

# Eastern Province VETERAN CAR CLUB Port Elizabeth



## NEWSLETTER

Affiliated to  
Southern African Veteran & Vintage Association



### JUNE 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

**Office Bearers / Portfolio Holders  
2011 - 2012**

**Committee Members:**

Jeff Nel	CHAIRMAN CLUBHOUSE	(h) 041 583 3033 (c) 078 626 6079
	e-mail:	<a href="mailto:hornel@worldonline.co.za">hornel@worldonline.co.za</a>
Hannes Geyer	VICE-CHAIRMAN SAVVA DELEGATE	(h) 041 956 7220 (w) 041 393 5800 (c) 082 900 4464
	e-mail:	<a href="mailto:johannesg@nedbank.co.za">johannesg@nedbank.co.za</a>
Desiree Nel	SECRETARY TREASURER	(h) 041 583 3033 (w) 041 392 8516 (c) 083 553 3603
	e-mail:	<a href="mailto:neld@marsh-afrs.com">neld@marsh-afrs.com</a>
Susan Dettmann	LADIES CIRCLE SOCIAL EVENTS	(h) 041 360 1848 (w) 041 484 2815 (c) 083 320 4810
	e-mail:	<a href="mailto:scalemas@global.co.za">scalemas@global.co.za</a>
Michael Nell	MEMBERSHIP SAVVA DELEGATE	(w) 041 406 9244 (c) 082 657 4115
	e-mail:	<a href="mailto:mnell@ford.co.za">mnell@ford.co.za</a>
Colin Skinner	EVENTS SECRETARY GARAGES	(c) 076 438 8877
	e-mail:	<a href="mailto:colinsk@axxess.co.za">colinsk@axxess.co.za</a>
Greig Smith	EVENTS ORGANIZER	(c) 083 393 4909
	e-mail:	<a href="mailto:p4cabrio@gmail.com">p4cabrio@gmail.com</a>

**Co-Opted Non Committee Members:**

VACANT	NEWSLETTER	(h) (c)
	e-mail:	
Rod Smith	DATING	(c) 082 570 0895
	e-mail:	<a href="mailto:smiths.re@gmail.com">smiths.re@gmail.com</a>

**Trustees - EPVCC Property Trust:**

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 2012 Continental Milligan fresh in our minds it is most probably appropriate to dedicate more than usual space and discussion on this wonderful event.

Recent history has seen the dedication and involvement of numerous club members taking on the task of organizing this prestigious event.

There has been the likes of Peter Bulbring, Errol Michell, Liz Ross, Bill Odendaal, Koos Schoeman, Dennis Hibberd, Pam Walch and Colin Skinner, just to mention a few.

All of those involved previously will tell you that the task is not for the fainthearted. It requires total dedication and commitment, the sacrificing of many person hours, sometimes even taking unnecessary negative criticism. However, the ultimate goal is to maintain the standards set by their predecessors, conduct their business in a professional manner within the ambit of MSA and SAVVA rules and always bearing in mind that they have to conduct themselves as

representatives of the EPVCC. Our sponsors Continental and our clients, the competitors, demand professional and courteous behaviour at all times.

On behalf of the EPVCC may I take this opportunity to once again salute this year's 2012 Continental Milligan team for putting together another professional and successful event. We at the EPVCC are proud of you!



Ken & Michael Dugmore at Kidds Beach (2012 Continental Milligan)



2012 Continental Milligan at BVCC Club house for Tea

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## From the Chair

And it is Springbok test rugby time again. Heineke Meyer at the helm, and the battle between North and South upon us.

The Milligan organizing committee had the opportunity of watching the first test between South Africa & England on the big screen at the Fish River Sun. Joining us were Piet & Poppie Coetzee, John & Jacqueline Galway, Arthur & Bernise Galway, Tubby & Gwen Bennett, Wendy Jones, Louis Marchand and Maureen Jeeves. Needless to say that after the Bok victory followed great celebrations before moving to the dining room for the Fish's great "Seafood Splash" dinner.



Well here I am, back at home and watching the second test between the Bokke and the "Souties" at Coke a Cola Park in Johannesburg. I am still trying to unwind from a week of stressful enjoyment.

Anything one does in a team environment has the ultimate goal of team success and delivering, whatever the task, an end product or result that meets the expectations of sponsor, coach and customer. If one compares the achievement of the Bokke over the past two tests to that of this year's Milligan "players" that finished the game, one can say they both achieved their goal. Well done and on behalf of the EPVCC, enjoy your brief rest before planning for the 2013 Continental Milligan commences.

We believe that both Bill Odendaal and Eben de Vos recently experienced symptoms of ill health. On behalf of the EPVCC we wish you a speedy recovery.

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

During May Hannes Geyer and I attended the Knysna Motor Show, held at the beginning of the week of festivities leading up to the Knysna Hill Climb. It was well supported with over 175 exhibitors. Well done to the Garden Route Motor Club on presenting a well organised and most enjoyable day. Next time, maybe more of our member can join us, in supporting this charitable event.



2<sup>nd</sup> World War Display (Knysna Motor Show May 2012)

During May we also had the privilege of being hosted by Derek & Linda Elliott at their beautiful home at Connonville on the Sundays River. What a lovely day it was with everyone sitting around, braaiing, chatting and just soaking up this beautiful setting on the river. There is just nothing to beat good company, good food, cars and palatable liquid refreshments. Thanks Derek & Linda for opening up your house and your friendly as ever hospitality. We at the EPVCC really appreciate it.



Sundays River Braai (May 2012)

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

Well that's all from me for now. I am off to bed to catch up on all the sleep I missed on the Milligan.

*Jeff Nel*

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## The Late Mike Jones

By Ken Stewart

I first met Jonesy at Grey in 1952 and found we had shared interests in athletics, fine old buildings, photography, cars, music and, oh yes pretty girls.

At school Mike excelled in athletics and swimming, earning his colours, a sought after award. In later life he even ran the comrades!

After matriculating he worked as a draughtsman at which he excelled, but he'd always wanted to be either a journalist or photographer, hankering to move to PE from Johannesburg.

After graduating I moved to Johannesburg where we met up again and having sweet talked two pretty girls into marrying us, we tied the knot two weeks apart, in 1962.

By then we both had sports cars which we used extensively. Mike started with a Singer SM 1500, followed by a Wolseley, a MG TA, a TC and a Morgan.

On moving to PE, Mike started his photography business with his dad, Ted Jones. Few people know that while living in Charlo, this determined craftsman built his own yacht from scratch and sailed it successfully from the Yacht Club. I experienced his skill at the helm.

For many long years Mike sang in the St Cuthberts Church choir, right to the last and this he really enjoyed.

Later he and Irma settled into a quaint house in Essexvale where he honed his skills in restoring a number of cars, notably Chrysler, Studebaker, Morgan and a number of Rileys. His piece de resistance was a replica Riley Ulster which he built from scratch, drawings, intricate bodywork, chassis adaptation and engine, a superb tribute to his versatility and ability.

He so enjoyed his Friday lunches with mates in the Yacht Basin and his sunny home braai's where his sense of humour and wit flowed, were an institution.

His journalistic skills came to the fore when we launched Fine Cars Magazine back copies of which are now sought after. His tongue in cheek letters to the local newspapers were often controversial but always entertaining, until a few days before his sudden passing.

Mike and Irma produced three outstanding children who were very "Familie-vas" and his close friendship with his brother Roy was so heartwarming.

Latterly with Rob Lawrence, he brought a breath of fresh air to our EPVCC Newsletter and was busy with the latest issue at the end.

The move to Miramar was so successful that it is so sad that he could not have had more pleasure out of such nice surroundings.

Together we partied, sang, rallied, holidayed and dare I say it, had the occasional noggin. To me he leaves a great void and I am sure we all join in our sincere condolences to Irma and all the Jones family.

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## Photos Sundays River Braai



## World's oldest unrestored Mini sells for £40,000 (R500,000)

The charm and significance of the original BMC Mini know no bounds, as British auction house Bonhams proved on April 30 at their Hendon, RAF Museum Collectors Motor Cars event. They represented "XLL 27," a 1959 Austin Se7en De Luxe that was the eighth car of its type to come off the Longbridge production line in May 1959 - three months before the Mini's August 26 debut - and is believed to be the oldest surviving unrestored Mini extant.



British Motor Industry Heritage Trust documentation shows that XLL 27 was released on July 31st to Car Mart Ltd. in Colchester. According to their records, only three earlier Minis are known to exist: 621 AOK is in the BMIHT collection at Gaydon, and the other two, one of which has been chopped into a convertible, live in Japan. According to Bonhams:

The car is complete and has all the features that distinguish these very early Minis, including the famous glass washer bottle. Some parts have been removed for security and ease of transport but all will be provided at the sale together with a Swansea V5 registration document. The driver's door has been replaced but other than that only a few small items appear to have been renewed. 'XLL 27' retains its factory Farina Grey paintwork, all its original panels, engine, transmission and the original registration number. The interior is likewise original, intact and complete except for the carpets. Even the original Bluemels numberplates survive and there is evidence to support the belief that the recorded mileage of 30,041 miles is correct. A paper brake service label remains fixed to the near-side door jamb, recording

work carried out at 17,942 miles. There is evidence of corrosion in the front floors, 'A' panels, sills, doors, rear seat well, boot floor and rear valance but a surprisingly high percentage of the shell is intact. The rear sub-frame appears original, as do all the steel hydraulic pipes. The engine has not been run for many years. The August 2011 issue of *Classic & Sports Car* magazine devoted six pages to this amazing survivor, which represents a unique opportunity to own an astonishingly correct example of one of the 20th century's greatest cars in its earliest, purest form. There can be few more important examples of British automotive engineering.



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Photos  
2012 Continental Milligan



Tubby Bennett & Thorsten Reese - Day 3 Chalumna Cuttings (2012 Continental Milligan)



Arthur & Bernice Galway - 1929 Rolls Royce (2012 Continental Milligan)



Barney Marais & Pierre Woeke - Day 2 (2012 Continental Milligan)



Neville & Susan Koch - Day 2 (2012 Continental Milligan)



Dietmar & Denise Radel - Day 3 at Grand Prix Circuit (2012 Continental Milligan)



Colin & Anne Meyer - Winners 1st Overall (2012 Continental Milligan)

## 2012 Continental Milligan - An Overview

### DAY ONE

#### Reigning Milligan champions set the standard

Clear skies greeted the competitors at the official start of the 2012 Continental Milligan Vintage Trial this morning as they tackled a fairly straight-forward route of 203 km. The first car set off from the Fish River Sun at 09:00, and the convoy travelled through Port Alfred, Kenton-on-Sea and Alexandria on the R72.

Everyone regrouped at the Nanaga Farm Stall for a tasty tea break, then it was on to Grahamstown on the N2 with the numerous arduous, long climbs that define this mountainous region giving the old cars a serious work-out.

The day's stage ended, fittingly, at the 1820 Settlers National Monument that towers prominently over the City of Saints.

Reigning Milligan title-holders Neville and Susan Koch have once again set the standard this year, finishing day one with an impressive tally of just 61 penalties in their superb 1928 Ford Model A Pickup to take the early lead.

"It all comes down to experience, and a bit of luck sometimes too," Neville stated. "However we did have a bit of a scare when the Ford didn't want to start at one point."

"We know these roads well, but the organisers kept us on our toes for much of the day," Susan commented.

The Kochs certainly can't rest on their laurels, as Colin and Anne Meyer (1967 Mercedes-Benz 230S) are hot on their heels with 63 penalty points, followed closely by Lionel Hewitt and Tony Lyons-Lewis with 70 penalties in the 1954 Austin Healey 100M.

There was just one retirement for the day, with the 1966 Jaguar Mk2 of John Ryall and Roger Lewis suffering water pump failure shortly after the start. They're flying in spare parts from Cape Town, and will hopefully be back in action on day two.

#### Results - Day One

1<sup>st</sup>: Neville and Susan Koch (1928 Ford Model A Pickup) - 61 penalty points

2<sup>nd</sup>: Colin and Susan Meyer (1967 Mercedes-Benz 230S) - 63 penalty points

3<sup>rd</sup>: Lionel Hewitt and Tony Lyons-Lewis (1954 Austin-Healey 100M ) - 70 penalty points

### DAY TWO

#### Competition heats up on day two of the Continental Milligan

A mere six points separate the top two competitors at the end of the second day on the 2012 Continental Milligan Vintage Trial.

The sealed odometer classic rally set off from the Fish River Sun at 08:30, taking the teams along the outskirts of Port Alfred, through Bathurst and on to Grahamstown on the undulating, bumpy and characteristically scenic R67.

Following the tea stop at the Grahamstown Golf Club, the route briefly joined the N2 towards Port Elizabeth before deviating onto the R343 through Salem to Kenton-on-Sea.

The 160 km route concluded just outside Port Alfred on the R72 coastal road at around 1 pm, with the participants given an opportunity to explore the area at their leisure during the afternoon.

Rodney and Ruth Idris emerged as the winners of day two in their 1951 Morris Minor with just 33 penalty points (or a total of just 33 sec off the required times at the route's checkpoints). They were followed by Barney Marais and Pierre Woeke in the beautiful 1928 Chevrolet National Roadster.



Notably, though, Lionel Hewitt and Tony Lyons-Lewis (1954 Austin-Healey 100M) proved that consistency is crucial, finishing in third place once again with 43 penalty points for the day. This has allowed them to claim the overall lead of the 2012 Continental Milligan with 113 penalty points accumulated thus far.

Colin and Susan Meyer (1967 Mercedes-Benz 230S) have retained their second place overall, a mere six points behind the leaders, with Rodney and Ruth Idris hot in their heels on 126 penalty points.

Showing impressive determination, John Ryall and Roger Lewis secured the spare water pump flown in from Cape Town for their 1968 Jaguar Mk2 and worked through the night to get it back in running order. Although well down the order overall, they completed the day in 17<sup>th</sup> place on 126 penalty points.

Other than a puncture late in the stage on the 1967 Volvo 122 S of Gwen Bennett and Wendy Jones, the day was completed with no significant mechanical maladies.

### Results - Day Two

1<sup>st</sup>: Rodney and Ruth Idris (1951 Morris Minor #11) - 33 penalty points

2<sup>nd</sup>: Barney Marais and Pierre Woeke (1928 Chevrolet National Roadster) - 34 penalty points

3<sup>rd</sup>: Lionel Hewitt and Tony Lyons-Lewis (1954 Austin-Healey 100M) - 43 penalty points

### Results - OVERALL

1<sup>st</sup>: Lionel Hewitt and Tony Lyons-Lewis (1954 Austin-Healey 100M) - 113 penalty points

2<sup>nd</sup>: Colin and Susan Meyer (1967 Mercedes-Benz 230S) - 119 penalty points

3<sup>rd</sup>: Rodney and Ruth Idris (1951 Morris Minor) - 126 penalty points

## DAY THREE

### Status quo on Milligan after day 3 cancelled

The results from day three of the 2012 Continental Milligan vintage Trial have been cancelled as a result of the heavy rains experienced on the route, and numerous other delays.

Despite an entertaining 120 km drive lined up for the day, the region was lashed with heavy rain overnight, which continued intermittently throughout the morning's stage, thus making the drive to East London particularly treacherous.

The situation was further exacerbated by unexpected road works and even overly inquisitive traffic officials, both of which held up several competitors along the way. As a result the scores from today have been negated, meaning the overall standings are carried over from Tuesday.

It will come as welcome respite for several of the competitors, with the Meyer's Mercedes-Benz encountering a faulty ignition coil, the Idris' Morris Minor delayed with a broken accelerator cable and the 1941 Chevrolet Coupe of Bruce Yendall and Des Hill being sidelined due to a blocked carburettor.

Nevertheless, there were several enjoyable elements to the day for the Continental Milligan Vintage Trial competitors and the Milligan Tour participants too. This included the entertaining yet impossible slippery mountain pass on the rural road off the R72 towards Kwasandile/Chalumna.

For many, the M5 to Cove Rock was particularly memorable, as the narrow winding country lane led down to the edge of the coast and eventually took the teams directly onto the main straight of the historical East London Grand Prix circuit, which officially ended the day's section. Interestingly, this entertaining road actually formed part of the lengthy GP circuit used in the 1930s.

The Milligan crews ultimately landed up at the home of the Border Vintage Car Club near the track, and were warmly welcomed by the club members with hot coffee and delectable treats.

### Results - OVERALL (carried over from Day Two)

## DAY FOUR

### East London couple wins 2012 Continental Milligan Vintage Trial

Colin and Anne Meyer from East London have emerged as the winners of the 43<sup>rd</sup> Continental Milligan Vintage Trial, which finished on Thursday 14 June 2012 at the Fish River Sun near Port Alfred.

The fourth and final day of the sealed odometer classic rally saw the competition becoming rather intense - particularly after day three's results were cancelled due to heavy rain. Nevertheless, with clear skies and an entertaining 160 km route for the final leg, the competitors aimed for ultimate timing precision as the teams travelled through Port Alfred, Kenton-on-Sea, Salem and Grahamstown, ultimately finishing at the historical Toposcope in Bathurst.

The winning couple, competing in a 1967 Mercedes-Benz 230S, proved that consistency is key, finishing second place overall on the first two days, and securing the top spot overall on day four with an impressive tally of just 155 penalty points (or 155 seconds off the regulated times as set by the organisers, after more than 500 km of rally distance).

It is the Meyers' second Milligan victory, having claimed the title in 2007, and their fifth time competing in this superb event. Accordingly, their names are once again etched on the prized Bill Milligan Memorial Trophy.

"We are very excited about winning the Continental Milligan Vintage Trial for the second time," an elated Colin Meyer said. "As always, it was an amazing event that was well organised with great routes."

Tubby Bennett and Thorsten Reese (1975 Alfa Romeo GT Junior) were the top scorers for the day four results, which allowed them to slot into second place overall in the final standings with 197 penalty points.

Rodney and Ruth Idris (1951 Morris Minor) came home third overall on 212 penalty points, followed by last year's winners, Neville and Susan Koch (1928 Ford Model A Pickup) on 236.

The annual Continental Milligan Vintage Trial is organised and hosted by the Eastern Province Vintage Car Club (EPVCC) in Port Elizabeth, and has been proudly sponsored by Continental Tyre SA for the past 13 years.

#### Results - Day Four

1<sup>st</sup>: Tubby Bennett and Thorsten Reese (1975 Alfa Romeo GT Junior) - 34 penalty points

2<sup>nd</sup>: Colin and Anne Meyer (1967 Mercedes-Benz 230S) - 36 penalty points

3<sup>rd</sup>: Ken and Michael Dugmore (1947 MG TC) - 36 penalty points

#### Results - OVERALL

1<sup>st</sup>: Colin and Anne Meyer (1967 Mercedes-Benz 230S) - 155 penalty points

2<sup>nd</sup>: Tubby Bennett and Thorsten Reese (1975 Alfa Romeo GT Junior) - 197 penalty points

3<sup>rd</sup>: Rodney and Ruth Idris (1951 Morris Minor) - 212 penalty points

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## 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 3<sup>rd</sup> 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.

### *Technical Tip no 60* *Electric Water Pumps*

In the last article we discussed electric fans and mentioned there were three alternative ways of overcoming over heating of engines. To prove us wrong we received a very interesting note from Andrew Steward from the VCC stating that there were in fact four alternatives. Here's the fourth.

Andrew is the proud owner of a BSA scout which has "thermo-syphon" system. In other words, like an Austin 7 or Ford model T, they don't have a water pump but rely on hot water to circulate by convection. Unfortunately, as many of us owners or ex-owners of Model T's are aware, this system, whilst it works, tends to overheat in very hot weather.

To solve his problem Andrew fitted one of these new fangled electrically operated water pumps into the bottom water hose. They are supposed to operate on 12 volts, however he is using 6 volts without a problem.

I contacted the supplier in Pretoria and they confirmed they have two models available - the EWP80 and the EWP115. The EWP80 pumps 80 liters of water a minute and the EWP115, 115 liters. The later being more suitable for larger or V8 engines.

The agent also pointed out that there is an electronic controller available which acts like a thermostat and one can pre-set the water temperature required. If you use the controller then 6 volt operation will be a no-no. I've requested the agent to contact the manufacturer about the use of 6 volts as they've never had this request before.

Should you wish to obtain further information on these pumps go to [www.hot4cold.co.za](http://www.hot4cold.co.za). They are very accommodating and will answer your questions by return.

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### **Notice:** **Bentley & Rolls owners**

My uncle that live in Bloemfontein phoned this past Saturday about an advert he saw in a Bloemfontein news paper about a Mr Kennerley that is keeping a register on Bentley's and Rolls Royce's in Africa.

I spoke to Mr Wayne Kennerley over the last two days via e mail and he gave me wonderful information about my car and I am sure that other Bentley and Rolls Royce owners can only benefit to chat to him. He even send me a photo of my car that was taken in about the late 1950's.

Mr Kennerley used to live in PE from 1991 to 1999. Some of the members might even remember him.

Will you please forward his details to other Bentley and Rolls Royce owners of our club. I would do it myself but just don't know who owns what in the club.

His mail address is: [wkennerley@yahoo.com](mailto:wkennerley@yahoo.com) - HEIN.

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### **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

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### 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](mailto: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

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### 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

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### 1961 Sunbeam Rapier 3A,



1725cc motor, 2 tone green/grey, overdrive, interior neat, spots, badge bar. Overall condition good and running well, licensed until December. Numerous spares inc. F & R windscreens +. R45, 000 onco.

Contact: DON at 041 3606119 or 083 631 4110.

\*\*\*\*\*

### 1938 Ford V8 Sedan



Colour Grey. Immaculately restored. Interior & exterior in tip top condition. Mechanically in sound condition.

New tyres. Contact: Bill Odendaal at 082 964 6453.

\*\*\*\*\*

### 1968 Volvo 122S Coupe

White. Just been refurbished. New Tyres. SAVVA dated.

Contact: John at 083 414 0715

\*\*\*\*\*

### 1938 DKW F7



2 door Complete & original. Ready to be restored. Stored since 1958. Vehicle not running. Odometer: 9000km.

Valued at: R 35 000.00.

Contact: Winston - 041 451 4953 (w)

### 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

## Last SA-built VW Beetle re-created

The commemorative Beetle is back in its place of honour in the AutoPavilion.

The last South African-made Volkswagen Beetle came off the production line on 18 January 1979 -- and went straight into the Volkswagen museum, now the AutoPavilion.

The metallic bronze Beetle was the final example of 288 353 built at Uitenhage plant from August 1951 to January 1979, a production run spanning almost 28 years, 11 of them as the country's top selling car. Many of those cars can still be seen on our roads today.

The commemorative Beetle had only 200km on the clock when a vehicle carrier overturned on the way back from a show in Cape Town in November 2006, destroying nine of the AutoPavilion's most important historic cars, including this one.

But AutoPavilion manager Johan Wagner wasn't prepared to leave it at that. Although the body shell was total write-off, he got hold of another body of the same era in as-new condition and proceeded to re-create the last Beetle.



**LUXURY FEATURES**

It can't be called a restoration because it has a different chassis number, but every component that could be salvaged from the commemorative Beetle was carried over to the new body, which had been painstakingly resprayed using the same special metallic bronze paint as the original.

This is what it looked like after the car carrier it was transported on, had rolled.

Wagner explained: "All the mechanicals and most of the interior from the original car could still be used. The original car was loaded with luxury features not found on any of the models which preceded it.

"It was built with most of the luxury features of the higher specification and limited edition 1600s such as the Fun Bug, Lux Bug, Jeans Bug and Snug Bug."

Some of its special features include Bilboa cloth upholstery, black fender spats, a special gearlever knob, taper-tip exhaust pipes, a centre tunnel console, a cigarette lighter and Rostyle rims.



**TWO YEARS OF PAINSTAKING WORK**

It has taken two years of painstaking work, but the commemorative Beetle is back in its place of honour in the AutoPavilion, and who are we to whinge that it isn't the real thing -- it's as much a tribute to the dedication of the AutoPavilion staff as it is to the nearly 290 000 Beetles that preceded it. And anyway, the Beetle story is far from over -- the second-generation New Beetle will be introduced in South Africa towards the end of the year.

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**Future Events 2012**

June:

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

Last Month's mystery picture:



Well, Bob Acton recognised the picture immediately. He knows the area well, having farmed close by for many years. The photo is taken from the old Transkei side of the Kei River at the then Great Kei Drift(Bolo to Tsolo Road). The car is a Ford Model T (1923 to 1925) and use to belong to Bob's uncle Frank Acton. Now, at the time, Frank Acton not only owned the farm bordering the Kei River, on the South African side, but also the Hotel and trading store on the Transkei side of the Great Kei Drift. In 1932 the then Government built the Great Kei Bridge which was completed in just three months. The rush being that construction of the cement, seven pylon, Bridge had to be completed before the big rain in those days. Bob also recalls that in those early days, travellers, when the river was in flood, had to turn back to the hotels on either side to sleep over. On the South African side, the Bolo Hotel, at Bolo, also belonged to the Acton family. Copious amounts of alcohol must have been consumed under the circumstances.



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083 252 0539

*suttner@mweb.co.za*



## **NOTICE:**

Sunday, 24 June 2012

*"Follow My Leader"* a fun run organized by the MG Club to which we are invited to participate. We meet at the Hunters Retreat at 10:30am and at 12:00am we will arrive at the EPVCC Club House for a "Bring & Braai". Bar will be open. Please let's support this initiative.

30 June 2012

Annual Membership subs are due for 2012-2013 Financial Year