

Eastern Province VETERAN CAR CLUB Port Elizabeth



NEWSLETTER

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MAY 2012

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CLUBHOUSE: Conyngham Street
Glendenningvale
Port Elizabeth

POSTAL ADDRESS: P O Box 725
Port Elizabeth
6000

Regular Monthly Club Events

Every Friday 16.30 to 21.00 - "NOGGIN & NATTER"
Supper & Take-Away's available

(Consult "Future Events" herein for other events)

Please Note:

The views expressed in this newsletter are those of the individual writers and are not necessarily the opinions of the editor, the Club or its committee members

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Colin Dettmann	Hannes Geyer
Colin Skinner	Koos Schoeman

Regalia:

Car Badge: R130.00
Rally Tables: R 50.00

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Editorial

With the sad passing of our beloved editor, on Sunday 29 April 2012, we dedicate this, our first electronic edition of our newsletter, to the Late Mike Jones.

A man that was larger than life itself, committed to the EPVCC, a devoted family man and a person with a rare passion for old cars.

Extracted from some previous newsletters, the following may in a small way sum up a few memorable times we spent with Mike.



The Late Mike Jones & the Late Bunny Staples

JULY 2011:

- “For what it’s worth here are my selected six favourite cars I have been fortunate enough to own and drive. I present them in the order in which I have owned them.*

 - 1. 1948 MG TC*
 - 2. 1955 Austin-Healy BN 1*
 - 3. 1935 Riley Kestrel 6*
 - 4. 1965 Alfa Guilia Super*
 - 5. 1922 Studebaker Light 6 tourer*
 - 6. 1952 Morgan Plus 4*

These 6 classics would cater for all my motoring desires, but sadly happy dreams very seldom come true and I’m just lucky to have been able to possess each of them for a while and that each was part of a chapter in my life from courting through to being a Grandpa and living with many happy motoring memories”



February 2012:

- “The ‘Doomsday Blokes’ are predicting that this (the year 2012) might be the last, I sincerely hope they’re wrong because there are still a heck of a lot of things on my ‘Too do’ list that still need to be ticked off.”*

March 2012:

- “Buy me a drink if you like, but don’t bother sending me an SMS because I still do not know how to open it.”*

April 2012:

- “.....doing more ‘dopping’ at home and that my accustomed places of refreshment and devotion will be seeing a bit less of me.”
- “.....the human spirit is indomitable and there is still nothing to beat sitting around a table in our pub on a Friday night where our conversation covers such a wide spectrum of worldly experiences, but in particular of the old cars we have restored and driven and the fun we have had doing it. Long may we continue (despite the obstacles being thrown at us) to be able to do just that. Look forward to seeing you all there soon - it’s probably ‘my round’ again!

Little did we know that we would soon thereafter lose “our Mike” forever.

A fond farewell from us all Mike, may your memory live forever!



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From the Chair

We extend our sincerest of condolences to Irma and the rest of the family with the sudden passing of Mike Jones.

I had never known the Late Mike Jones well, but can say that there are few club members around that are as passionate about motorcars, Port Elizabeth and the EPVCC as he was.

Mike was a great socialiser and those who shared his circle on Friday evenings at the "Crankcase" and through his membership at the Algoa Bay Yacht Club will all testify to his wit and sociable personality.

Mike had the special gift of putting to paper all issues close to his heart and his style of writing never ceased to thrill readers.

As the last editor of our printed newsletter, Mike resisted the change to electronics at every opportunity he had. He loved the printed media and for that we respected him. His flowing and interesting style of writing will be sorely missed.

Your newsletter will as from May 2012 be produced electronically and sent to you via e-mail.

Almarie Geyer recently underwent minor surgery and we wish her a speedy recovery.

Hannes Geyer, Greig Smith and I have just finished checking the Milligan route and all that remains now is for some late arrangements to be finalised. Our competitors will be arriving on Sunday 10th June and we wish them all an enjoyable event. Must admit I am looking forward to seeing some old friends again and joining in on that special "Milligan Camaraderie".

In the month of May 2012 you are encouraged to attend the Knysna Motor Show that will take place on the 13th May 2012 in Knusna and support the "Bring & Braai" outing at Derrek & Linda Elliott's place at Cannonville, Sundays River, on Sunday, 27th May 2012.

Please refer to 2012 Future Events on page 10 for other club activities

Well that's all from me this month. My son has just bought a house and my fatherly duty in providing guidance, calls.

Jeff Nel

The 2012 Continental Milligan Vintage Trial / Tour will take place from 10 to 14 June 2012 and will be a spider rally /tour with the Fish River Sun near Port Alfred as base.

2012 Continental Milligan Entry List

A SPEED GROUP (50)

1. Barney Marais & Pierre Woeke:
1928 Chevrolet National Roadster EPVCC

B SPEED GROUP (60)

10. Mike Hall & Bill Wright:
1967 Volkswagen Karman Ghia EPVCC
11. Rodney & Ruth Idris:
1951 Morris Minor EPVCC
12. Neville & Susan Koch:
1928 Ford Pickup Model A EPVCC
13. John & Jacqueline Galway:
1959 Morris Minor EPVCC

C SPEED GROUP (70)

20. Peter Bolze & Ernest Littleford:
1956 Rolls Royce Silver Cloud QAC
21. Arthur & Bernice Galway:
1929 Rolls Royce VCC
22. Gwen Bennett & Wendy Jones:
1967 Volvo 122 S SCC
23. Shirley & Bill Martin:
1967 MG BGT AVCMC
24. Herbert & Jean Dugmore:
1957 Opel Kapitän CHC
25. Colin & Anne Meyer:
1959 Mercedes Benz 190SL BVCC
26. Tubby Bennett & Thorsten Reese:
1975 Alfa Romeo GT Junior SCC
27. John Pringle & Peter Owen Smith:
1956 Peugeot 203 BVCC
28. Peanuts & Rosemary Fouche:
1964 GSM Flamingo GSMCC
29. Ken & Michael Dugmore:
1947 MG TC CHC
30. Arno & Petro vd Westhuizen:
1961 GSM Dart Mk 2 EPVCC
31. Bruce Yendall & Des Hill:
1941 Chevrolet Coupe AVCMC
32. Ulrich & Retha Muller:
1957 Borgward Isabella TS EPVCC
33. David & Verena Salzwedel:
1960 Humber Hawk BVCC

D SPEED GROUP (90)

40. Chalky & Lorraine Schonknecht:
1958 Ford Fairlane 500 BVCC
41. Lionel Hewitt & Tony Lyons-Lewis:
1954 Austin Healey 100M GRMC
42. Peter & Val McEwen:
1961 Mercedes Benz 190P QAC
43. John Ryall & Roger Lewis:
1966 Jaguar Mk 2 CHC

Liefie Bosch Memorial Autumn Trial

44. Johnny & Dassie Viljoen: 1968 Valiant Regal	EPVCC
45. Mike Newlands & Trevor Hoole: 1975 Alfa Romeo Spider	AVCMC
<u>TOUR</u>	
T. Colin & Besthi Ferreira: 1930 Ford model A	EPVCC
T. Garth & Sue Todd: 1948 MG YA	EPVCC
T. Ignis & Marie Buchner: 1959 Mercedes Benz 190D	EPVCC
T. Tony & Shelly Seiler: 1972 Lancia Fulvia 1.35	VVC
T. Piet & Poppie Coetzee: 1969 Mercedes Benz 250C	EPVCC
T. Louis Marchand & Maureen Jeeves: 1959 Jaguar 2.4 Mk 1	EPVCC
T. Martin Schofield & Charmaine Ahrens: 1972 Lancia Fulvia Coupe	VSCC
T. Danie & Gwen Gerber: 1967 Jaguar 420	QAC
T. Dietmar & Denise Radel: 1948 Bentley Mk 6	EPVCC

CLUB IDENTIFICATION:

AVCMC- Albany Vintage & Classic Motor Club-	P/Alfred
BVCC - Border Vintage Car Club	- East London
CHC - Crank Handle Club	- Cape Town
EPVCC - Eastern Province Veteran Car Club	- PE
GRMC - Garden Route Motor Club	- Knysna
GSMCC - GSM Car Club	- Cape Town
QAC - Queenstown Automobile Club	- Queenstown
SCC - Sports Car Club	- PE
VCC - Vintage Car Club	- Durban
VSCC - Vintage Sport Car Club	- Pietermaritzburg
VVC - Vintage & Veteran Club	- Johannesburg



Despite the threat of rain and Iron Man road closures, the 22nd April 2012 blessed us with another memorable Liefie Bosch event.

Bitterly cold outside and the organizers had the foresight in having some hot coffee and rusks, on offer, to warm us up. Scruiteneering at 09:00, followed by the Competitors Meeting at 09:45. Thereafter the customary Route Schedules and off we go to find the Start Board in Old Cape Road, opposite Bridgemeade.

Bring a couple of old cars together and pretty soon a crowd of spectators gather. It is always nice to see the younger generation also appreciating our old cars. It is 10:31 and the first car, a 1951 Morris driven by Rodney Idris, takes to the road. He was soon to be followed by 18 other, equally enthusiastic, Liefie Bosch competitors.

The route took us along old Cape Road, past Lady Slipper, through the old Van Stadens Pass, past Thornhill and on to Hankey. From Hankey along the Gamtoos River, past the Gamtoos Ferry Hotel, back to Thornhill and along the N2. In turning off the N2 competitors were suppose to head towards Van Stadens River Mouth and thereafter along De Stadens Road and on to Cows Corner. Unfortunately finger trouble led to a Route Schedule error causing some confusion and eventually abandoning control number 6.

With all competitors safely back at the clubhouse, fires were lit and social interaction could begin in all earnest.

Hannes Geyer our scorer, as usual, in top form and results again produced in record time.

Prize giving was a festive affair with Linda Elliot assisting our Chairman in awarding the silverware.

Penalty

First (Liefie Bosch Trophy):
Rodney & Ruth Idris - 1951 Morris 35

Second:
Wiehan v Onselen & Chante v Zyl - 1960 Volvo 58

Third:
John Martin & Malcolm Gobby - 1954 Chevrolet 60

Fourth:
Jeff Watson & Chrystal Watson - 1969 MG 66

Fifth:
John & Jacqueline Galway - 1959 Morris 72

The OD Inngs trophy for the first Pre-War car went to Johnny & Marina v Onselen in their 1932 Ford.

The Danie Sharp trophy for the first placed female driver/navigator went to Chante v Zyl.

Providing some colour to a rather drab and overcast day were Shaun Nel, Byron v Staden & Stuart Black. They took part dressed in orange overalls, wigs & safety helmets. What on earth did they expect? Break down duty? Nevertheless, they were a breath of fresh air on the day.

A special word of thanks to Derek and Linda Elliott for their generous sponsorship of the day, Linda Elliott for awarding the prizes and Ed Johnston for donating the lucky draw prizes. We are blessed to have these committed club members.

A big thank you to our out of town supporters, Neville & Susan Koch from Grahamstown, Alf Bezuidenhout & Des Hill from Uitenhage/Port Alfred and John Pringle & Peter Owen Smith from East London.

Last but not least: Our organisers and those that have contributed in making this another special day - Colin Skinner, Greig Smith, Hannes Geyer & Jeff Nel, our Chairman. Chaps you do our club proud!

News from other PE Car Clubs

TRIUMPH SPORTSCAR CLUB:

- National Gathering of Triumphs in Plettenberg Bay - 26 April to 1 May.
- 2012 marks the 50th anniversary of the Triumph Spitfire.

MG CLUB:

- Presents: "FOLLOW MY LEADER"

We have been invited to join the MG Car Club on this event which will be staged on Sunday, 24th June 2012.

The event consists of a drive around the rural by ways to the west of Port Elizabeth.

Meet at Hunters Retreat Hotel to leave at 10.30am.

Finish at the EPVCC Bonnets Up by about 12.00 for a "Bring & Braai"

Distance of approx 60 km.

Please join our regular Bonnets Up attendees in supporting this event.

STREETROD CLUB:

- *It is with sadness that we learn of the passing of Andre Kriek. Our sincerest condolences to his family and the Streetrod Club.*

Happy 85th Birthday, Volvo!

Well-known Swedish automotive icon Volvo is celebrating its 85th birthday, albeit these days owned by Chinese manufacturer Geely.

At 10am on 14 April 1927, the first mass-produced Volvo ÖV4 was driven off the production line and through the company gates in Göteborg.

The name "Volvo" was registered more than 100 years ago (May, 1911) by another well-known Swedish company -- SKF -- the producer of ball bearings.

Volvo actually means "I roll" in Latin, conjugated from "volvere", and the intention was to use the name as a brand of SKF ball bearings



1927 Volvo

As luck would have it, the company stuck with the SKF name for its bearings and today enjoys a reputation as fine as that of its offspring, being by far the largest manufacturer of bearings in the world.

The name was pulled off the shelf for an SKF venture 16 years later when it decided to produce specially-made cars designed for the unique conditions experienced on Sweden's rough and often frozen roads. The necessary robust and durable nature of Volvo vehicles stood it in good stead, and the brand represents safety and quality to this day.



122 S

Indeed, Volvo's most enduring legacy and a hallmark of its brand values, is that it focused its designs and research on automotive safety long before it became necessarily fashionable.

Volvo developed the modern three-point seat-belt and introduced it in 1959 as standard equipment. By even the most conservative of estimates, the three-point seat-belt has saved at least a million human lives.

Volvo Group is now one of the world's largest manufacturers of commercial vehicles and the Geely-owned Volvo Car Corporation sells almost 500,000 cars each year.

Happy birthday to Volvo!

By the way, some of our club members who own classic Volvo's are: Colin Dettmann, Peter Fulton, Len Feinhauer, Johnny v Onselen and Tubby Bennett.

Technical Tip no 59 Fitting Electric Fans

Hooray! It's pleasing to see that at least one person reads the Technical Tips. We had response from Richard Palmer from the VCC who is the proud owner of an MGB and has had over-heating problems in heavy traffic. His solution was to fit an electric fan which solved his problem. Many older cars are very marginal and tend to overheat in traffic. On a hot day standing in traffic the engine driven fan is only turning at idling speed and isn't going to do much cooling. Under these conditions a car needs a good water pump and a good capacity radiator. Some cars just aren't equipped with these items. There are three solutions:

- 1) Fit an electric radiator fan.
- 2) Fit a larger core radiator and upgraded fan. (many MGB's have a 3 blade which can be replaced with a more effective 4 blade)
- 3) Use your modern car.

Let's look at the fitting of an electric fan. Firstly, decide which side of the radiator you can fit it. On some cars it can go where the current fan is and pull the air through whilst on others it will be mounted in front of the radiator blowing or pushing the air through. Incidentally, if you are fitting an electric fan you may as well dispose of the old engine driven one - you'll be surprised how much quieter your engine will run.

There are various sizes of fans available, the popular solution seems to be to fit two fans side by side rather than one large one. I think that's because most radiators are oblong. Securing the fans to the radiator shouldn't be too much of a problem. I see in fan adverts in USA magazines they supply cable ties that go through the cooling fins to hold them in position - seems to work.

Electric fans can take a fair amount of current when starting up so it would be advisable to fit a relay. The thermostatically controlled switch can then operate the relay. The problem is - where to fit the switch. One has a choice of fitting it into the engine block or into a receptacle in the radiator.

Ideally, we should try to fit the switch into the engines water jacket. Switches are available from most parts suppliers for about R75.00 each. If your car has a temperature warning light you can use the same hole and scrap the light, if however you have a temperature gauge - well that could present a problem as I'm sure you will want to keep it working.

I recently had a situation where there just wasn't place for the switch in the engine block as the only suitable orifice was taken up by the temperature gauge unit which I wasn't prepared to do without. The solution was solved by having a radiator shop fit a small socket into the radiator that could accommodate the switch. (They didn't even charge me - bless them.) If you go this way, try to fit it lower down in the radiator because if your water level is low the switch may not operate.

Another very simple alternative which is often used by caravanners is to fit a switch on the dash and when the temperature goes up you simply switch the fan on manually. Just remember to switch it off when it's not needed.



Switch and Relay.

Social Evening American Theme

60 Club Members, wives and friends joined us for another absolutely outstanding evening social.

The theme was American and the hall decorated to fit in with the theme. Some of those attending even had the courage to dress up.



Greig & Lucy Smith

Our ladies surprised us once again with some exquisite cuisine. Corn on the cob, Chicken, Beef, vegetables, Brownies etc, etc.



Check the socks!

Copious quantities of red wine consumed by everyone may also have led Louis Marchand to believe Barry Kapelus hurt his hand on rally related activities?



Roy le Roux and the clan tucking in.



CLASSIC ADS

FOR SALE:

Riley Pathfinder - Circa late 1950's.

Car appears to be very original and complete. Price unknown.

Contact Dennis Hibberd: 041 364 3531 or
082 492 3495.

1986 Fiat X1/9 - Targo top convertible

3 - owner car in very nice condition - red - used daily. R40 000.00 N.C.O.

Contact Peter Thorpe: 082 809 2780

1960 OHV Prefect

Engine capacity 997cc - gearbox 4-speed. License up to date, body needs respray, upholstery needs attention, motor in running order. R20 000.00 negotiable.

Contact Brian Bowren: 042 233 2955

1968 Cadillac Fleetwood Limosine

At one stage belonged to then Lesotho President Leboa Jonathan. Low miles.

Contact Kobus Mulder: 082 894 1637 or

kobus3@telkomsa.net.

1971 Cadillac Sedan Deville Pillarless



95000 miles, Electric Windows, Aircon, Original Engine. No rust. Car is rubberized inside and boot area. New wiring done. All parts on car original. RWC on delivery. License up to date. Voted as public favourite at Goldfields Mall. 1ST prize at Mac bean Coffee Shop car exhibition. Overall winner at the Old Auto Club Welkom annual Motor Show. Call Jan Rossouw - 083 395 3794

1953 Chevy 210 for R2000



4 door sedan, rolling chassis with engine (not running), gearbox, diff, all windows, tyres, interior needs attention, for spares or restoration, no papers
Call Arny on 083 2255 240

WANTED:

-1967 Ford Fairlane 500 Custom 4 door front fender and grill. Contact Marcel Labuschagne: 083 383 7670

-1938 or 1939 Plymouth/Dodge/Fargo Pickup/Bakkie
Contact Jeff Nel: 078 6266 079

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MG Car Club Event "FOLLOW MY LEADER"

We have been invited to join the MG Car Club on this event which will be staged on Sunday, 24th June 2012. The event consists of a drive around the rural by ways to the west of Port Elizabeth. Meet at Hunters Retreat Hotel to leave at 10.30am. Finish at the EPVCC Bonnets Up by about 12.00 for a "Bring & Braai"
Distance of approx 60 kms.
Please join our regular Bonnets Up attendees in supporting this event.

Future Events 2012

May:

13. *Knysna Motor Show* *Knysna*
27. *Sundays River "Bring & Braai" Run* *Cannonville*

June:

- 11/14. *Continental Milligan* *Port Alfred*
24. *Follow my Leader* *MG Car Club* *Clubhouse*

July:

7. *Club Social* *Clubhouse*
22. *Hankey Hotel Lunch* *Hankey*

August:

- 25/26. *Calamari Run* *St Francis*

September:

2. *EPVCC AGM* *Clubhouse*
15. *SAVVA AGM* *VVC*
16. *Piston Ring Swop Meet* *Modderfontein*
23. *Stan Lemmer Memorial T/Trial* *Clubhouse*

October:

- 27/29. *Historical Tour* *Graaff Reinet*

November:

4. *Club Social* *Clubhouse*
25. *Photo Fun Run* *Clubhouse*

December:

1. *Nelson Mandela Bay Motor Fair* *N/Tech*



An interesting old photo of a vehicle being loaded on an ox wagon before crossing a river. Can anyone identify the car?

2012 Historical Tour to Graaff Reinet

Our 2012 Historical Tour will take place from Friday, 27 October 2012 to Sunday, 29 October 2012.

This will be our 3rd Tour of this kind. In 2010 we visited Steytlerville and in 2011, Somerset East.

Popularity of this event is growing. To avoid disappointment we call on all interested parties to contact Jeff Nel at 078 626 6079 to ensure your name is on the list of participants.



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