

# Eastern Province VETERAN CAR CLUB Port Elizabeth



## NEWSLETTER

Alliated to  
Southern African Veteran & Village Association



### July 2012

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E-mail: [auto pavilion@news.co.za](mailto:auto pavilion@news.co.za) Web site: [www.autopavilion.co.za](http://www.autopavilion.co.za)



**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 6220 (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**

*My how the time flies, it is already July 2012 and the start of another financial year for our club.*

*The electronic newsletter is now in its third month and all indications are that it has been well received. Not without hiccups though. We are still missing e-mail addresses for quite a number of our members and we need your assistance in providing us with these. We realise that some of our members have been missing out on receiving their newsletter over the past 3 months but we are working in all earnest to rectify the situation. Please bear with us a little longer.*

*We desperately need a Newsletter Editor to alleviate the pressure from the EPVCC Committee who currently stand in to fulfil this task. We have to spread the load and this essential and fulfilling task is looking for an enthusiastic member to embrace it.*

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**WANTED**

**NEWSLETTER EDITOR**

Applications are hereby invited for the position of Newsletter Editor.

Applicants must possess a basic Computer Literacy skill to facilitate providing our EPVCC membership with a Monthly Newsletter in Electronic format.

Further information pertaining to the scope of the position is available from Jeff Nel. (cell: 078 6266 079)

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**From the Chair**

*We only have two months to go to our next EPVCC AGM. On Sunday 5<sup>th</sup> September 2011 we all meet at our club house to seek feedback on the past financial year, but more importantly, to elect those members to whom we will entrust the task of leading and managing our club for the next year.*

*It is my humble opinion that we need fresh blood on our committee. Too few of our members have an insight into what it really takes to keep our club going. Fresh ideas, innovative thinking and above all a passion to contribute towards the survival and well being of this hobby we all hold so close at heart, is essential.*

*Most of our current committee members, and that includes me, have been around for ages and the time is ripe to make a change. Please get involved! We need committed and dedicated members to step up to the plate and take our club forward.*

*Events coming up in the next two months which should not be missed are:*

**Sunday, 22<sup>nd</sup> July 2012 - Hankey Hotel Lunch:**  
*A leisurely drive out to Hankey to enjoy lunch. All meet at the Club house at 10.00. Contact Hannes Geyer to secure your booking. Cell: 082 9004 464.*

Saturday, 4<sup>th</sup> August 2012 - Club Social:  
Chinese evening at the clubhouse. Book to avoid disappointment. Susan Dettmann Cell: 083 3204 810.

Sat/Sunday, 25/26 August 2012 - Calamari Run:  
Outing to St Francis. Limited Numbers. Book with Michael Nell. Cell: 082 6574 115.

Sunday, 2<sup>nd</sup> September 2012 - EPVCC AGM:  
At Club house to be followed by Chairman's Potjie.

Sunday, 23<sup>rd</sup> September 2012 - Stan Lemmer Memorial Spring Trial: Organizers are Colin Skinner cell: 076 4388 877 & Greig Smith, cell: 083 3934 909.

**Please refer to "2012 Future Events" on page 8 for other club activities.**

One of the highlights in my annual calendar is the trip to Modderfontein, JHB, to attend the annual Swop Meet at Piston Ring. Hopefully I will find some more junk to add to my already bursting at the seams, collection of utterly useless stuff. Lekker!

**Jeff Nel**

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**A MOST UNUSUAL DKW STORY**  
By Rinus vd Berg



A couple of weeks ago I got a phone call from a fellow old car enthusiast telling me about a pre-war DKW parked under a tree in one of our suburbs here in P.E. He insisted that I had to go and have a look and half-heartedly I went - expecting it to be something else!

Well, I was glad I went, since what I saw you only read about in fiction books. It was a totally original 1938 F8 sedan - never been restored. The license disc showed that it was last used in 1958 - thus 54 years ago. It came from a very small town named Aberdeen in the Karoo and its registration number - a very low - CAB 3. Its speedo count in meilen (miles) shows something over 9000. I cannot see that it could be a hundred and

nine thousand miles since that would have meant a lot of traveling over only 20 years in a small town. The clutch pedal rubber shows no wear at all (brake pedal rubber missing)



Some times in its life it had a radio fitted since the bracketery is still under the dash. One could see that it was a valve set due to the size.



There is no rust on the metal sections but the body fabric now somewhat perished is pulling away at the seams. The woodwork underneath seems to be in an excellent condition. The tyres are 54 years plus of age but retains its pressure. Upholstery is original and in fair condition - not torn. Some kids, it seems, went wild with spray cans on the bonnet and engine.

Anyhow - the next day I went back to take a second look and there I met the owner. The history of the Deek, he told me, is as follows:

The Deek had belonged to a relative of his and when the husband (or son) died, the old lady had it stored in a shed. He told me that for years he had been pestering the old lady for the Deek but without success. Then some six years ago he finally bought it from the relatives for R1000. He then moved it to Paarl where he was promised that it would be stored under roof. When he went there a short while ago he found it standing in the open and he subsequently had it moved to PE. (It seems then that most of the deterioration had occurred in the last 6 years.) Since

he is now in his seventies, living in a town house with no garaging, he decided to sell it again. While he was narrating his story, the new owner arrived with a low-bed trailer. This new owner is full of enthusiasm - having restored a few vintage cars before. I promised to give him as much technical data as possible.

## **SAVVA Technical Tip 61 - Battery Isolator Switches**

The fitting of a battery isolating switch to isolate the battery when a vehicle is not in use is very often on our "to do" list - but we never seem to get around to fit them. However, how often have we come to start up our collector car to find out we left the ignition or parking lights on or the battery has just drained away via some unknown gogga in the system.

These switches are freely available at a cost of approximately R100.00 each and are very easy to fit. The cable that should be isolated is the main one from the battery to the starter motor. When the car is not being used or is in storage this switch will protect the electrical workings of the car. Most switches also have a removable key so they double up as security devices.

The big danger of a car standing unused with the battery connected is that of fire. Many an old car has been reduced to scrap by a wiring fault. Incidentally, this isn't only a problem with old cars - if you visit any of the large storage yards where damaged cars are stored for evaluation by the insurance companies, you'll be surprised at the number of modern cars that are burnt out. They don't even send them to the breaker yards as there is nothing left - they are just crushed.

We suggest the switch be fitted as close to the battery as possible. The battery box would be a good choice or somewhere in that proximity. We invariably open the bonnet to check the fluids before using the car and the switch can be activated at the same time. As an alternative - the battery cable can be re-routed or extended and the switch can be fitted somewhere under the driver's seat or under the dash on the firewall.

p.s. Contact Speedyquip on 041 484 1506 or [sales@speedyquip.co.za](mailto:sales@speedyquip.co.za)



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## **SAVVA Technical Tip no 62 - Headlight Relays**

Whether your car is 6 or 12 volts the same laws apply to the electrons scurrying around the wiring. I was reminded about this when the owner of a nicely prepared car flashed his lights when coming past me. The lights emitted a sad yellowish glow - in other words the voltage at the bulbs/lights was very low.

The reasons? Poor wiring, faulty light switch, poor earthing etc., etc. In the case of collector cars many have been rewired without the use of relays. When you consider that the wiring in most cars goes from the battery to a fuse then on to the light switch on the dash then down to the dimmer switch usually situated on the floor and then only to the lights themselves - the chances of still having 6 or 12 volts is often doubtful. Your light bulbs could be taking up to or even over 20 amps and when you consider the miserable little contacts on your light switch it's doubtful they can handle a few amps. That's why light switches often get warm or even hot.

As an exercise, switch your headlights onto bright and check the voltage at the bulb/seal beam. If it's below the 6 or 12 volt level then you have a few volts taking a devious route. If your car has a relay fitted, measure the voltage coming in and going out of it. So often the points are either dirty and need cleaning or the relay is past it's "use by date" and needs replacement.

If your car doesn't have a relay fitted consider fitting one. Many of the older cars have three relays, one for the hooter, one for dim and one for bright lights. If you are lucky you can find a head light relay unit that has two light relays fitted, one for dim and one for bright - see picture. If you can't find one of these then use two relays side by side.



This relay illustrated is a 6 volt double one purchased at a Flea market for R50.00

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## 2012 Mille Miglia

Jonathan Elliott (Son of Derek & Linda Elliott) married Carrie of Kentucky, USA, in March 2011. They Live in Saint Petersburg, Florida, USA, where Jonathan has his own business.

Jonathan, known to his friends and family as Don-Don, obtained his USA Citizenship in 2008.



Don-Don & Carrie on the Milligan a few Years back.

Approximately two years ago, a good friend of Don-Don, David Eichenbaum, purchased a Mile Miglia eligible 1929 Chrysler 75. Capable of 75 miles per hour and having four-wheel Hydraulic brakes, this car was a true supercar for its time. Although David's car was eligible for the prestigious Mille Miglia, the car was a far cry from mint condition. After more than 18 months of preparation, including two separate engine builders, the car was finally running like it did when Walter Chrysler created this vehicle.

Over 1300 cars applied to take part in the 2012 Mille Miglia, and only 355 applicants were actually accepted. On February 9, 2012, the Mille Miglia qualifying cars were announced, and David's Chrysler 75 was among the small group of cars offered the opportunity to take part.

The Chrysler 75 was at that stage housed at Symbolic in San Diego, California. Immediately following the announcement, David and Don-Don took a trip out to the Golden State to break in the car and hopefully eliminate or identify any problems they might encounter while on the road in Italy. A minor coil problem put an end to their testing. The car thereafter repaired and shipped to Brescia, Italy, where they were to reunite with the car in May.

The Mille Miglia started the 16<sup>th</sup> May and covered a route of approximately 1000 miles over three days from Brescia to Rome and back, including a treacherous trip over the Italian Alps. David being the driver and Don-Don taking his first turn as navigator. Don-Don even brushed up on his Italian so as to help them out along the way.

Hopes of finishing competitively were dashed when mechanical failure forced them to retire, however

they enjoyed the classic car hobby with a bunch of enthusiasts from around the world.



1929 Chrysler 75



15 May 2012 and the Chrysler finally busted out of customs.



Don-Don- (notice SA flag on the side of the car).



Don-Don & David



## **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.

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#### **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

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#### **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).

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#### **1953 Austin & 1953 Vauxhall Velox**

Contact: Pieter Bezuidenhout 0835828454

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#### **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 Army on 083 2255 240

#### **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)

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#### **1960 Volvo 544 Sport**



Left Hand Drive. Vehicle still roadworthy. All spares available. R15,000.00. Contact Emile Geldenhuis 072 323 3044

**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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**Future Events 2012**

**July:**

22. Hankey Hotel Lunch Hankey

**August:**

4. Club Social Clubhouse  
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. Mike Jones Memorial Photo Fun Run Clubhouse

**December:**

1. Nelson Mandela Bay Motor Fair Newton Tech

**NOTICE**

**30 June 2012**

**Annual Membership Subs are now due for the 2012-2013 Financial Year.**

Town Member	R330.00
Country Member	R220.00
Spouse of member	R 40.00
Junior member	R 70.00

**Club Banking Detail:**

Account Name: Eastern Province Veteran Car Club  
Account Number: 1263 074391 (Current Account)  
Bank: Nedbank  
Branch: Greenacres Port Elizabeth  
Branch Code: 12 63 17

**Please use your club membership number or alternatively your full first and last names as reference on your deposit.**

Zapiro's complete and unabridged political history of South Africa



M.E.G. 19-8-10 ZAPIRO



## Motoring Trivia .....by Rinus

After WW2 and the subsequent peace treaties, the Piaggio factory in Italy was told to cease building military aircraft and to concentrate on alternative transport.

Old man Piaggio then decided on the manufacturing of two-wheeler transport. He decided on the name "Vespa" (wasp) and it had to be simple and easy to operate and maintain. He took a kitchen chair, sat on it and said: "That is my starting point". Thus the Vespa scooter was designed around a kitchen chair!

He still had a large, now redundant, supply of two-stroke auxiliary aircraft starter motors and decided to use these as a means of propelling his Vespas. It must be noted here that while smaller vehicle engines make use of electrical starter motors, the bigger would use small petrol (or diesel) engines to crank the main engine into life. In some cases an electric starter motor would start the auxiliary motor which in turn would crank the main motor. I think that in the case of the Piaggio aircraft a hand crank was used to start the auxiliary motor.



## Report back to members.....from SAVVA Chairman

Well it's time to let you know about recent developments and information needs to be distributed to clubs and members.

I would like to raise a few points that some might already be aware of, if not this will be useful to those of your members that may find themselves in this situation.

For those members that use their vehicles for weddings on an occasional basis or may even be doing this as an income - It would be advisable you look at getting yourself or the driver a Public Driving Permit. Recently it has been discovered that when driving a wedding and the service has been paid for it constitutes a fare, and one should therefore have a PDP. It has been reported that just recently some members have been stopped for exactly this reason. *So a word of warning - rather be informed and obtain a PDP as it is the law that any driver of fare paying passengers is required to hold one.*

To re-cap on a previous item that was brought to our attention; that of the seating capacity on the license disc. This matter was raised with NDoT and Arto as it was felt that there could be a glitch in the system. As it turns out the system is fine, it seems that when the original information was loaded onto the system this may well have been the time of the error. *The result being that individuals will have to inform their local authorities when re-newing licenses, and request the relevant changes be made.*

**PERIODIC TESTING** - *I am very pleased to report that the proposal has been gazette and open for comment before becoming part of the new legislation.*

At a recent National Council meeting held on the 22 June, the council is of the opinion that for all future major events individuals should ensure that their vehicles are cover by insurance, at the very least even a third party insurance cover. This is not only to protect the individuals but the organizers' and clubs as well from a claim. We are of the opinion that should there be a mishap and a participant has NO cover there may well be a chance of claiming from the organizer or club/s...**Peter Hall.**

### SAVVA INSURANCE:

Glen Broadhurst through FNB will be making additional facilities available to our members with existing portfolios of insurance which will include modern vehicle insurance as well as house holders insurance. All under your one portfolio, so if you would like to take up this opportunity please contact him directly on the following contact details:

Glenn Broadhurst Branch Manager FNB Insurance Brokers  
Commercial FNB Newton Place 16 Newton Street  
Newton Park Port Elizabeth 6045 Tel 087 736 2222,  
Fax 011 699 0783, Cell 082 550 4112 e-mail  
glenn.broadhurst@fnb.co.za  
[www.fnb.co.za](http://www.fnb.co.za)



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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.