

EASTERN PROVINCE VETERAN CAR CLUB

GQEBERHA /
(PORT ELIZABETH)



NEWSLETTER

Affiliated to the
Southern African Veteran and
Vintage Association



NOVEMBER 2021 & DECEMBER 2021

| Office Bearers /Portfolio Holders 2021 -2022 Committee Members | | CLUBHOUSE – PHYSICAL ADDRESS: Conyngham Street Glendinningvale Port Elizabeth |
|---|---|--|
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| Wiehan van Onselen TREASURER | (c) 083-451-0100 ✉ treasurer@epvcc.co.za | |
| Liezl van Onselen EVENTS & SOCIAL ASSISTANT | (c) 083-464-8587 ✉ events.alt@epvcc.co.za | - Delicious meals are available every Friday, either sit down or takeaways from Chef Anel of ROOTED. Menus will be sent out early in the week. Orders to be placed with Anel so she can cater accordingly. |
| Llewellyn Faifer SAVVA DELEGATE CLUBHOUSE RENTAL DATING | c) 082-555-4981 ✉ savva@epvcc.co.za ✉ hall.hire@epvcc.co.za ✉ dating.officer@epvcc.co.za | |
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| Garth Todd WEBSITE | (c) 082-888-2551 ✉ info@epvcc.co.za | 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. |
| Sue Todd NEWSLETTER | (c) 072-313-1027 ✉ newsletter@epvcc.co.za | The acceptance of advertisers in the newsletter and on the website in no way implies and endorsement of the advertiser by the EPVCC or its Office Bearers. |
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| Devlin Faifer BARMAN | (c) 063-818-2416 ✉ devlin.faifer.2@gmail.com | EPVCC Newsletter: http://www.epvcc.co.za/newsletters/ |
| Trustees – E.P.V.C.C. Property Trust | | New SAVVA Website: www.savva.org.za |
| Colin Skinner Len Whittal | Llewellyn Faifer Garth Todd | Regalia: Car Badges: R 130.00 Rally Tables: R 50.00 |

43rd Issue November & December 2021

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Chairman's Chat January 2022

A Prosperous and Happy 2022 to all our EPVCC members and their families. I trust you had a well-deserved rest and are eager to take on the challenges that 2022 will bring.

During November and December, the club was a hive of activity, making it a fun filled two months. November kicked off with the 4 x 4 Display evening. This display was different than our normal flavor, but well supported and will be slotted in our 2022 Events Calendar. This was followed by the Chevrolet Display, definitely a favorite display, judging by the cars and visitors. November's activity ended with the Calamari Run to the Krom River. Naas and Charlene treated members and their friends to a scrumptious seafood supper, fun and games.

December started with the Volkswagen Display, partnered with Tavcor Volkswagen. This event coincided with the 70th Year of Volkswagen. This was one of the highlights of 2021 and judging by the number of visitors on the evening, it was a very popular event and well supported. This event received a lot of social media coverage, via our own social media pages as well as Tavcor's media pages.

Four of our display vehicles were parked in Tavcor's Showroom for 10 days prior to the Display. This was followed by the pre 1960 MG Display. It was exciting to have nine of these vehicles on display. A huge thank you to the MG Club for their support and making the evening a success. We ended 2021 with the Club Christmas Braai. Anel from Rooted, kept us fed and happy on the noggin nights with her superb meals.

The club reopens on the 14th of January 2022. The Committee is eager to get going with planning for 2022 and to provide our members with a fun packed program for 2022. If you have any suggestions or would like to contribute, please feel free to contact me. After all, this is your club and your committee.

Thank you for your loyal support in 2021 and your support for 2022.

François

Editorial

Hi folks

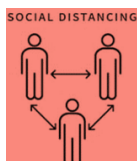
Well, that is 2021 done and dusted. Hope you all had a lovely Xmas and New Year and here's hoping that in 2022 we will eventually see an end to the Covid pandemic and our lives getting back to some sort of normality. However, I don't think life will quite ever be the same again.

Francoise has covered just about everything that needs to be said so it is just for me to wish everyone a happy, safe, and prosperous New Year and we hope to see you all at the club noggins or our events during 2022 with your classics.

Stay safe out there.

Sue

**Remember to always adhere
to the Club's protocols!!!**



Did You Know.....

..... Why There's No Muscle Car Like It The Oldsmobile Rallye 350:

by [Jordon Shultz](#) on July 5, 2016



Source: General Motors

In 1964, General Motors sent the automotive marketplace into a frenzy with release of the iconic Pontiac Tempest LeMans GTO. Widely regarded as America's first muscle car, GM had decided to do the unthinkable — stuff a large-displacement engine in a midsize, two-door coupe.

The car became an instant hit, and soon big-block performance was all the rage. In each passing year leading up to 1970, GM's other divisions followed Pontiac's example and developed muscle cars offerings of their own. Buick released the Skylark GS in 1965, and Chevrolet and Oldsmobile launched the Chevelle SS and Cutlass 442. All four divisions stretched the cubic-inch limit to its very limit and fully believed there was no replacement for displacement.



Source: General Motors

In 1970, it appeared that big block muscle cars could soon lose their luster. The call for increased emissions standards would certainly result in the death of high-compression engines. As fuel costs continued to rise and insurance companies started charging sky-high premiums for big-block muscle cars, the demand for more affordable performance grew.

One company that took notice of this shift in the marketplace was Oldsmobile. Even if the cubic inches were no longer there, buyers still had a strong desire for that classic “muscle car look.” Thus, the popularity of “junior” muscle cars with high-performance small-block V8 engines gained traction.



Source: General Motors

Perhaps the most unique among the “junior” muscle cars was the 1970 Oldsmobile Rallye 350. Available only in Sebring Yellow, its striking appearance was highlighted by color-matched bumpers and wheels that gave the Rallye 350 a look unlike any other muscle car on the street.

In an era when chrome was still cool, Oldsmobile’s monochromatic color scheme was certainly daring and influential on the future styling of performance cars. Instead of adhering to Oldsmobile’s traditional touch of class, the Rallye 350 was bold and muscular. Nearly a half-century later, we’re still waiting for today’s luxury automakers to get with the times. Yes Buick, Lincoln, and Cadillac — we’re looking at you.

A unique deck lid spoiler and a fiberglass W-25 cowl induction hood definitely signaled this was no ordinary Olds. But the Rallye 350 was much more than an appearance package: The sole powertrain option was a bulletproof 350 cubic inch V8 engine with an impressive 310 horsepower and 390 pound-feet of torque. Perhaps Oldsmobile was right — no big block was needed after all. With just the little 350 at the helm, this junior Olds could sprint to 60 [in seven seconds flat](#) and complete the quarter mile in 15.27 seconds at just over 94 miles per hour.

If you wanted to go even faster, customers could choose to upgrade the Rallye 350’s standard 3.23:1 open differential. A 3.42:1 and 3:91 ratio were also available with Anti-Spin — Oldsmobile’s [classy name for a posi](#). Transmission choices were also plentiful, with the option of a floor-mounted three-speed manual, Muncie M-21 close ratio four-speed, or a Turbo Hydra-Matic 350 automatic.

While the Rallye 350 certainly wasn’t about to win any road course races, it was still quite agile and fun to toss around corners with Oldsmobile’s FE2 “Rallye Sport Suspension,” which included stiffer springs and larger front and rear sway bars. Compared to the 442 anchored by its much heavier 455 big-block V8, the Rallye 350 felt like a slot car.

Surprisingly, [just a little over 3,500 Rallye 350s were built in 1970](#), and the model was discontinued after just a single year of production. Reports say that Oldsmobile dealers struggled to sell them and often replaced their painted bumpers with chrome alternatives simply to move them off dealership lots — a costly endeavor. While the Rallye 350 may have helped prove that the muscle car era could survive without big block engines, the market just wasn’t ready for its radical monochromatic styling. Like many other incredible cars that didn’t sell particularly well, perhaps the Rallye 350 was simply ahead of its time.

Just for a laugh



2022 E.P.V.C.C. C A L E N D A R – PLEASE DIARISE

The committee is busy with the club's 2022 events calendar so watch this space.

Emails will also be sent out with details well before the event.

| | |
|--|--|
| 14 th January 2022 | First Friday Noggin for 2022 |
| 12 th – 13 th February 2022 09:00 - 12:00 | 2022 George Motor Show Eden Technical High School, George |
| 29 th January 2022 | Burns Supper |
| 27 th February | All Clubs Day |

CONDOLENCES

Our sympathies and deepest condolences go to all the families and friends of the following who have passed away recently. Our hearts and prayers are with you all.

Derek Elliot, an EPVCC stalwart who passed away on 19th December. Derek was a true gentleman and a great supporter of the classic car movement in general. Always friendly, willing to give advice and willing to donate prizes for our club events. We will miss him. RIP

Len van Wezel, an ex-member of the EPVCC who passed away in December from a heart attack. RIP

Beyers Vermaak, long time member and former Chairman of the Triumph club who also passed away in December. RIP



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SAVVA Technical Tip 172 – Brake Boosters

Many of us have fitted or would like to fit a vacuum brake booster to our oldies to improve the braking pedal effort. It could be the way to go, however, before fitting I would suggest you make sure you have woven linings fitted. That's what early cars came with. You may find that after fitting woven linings the braking effort is quite adequate and you don't need a booster.

I recently had the brakes on my '35 Buick rebuilt by brake specialists at a cost of nearly R10,0000. Apart from new hoses, skimming etc. they fitted woven linings and a booster. Regretfully, I have had to disconnect the booster as the front brakes lock-up even with the lightest braking. There is the possibility that once the lining has bedded-in I will be able to reconnect it, but I doubt it! The brakes fitted with woven linings are superb without the booster.

Recently at a club meeting a gentleman came to me and asked how the brakes on my '33 Ford pick-up worked. It appeared he had had woven linings fitted to his Model A but they didn't help so he trailers his car to meetings. On closer examination we found his brake shop had used the modern method of gluing the woven linings on. That defeated the object of fitting woven linings –they must be riveted on. I explained that after fitting woven linings and setting the brakes up correctly I can skid the wheels of the model B under heavy braking. Admittedly it's advisable to say a silent prayer and take deep breath at the same time –but it does stop.

When fitting a vacuum booster check if the booster has non-return built into the suction inlet. If non, fit a "a free standing" one in the vacuum pipe from the manifold to the booster. If a non-return valve is not fitted a percentage fuel-air gas will enter the booster and rot the diaphragm. Attached picture is of a booster currently available. They are imported from China and work well. If memory serves me right, they already have a non-return valve in the inlet pipe.



Random Photos from Random Friday Night Noggins



Chef Anel from ROOTED hosted a delicious Xmas meal for our Noggin night on the 6th December. The tables were decorated with a festive flair and all we had to do was to bring our Christmas cheer 😊🎄

Also a huge surprise for our younger members was the arrival of Father Xmas with a Christmas tree and of course presents for all of them in the back of the Morris.

THE MENU

*Cranberry & Port Glazed Gammon with
sweet mustard Sauce*

Rosemary Roasted lamb on the spit

*Slow cooked creamy green beans with
garlic + bacon bits*

*Baby carrots tossed in a buttery
whiskey glaze*

*Pumkin fritters drizzled with a sticky
cinnamon infused caramel sauce*

Festive CousCous

Shimmering Black Cherry Cheesecake



VISIT OUR FACEBOOK PAGE TO VIEW ALL PHOTOS FROM THE CLUBS EVENTS



Find us on
Facebook

<http://www.facebook.com/pages/Eastern-Province-Veteran-Car-Club/296587683705528>

(Control and click to follow link)

Website: www.epvcc.co.za

Calamari Run - 27th November 2021

The Calamari Run is one of the club's most favourite events that is hosted by Naas & Charlene Marais and takes place on the beautiful Krom River near St Francis Bay.

As you can guess by the name, there is plenty of delicious fresh Calamari to eat for the starter as well as fish and side dishes for the main course, followed by pudding.

It was an evening event so for those who did not wish to travel back to Port Elizabeth at night after a hearty meal and a few drinks, a good rate had been arranged by Riaan with the Cape St Francis Holiday Resort for people to spend the night. Many opted to do this so they could then take a leisurely drive back home after breakfast the next day.



Our hosts Naas & Charlene and family



Sundowners on the deck. By late afternoon the weather was hot and sunny



Found a shady spot and getting ready for the feast



It was much cooler in the upstairs room



What a spread - so much to choose from



Not many classics on the run probably due to the bad weather in the early part of the day



Wow!!! The perfect end to a perfect day.

A huge thank you to Naas, Charlene, their family, and helpers for a fantastic day on the Krom.

Xmas Bring & Braai 18th December 2021

A very quiet turnout for the Xmas Bring and Braai, maybe because it was a Saturday, the weather, many people were already on leave and of course let's not exclude that dreaded virus that has put a damper on a lot of the club's events for the past two years.

It was however a very pleasant day and for those who participated, it gave them a chance to just relax and catch up with friends.



4 x 4 and Offroad Classic Display 5th November 2021

Something very different, especially for the fans of offroad vehicles. A fantastic turnout and selection of vehicles.



Chevrolet Car Display 19th November 2021

An amazing turnout and variety of stunning Chevrolets on display.

Highlight of the display were the “twins” – two 1929 Chevrolet Imperial Landaus. Only 300 were ever built and there are only two left in South Africa and both were on display at the club.



VW 70 Year Display driven by Tavcor

10th December 2021

This event for the 70 year of VW Celebration Display was kindly sponsored by Tavcor VW. Members were urged to please bring their VWs to put on display and support the event. Non-members were also welcome. An excellent turnout.

John Lemon, VW Historian, also did a talk on the History of VW from the Beetle to the Citi Golf.



Four of our member's cars were on display at Tavcor for 10 days prior the event.



A big thank you to Tavcor for their sponsorship and helping to make this event a huge success.



Pre 1960's MG Display 17th December 2021

Some very fine old ladies graced our lawn at the pre 1960 MG display. Many thanks to the MG car club and our members for their support of this popular event.





CLASSIC ADS :

FOR SALE & WANTED

Contact Sue at newsletter@epvcc.co.za if you would like to advertise in the For Sale or Wanted section of the Newsletter.

Advertising is for members only and is restricted to their personal classic cars, bikes, spares etc.