me to keep a copy aside for you for longer you will need to contact me to make arrangements.

We will be sending out billings with your postal copies in the following month.

Newsletters to other clubs will be emailed to you in future as per the email addresses provided by SAVVA as far as is possible. Should you prefer that I use an alternative address, please send me your preferred address by email as detailed above.

When sending your preferences to me please use your first and surname in the communication to avoid errors. If you are receiving your newsletter by snail mail and wish to change, please indicate the address your newsletter is coming to. It is remarkable how many common names and surnames there are in the lists.

If you don't have a computer or email and cannot collect your copy, consider asking family for help. I already have a request to send an email copy to a daughter of a member.

Thank you for your assistance in this transition. By working together we can get through this as soon as possible.

Gillian

From Autocar Jan 10, 1947
In news and views

No atomic cars yet

It will be at least fifteen years before atomic energy can be used to drive cars, said Dr John V Dunworth, consultant to the atomic energy research establishment at Harwell, when speaking to an audience at Vauxhall Motors at Luton recently.



Bike Chatter

Benelli

The five Benelli brothers started their business in 1913 in Pesaro, Italy. They started off with a single-cylinder, 75 cc engine fitted to a bicycle. A 98cc version and 147cc version followed suit soon after.

The youngest brother, Tonino raced the 147cc machine until 1927. When a four stroke , 175 cc machine was introduced, he raced it as well until 1932. In 1932 a twin, ohc version was introduced. The twin-cam layout became the company standard until WWII broke out. Larger capacity engines were developed and raced, resulting in significant racing developments. Sadly in 1938, Tonino was killed while test riding.

During WWII Pesaro was in a heavily fought area. The factory was almost totally destroyed during the fighting. Once the fighting stopped, the building was rebuilt.

The first machine produced after the war was the Leoncino – a single cylinder, 125cc two stroke motorcycle. It was produced for twelve years and was very successfully used in racing. An interesting feature of the Leoncino was a model of a lion cub mounted on the front mudguard of the bike.

The Leonessa, a four stroke, 250cc machine was then developed. In 1959 a new 250 cc racer was produced, resulting in even more victories. More and bigger models were developed and the racing successes continued to pour in.

The motorcycle industry in Italy went into recession in the late 1960's resulting in financial difficulties for the company. In 1971 Alessandro De Tomaso bought the company. This led to new and different motorcycles being produced.

Benelli now needed to compete with the Japanese motorcycle market. The company took them head on when they produced a six-cylinder bike in 1974. It was christened the "Sei". In 1978 it's 750cc capacity was increased to 900cc. It remained in production to 1988.

Benelli seemed to fade into obscurity after this. After Andrea Merloni took over the company in 1995, a new model was designed and revealed in 2000. The Tomado had made its debut.

This article was written with reference to The Complete Encyclopedia of Classic Motorcycles by Mirco De Cet.

Gillian

A FUTURE CLASSIC

It has been suggested the Ford Escort 1600 sport could be destined as a future classic. They were so common on our roads that we tend to forget they have been around for 35 years – older than many younger enthusiasts.

This car has an interesting history:

The car was a South African development and was a combination of many components starting with an English Escort 2 door 1100/1300 body - which never came to RSA. Into this went a locally built 1600cc engine with better carburetion, upgraded cloth seats, a nicer steering wheel, road wheels, spot lights and a few extra goodies. The result was a very good looking, well mannered, trouble free inexpensive car – and a pleasure to build by the factory . Some of you may remember the adverts for this car – the One Six Double O Sport. The ads were light colourful and cheery. Initially the car was produced and launched in only three colours, namely red, blue and yellow.

When introduced to the dealers, they were ecstatic about the car and it was a case of “get it into production ASAP”. Most of the components were locally produced so there was no delay in getting production going.

It turned out to be one of the best selling cars in Ford's local history. It was trouble free and the dealers loved it. It was profitable, and they couldn't get enough of them. Unfortunately it went out of production when it was replaced by the lesser successful front wheel drive Escort.

So, where are we today, some thirty five years later. Very good examples are selling for in excess of R40,000. 00. In fact you would find it hard to find one for that price – most owners are not in the selling market. The better examples are sold within the clubs and rarely get onto the open market. Parts are readily available at fair prices. The mechanics are simple, and can be owner repaired. What more could a young (or older) enthusiast wish for?

Eric Mc Quillian
VCC

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MYSTERY PERSON

Found this the other day and thought some members might remember who this person was.

Mike Grant
grunt3@worldonline.co.za



AGM

At the AGM the committee changed significantly.

Secretary

We will have an on-committee secretary from about October. Janice McKenzie has agreed to take up these duties. We must say a big thank you to Aisne Rascher who has been standing-in in this roll in the duration.

Treasurer

John Wilsworth has stepped down as treasurer and his duties will be taken over by Andrew Haupfleish. Thank you Andrew and an even bigger thank you to John for his hard work over the years.

Events

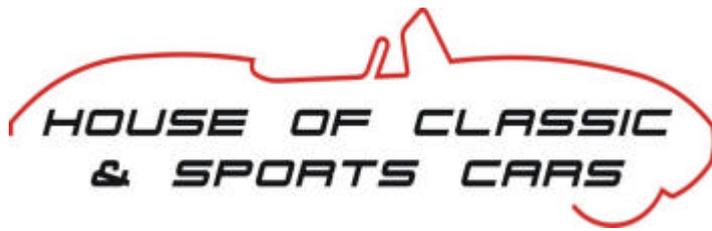
Christa Inggs has stepped down and Aisne Rascher will be taking on events. Thank you Christa for your efforts. We thank Aisne for stepping in.

I must say a hearty thank you for being awarded the Barry Stead Trophy for Enthusiast of the year. It is wonderful to know that the newsletter is well accepted. I also thank those who have over the years given comment and feedback on the newsletter. It is much appreciated. The following picture is included under order of a member as an article for submission – I can't complain that articles aren't submitted for inclusion.



If you have not yet done so, please read the article on the newsletter costs and billing. It is essential that you respond accordingly to avoid being billed.

Gillian



P.O.Box 157, Knysna 6570
70, Main Street, Knysna 6571
Tel. 044-382 1000
Fax 044-382 1188
email: wendy.r@hocasc.co.za
www.hocasc.co.za



FOR THE ENTHUSIASTS... BY THE ENTHUSIASTS

Thank you for your interest in House of Classic & Sports Cars.

Situated on the Main Street of Knysna, House of Classic & Sports Cars is proud to be able to offer to all car-lovers a wide range of beautiful vehicles covering many makes and models - sedans, saloons, sports, convertibles, coupés and bakkies – dating from 1909 to the present day. If you are looking for a project car, give us a call as we may have one for you.



Our fully equipped, modern workshop is staffed by highly qualified Porsche and Mercedes technicians to service and repair a wide variety of up-market vehicles such as Mercedes, Porsche, Audi, BMW and SUV's. They have particular expertise in a full range of repairs and services to all makes of Porsche, using only Porsche supplied parts. To discuss your requirements, please ph. Teengs Snijders on 081 313

5656.

We also have a specially equipped workshop to cater for vintage, veteran and classic cars with staff fully trained and in tune with these "Golden Oldies".

Through our association with a number of Motor Clubs, we conduct auctions of rare and sought-after vintage, classic and sports cars. These are carried out to the highest standards following the pattern set by a number of prestigious overseas auctions. In most cases, charities benefit as recipients of the lion's share of the auctioneer's commission.

We accept consignment sales, so if you have a vehicle to sell, please contact us. Or, if you are passing through Knysna, please call in at our workshop/showroom to enjoy a cup of tea or coffee and to discuss "*all things cars!*"

Kind regards,
Louise Kemp
p.p. House of Classic & Sports Cars CC.

MALE OR FEMALE?

Male or Female? You might not know this...but a lot of non-living objects are actually either male or female. Here are some examples:

FREEZER BAGS: They are male, because they hold everything in...but you can see right through them.

PHOTOCOPIERS: These are female, because once turned off....it takes a while to warm them up again. They are an effective reproductive device if the right buttons are pushed...but can also wreak havoc if you push the wrong Buttons.

TYRES: Tyres are male, because they go bald easily and are often over inflated.

HOT AIR BALLOONS: Also a male object... Because to get them to go anywhere.....you have to light a fire under their arse.

SPONGES: These are female...because they are soft.....squeezable and retain water.

WEB PAGES: Female...because they're constantly being looked at and frequently getting hit on.

TRAINS: Definitely male... Because they always use the same old lines for picking up people.

EGG TIMERS: Egg timers are female because....over time....all the weight shifts to the bottom.

HAMMERS: Male..... Because in the last 5000 years.....they've hardly changed at all...and are occasionally handy to have around.

THE REMOTE CONTROL: Female. Ha! You probably thought it would be male....but consider this: It easily gives a man pleasure, he'd be lost without it...and while he doesn't always know which buttons to push...he just keeps trying

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A tough-looking group of bikers were out riding when they saw a girl about to jump off a bridge so they stop. The leader, a big burly man, gets off his bike and says, "What are you doing?"
"I'm going to commit a suicide," she says.
While he did not want to appear insensitive, he didn't want to miss an opportunity so he asked
"Well, before you jump, why don't you give me a kiss?"
So she does and it was a long, deep lingering kiss.
After she's finished, the biker says, "Wow! That was the best kiss I have ever had. That's a real talent you are wasting. You could be famous. Why are you committing suicide?"
"My parents don't like me dressing up like a girl....."

MARQUES THROUGH THE AGES

Lancia

Vincenzo Lancia had demonstrated his skill as a racing driver when he established Lancia in 1906.

The first models made were manufactured in limited numbers, but once the company moved to larger premises in Turin, it began producing in larger numbers.

In 1922, the Lambda V4 went into production. The car was unique as it was built from a patented design for a car with no chassis. It was made as a unit construction. This made the car lighter while still being stronger than conventional designed cars. It also boasted independent front suspension. The car stayed in production for nine years and during this period over 12 000 units were produced. Unit construction became common place thirty years later.

The challenging years that spanned the depression were dealt with by producing the Augusta. Over 15000 units were sold. In 1937 the Aprilla was developed, including all round independent suspension.

Vincenzo died in 1934 and the company control was taken over by his wife Adele. His son Gianni took over in 1948.

The company began building larger cars again in 1950 with the Aurelia. This was followed by more large models introduced until 1956. Front wheel drive vehicles were produced from 1961 starting with the Flavia. This model was followed by the Fulvia which was not only successful in sales (over 300 000 sold) but significantly successful in rallying as well.

By the mid 1970's the company had been taken over by Fiat. This had come about due to the cost of the innovations the company had developed. The assistance by Fiat over the year had led to more Fiat parts being used in the Lancias. Design style as well as the quality of the bodywork was poor. As a result the residual values of the Lancias reduced. The vehicles engines had become replaced by Fiat, but Lancia retained its identity by using their own body shells.

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

Gillian

From Early Motor Cars, by Michael Sedgwick

Britain was not the only country that showed a degree of hostility to motoring. In the USA, in Pennsylvania, a rural association drew up a set of rules which included the following:

"If the driver of an automobile sees a team of horses approaching, he is to stop, pulling over to his side of the road, and cover his machine with a blanket or dust cover which is painted or coloured to blend into the scenery, and thus render the machine less noticeable."

TAILPIECE

Why Sharks Circle You Before Attacking...

Two great white sharks swimming in the ocean spied survivors of a sunken ship. "Follow me son" the father shark said to the son shark and they swam to the Mass of people.

"First we swim around them a few times with just the tip of our fins showing." And they did.

"Well done, son! Now we swim around them a few times with all of our Fins showing." And they did.

"Now we eat everybody." And they did.

When they were both gorged, the son asked, "Dad, why didn't we just eat them all at first? Why did we swim around and around them?"

His wise father replied, "Because they taste better without the shit inside!"

Drive Carefully! See You at the Club.



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