

FREE STATE VETERAN CAR CLUB

KUIER BY KLUBLEDE & BRAAI

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Ons was so tien motors wat by Hennie en Drien van Niekerk, Jan Vos en Bill en Marieta James gaan kuier het, tydens 'n rit van Bloemfontein-Oos na Bloemfontein-Wes.

Hennie van Niekerk het 'n '38 Chev Sedan, '48 Fleetline, '56 Chev Imp ('n tweedeur sedan met 'n bakkie laaibak in die bak), 'n '61 Ford Fairlane, 'n '60 Chev Corvair; 'n '75 Chev Constantia, en seker vier VW kewers. Die Volkswagens was van die familie se motors, insluitende 'n 1600S. Die motors is mooi in die sin dat daar motors in bykans oorspronklike toestand is, en so drie wat goed gerestoureer is. Die grootste is egter die pragtige vierwieldryf Boerboel. Dankie vir die koeldrank en vleispasteie.

By Jan Vos - na bietjie verdwaal - kry ons die geel '60 DKW 1000S en 'n verrassing, 'n byna klaar '60 Auto Union SP Die enjin is terug in die kar wat lyk soos 'n '55 Thunderbird, en sal dalk eersdaags weer loop. Die '58 DKW Hobby scooter het ons nie gesien nie. Die ander sierraad is Jan se modelmotor versameling, alles 1:43, en daar is heelwat sub-versameling temas, alles in 'n vertrek wat vroeër seker diens gedoen het as die ouderling-sitkamer. Daar is 'n bepaalde orde in die versameling en die modelle se versamelwaarde (kwaliteit) geniet duidelik voorrang oor die kwantiteit. Moot so Jan! Daar is ook memorabilia b.v. seker 30 asbakkies met miniatuur "taaiers" en ook metaalwapens van A.A. ('n hele reeks) RAC. Rondalia. Die boekversameling is blykbaar ook iets om te waardeer.

Laastens kuier ons by Bill en Marieta James in Langenhovenpark. Bill was one of the founder members of the Triumph Club in Bloemfontein in the 70's. Bill showed us his congregation, consisting of a '51 Hudson Hornet, a '53 Hudson Hornet, two '62 Studebaker GT Hawks, a '75 Rover P5B VB Coupe, a '75 Triumph Stag and a '77 Triumph Chicane. The last three mentioned are in a running condition. Given Bill's working conditions, he is dependent on outside people to assist him with work to be done on the cars, and some interesting stories surfaced in this regard.

Reading about the cars we have seen on this trip, one becomes aware of the diverse preferences of old car people. There is a niche for everybody - be it to retain a car in its original, useable condition, or restoring it to a "useable" condition, or restoring it to a condition as it left the factory. The main idea is to drive and experience a car of your choice, that is, after all, why the car was built.

Our fellow members interested in model cars, have the most exquisite exhibitions of everyday toys of yesteryear, as well as models with price tags running into four digits. All of us had dreams when we were kids, and too little iron in our diets". However, what do you say to grandsons wanting to play with them, because they regard these "toys" as toys built to be played with, and not kept behind locked glass doors.

Are us "toppies" perhaps all nuts (and bolts) in their eyes?

Wie kan die seepkas (soap box) derby's onthou wat van die bopunt van Maarkgraafstraat ge-organiseer plaasgevind het? "Pram" wiele, box, disselboom en stuurhou, sonder brieke (skyf remme is al brieke - jy skuif jou nerwe af op die teer!!)

-Hennie van der Walt-