

EASTERN PROVINCE VETERAN CAR CLUB

GQEBERHA /
(PORT ELIZABETH)



NEWSLETTER

Affiliated to the
Southern African Veteran and
Vintage Association



MARCH 2022 & APRIL 2022

Office Bearers /Portfolio Holders 2021 -2022 Committee Members		CLUBHOUSE – PHYSICAL ADDRESS:
Francoise van Jaarsveld CHAIRMAN MEMBERSHIP	(c) 083-561-0038	Conyngham Road Glendinningvale Port Elizabeth
	✉ chairperson@epvcc.co.za ✉ membership@epvcc.co.za	POSTAL ADDRESS: ** NEW** P O Box 27324 Greenacres 6057
Andries Potgieter SECRETARY	(c) 083-304-6469 ✉ secretary@epvcc.co.za	<u>Regular Monthly Club Events</u> ALL CURENT COVID PROTOCOLS MUST BE STRICTLY ADHERED TO WHEN AT THE CLUB!!
Wiehan van Onselen TREASURER	(c) 083-451-0100 ✉ treasurer@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.
Liezl van Onselen EVENTS & SOCIAL ASSISTANT	(c) 083-464-8587 ✉ events.alt@epvcc.co.za	
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	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. 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.
Roché Hurter CLUBHOUSE & GROUNDS	c) 072-030-8866 ✉ maintenance@epvcc.co.za	
<u>Co-Opted.</u>	<u>Non-Committee Members:</u>	EPVCC Website: www.epvcc.co.za EPVCC Newsletter: http://www.epvcc.co.za/newsletters/ New SAVVA Website: www.savva.org.za
Garth Todd WEBSITE	(c) 082-888-2551 ✉ info@epvcc.co.za	
Sue Todd NEWSLETTER	(c) 072-313-1027 ✉ newsletter@epvcc.co.za	Regalia: Car Badges: R 130.00 Rally Tables: R 50.00
Michael Nell SAVVA DELEGATE (ALT) EVENTS / MISC EMAIL NOTIFICATIONS	(c) 082-657-4115 ✉ savva.alt@epvcc.co.za ✉ communications@epvcc.co.za	
Devlin Faifer BARMAN	(c) 063-818-2416 ✉ devlin.faifer.2@gmail.com	
<u>Trustees – E.P.V.C.C. Property Trust</u>		
Colin Skinner Len Whittal	Francoise van Jaarsveld Garth Todd	

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Chairman's Chat – May 2022

With loadshedding back in our midst, it made our Friday night displays challenging. Fortunately, we were prepared, and it did not stop our displays. With winter creeping up on us, we had less cars on display as compared to summer months. Thank you to those who braved the elements and brought their cars out to display.

During March, we had the Classic Red Car display, followed by the Jaguars. It was exciting to see so many red cars on display. Something different and exciting. It is always a pleasure to adore the Jaguars. The craftsmanship and the build quality of the era is phenomenal. We closed the book on March with a Breakfast Run to Crossways which was well attended. It seems that the Mercedes owners enjoy these runs, as most of the cars were Mercedes Benz. I wonder if our Events Coordinator, Niki has anything to do with this?

April kicked off with Unrestored Cars up to 1978. Cars were on display that we were not even aware of that they still exist. This is a theme that we will build on for next year. We had eight Beetles on display, brave enough to withstand the cold and wet weather. Our last display was the Rolls Royce and Bentleys. Eye-catching and adorable cars, with the emphasis on pure luxury and comfort.

Due to the winter months, we will be taking a break with our Display evenings. Our next Display Night will be on the 5th of August. We will keep you posted. The club will be open on Friday nights and meals will be on sale. By request, we have requested the Travelling Barista to join us on Display Nights to serve hot beverages. This seems to be to the taste of many.

During June, you will be receiving your invoices for Membership Subs. Our Financial year end will be on the 30th of June. Remember you need to be a paid-up member to be eligible to vote at the next AGM. Any suggestions or comments, please feel free to contact me.

Happy motoring, dress warm and come and enjoy Friday nights at the Club.

Regards

Francois

Editorial

Hi folks

By the looks of it winter has most definitely arrived, the nights are getting colder and the days shorter.

Our display evenings are now over until August but of course the Friday night noggins are still a great evening out. A roaring fire to keep you warm, plus the patio heater if needed. Excellent meals from Anel and a time to catch up with friends and acquaintances. The blinds on the patio have really made a huge difference during the winter months.

Francoise has covered most of the news in his Chat so not much more for me to say. COVID is on the rise again so once again it is a case of masks, sanitize and social distancing.

Stay safe everyone.

Sue

Just for a laugh



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



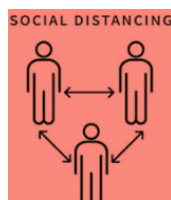
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Facebook

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

(Control and click to follow link)

Website: www.epvcc.co.za

**Remember to always adhere to the Club's protocols!!!
COVID is still around**



Past Club Events March & April 2022

Classic Red Cars Pre-1997 – 4th March

So, so many amazing red classic cars, where have they all been hiding??



Jaguar Display Pre-1985 - 18th March

The big cats were out playing on the lawn tonight. Magnificent!!!



Breakfast Run – 27th March

Our first breakfast run for a very, very long time was to Crossways Farm Village. We had a good turnout and a lovely run on what turned out to be a perfect Sunday morning.





Unrestored Cars Display Pre-1978 - 1st April



1964 DODGE POLARA V8

Second Owner. Bought new in January 1964 in Somerset East at Harrison Motors, Charles Street, Somerset East by Mr Alex Schoombee. Mr Schoombee owned the vehicle until 2005 until he passed away.

**Original condition – never been restored.
Seats were recovered at some stage.
Paint was given a blow over in 2006
Non original wheels.**

1929 CHEVROLET CONVERTIBLE LANDAU

This car was found in a shearing shed in Bedford, has never been restored and still has the original mohair upholstery.

Only 300 of these models were built by Chevrolet. There are only two remaining in South Africa, and both can be found in Port Elizabeth.

This car has competed in numerous National and Milligan Rallies.



VW Beetles Display Pre-1978 – 22nd April

Not many beetles ventured out on this very wet evening.



FUTURE EVENTS

2022 E.P.V.C.C. CALENDAR – PLEASE DIARISE

Emails will also be sent out with details well before the event AND notifications will also be posted on our Facebook page.

June and July 2022	NO DISPLAYS – Winter break
5 th August 2022	Classic Black & White cars pre-1985
19 th August 2022	DKW, Borgward and Audi
2 nd September 2022	Gas Guzzler V8 Display
16 th September 2022	Porsche Display
7 th October 2022	BMW Display
21 st October 2022	Motorcycle Display

NEW MEMBERS

We would like to wish a hearty welcome to the following new members of the club.

Pierre Woeke
Nick Kruger



SAVVA Technical Tip 174 – 12 to 6 volt conversions

The following very informative article was sent in by Christo Thompson. Thanks Christo and apologies for taking so long to publish it – let's blame computers.

6 Volt Brandstof meters

Met die onlangse aanskaf van 'n 1946 CJ2 Jeep, het die evaluering van wat alles oorgedoen/reggemaak/werk gemaak moet word, begin.

My Jeep is met 'n Toyota 2C diesel enjin toegerus maar verderaan heeltemal standaard. Die enjin voel nogals 'n plus maar aan die minus kant was die oorspronklike meters wat nou op 12 volt funksioneer (of nie funksioneer nie!)

Die ampere meter word nie deur die 12 volt geaffekteer nie. Net so werk die oliedruk- asook die temperatuur meters. Hoe, weet nugter maar die hitte dui 'n konstante 70 grade celsius aan wanneer hy warm is en die oliedruk wys maksimum wanneer koud, wanneer warm laag wanneer hy lui en lekker hoog op speed.

Soos dit op die oog af lyk, het die "ombouer" bloot die Jeep se meters aan die Toyota enjin se senders gekoppel en siedaar...niks het opgeblaas nie.

Die brandstof meter het egter glad nie gewerk nie. Ek het die "sender unit" uit die tenk gehaal om te kyk of daar nie dalk fout gekom het nie (hy moes nou diesel aandui in plaas van petrol). Die (kurk)flotter het losgekom van die armpie af en het in stukkies bo-op die diesel gedryf. Dit is vervang en skoongemaak maar nog steeds niks.

Toe kom die stroombaan aan die beurt...en Latie [Lafegan] se boeke wat toe aandui dat die meterjie 'n volt sensitiewe een is, 12 volt sou hom dus uitbrand! Gelukkig was die ombouer nie elektries vaardig nie (ek ook nie) en het die stroombaan totaal verkeerd gehad...soveel so dat die stroom nooit by die "sender unit" uitgekóm het nie. Daar het dus gelukkig nerens stroom gevloei nie.

Maar hoe nou gemaak...sodra die stroombaan gekorrigeer sou wees, sou ek verseker die meterjie beskadig het.

'n Goeie vriend (en kundige) van die (ou) Kaapse tegnikon (cput), het met 'n pragtige idee vorendag gekom. Volgens hom was hierdie ou tipe voertuie almal met 'n tipe van stroom balanseerder toegerus. Dis om te keer dat die brandstof meter nie meer (of minder) wys wanneer mens anders dan gelyk ry nie of wanneer die battery pap is nie.

Maar om dit te bou vir 'n 12 volt na 6 volt aanwending, is nie onmoontlik nie, maar dis nie koste effektief nie. Wat hy voorgestel het was 'n verstelbare weerstand. Ek het

verneem dat daar 'n raat is in die vorm van 'n vaste 39ohm weerstand tussen die battery en die meter. Dog die kundige het bevestig dat dit nie oor die weerstand waarde gaan nie, maar hoeveel volt aan die meter kant van die weerstand uitkom.

Ons het besluit op 'n 47ohm weerstand as begin. Koppel die stroombaan op soos wat hy veronderstel is om te werk met die weerstand tussen die battery en die meter ingebou en begin op die laagste verstelling (die weerstand werk en lyk, nes 'n radio se volume beheer). Dan draai jy hom stadig oop en hou die meter dop. (ek het die jeep se tenk vooraf half vol gemaak en seker gemaak dat die "sender unit" ooreenstem daarmee) Soos die weerstand dan oopgedraai word (maw weerstand word geleidelik verminder) vloei daar al hoe meer stroom deur. Ek het aangehou net totdat die brandstof meter half aandui. Direk daarna is die volt uitset aan die meter kant van die weerstand getoets. Dit het net kort onder 6 volt gemeet. Die weerstand is toe nog 'n knertsie oopgedraai om presies 6 volt te meet.

Die rede daarvoor was omdat die meter nie dadelik registreer met die aan en afskakel van die voertuig, indien die lesing onder 6 volt is nie. Maar nou is die "preset" van so aard dat die lesing effens styg (na 7 volt) wanneer die enjin loop maar met geen nadelige gevolge vir die meter nie. Dit wil dus voorkom asof mens dan, na gelang van eie keuse, die volt toevloei na die meter na 'n waarde onder 6 volt kan laat sak met die oog daarop dat dit sal styg wanneer die enjin aangesit is....net om die meter te beskerm.

Omdat die brandstof meter so min stroom trek, is die ander aspekte van die elektrisiteits formules, watts en ampere, glad nie van toepassing nie.

En dit werk goed vir my. Al wat nou pla is die feit dat die meter nie daal nie. Eers gedog daar is tog maar iewers 'n fout. Maar dis toe al die tyd die Toyota enjintjie wat so uiters suinig met die verbruik is.

Nou nog net om van daai lastige diesel vibrasie (op luierspoed) ontslae te raak.....

When that midlife crisis hits but
you're on a budget



*It's night-time . . . Time to
prepare supper. Bring your
passion to the kitchen!*





SAVVA Technical Tip 175 - Oil Filters

Many owners of early cars express concern about the lack of an engine oil filter. This concern is quite legitimate as early oils settled the gunk to the bottom of the sump to be drained out at the next oil change – usually at every 1000 miles. Modern oils suspend the gunk and the filter removes it – if you have a filter that is. The concern is – what if you don't have a filter – the junk just keeps circulating wearing out the engine components prematurely.

In the early 30's through to the 50's many cars, especially the posh ones, had simple disposable "by-pass" oil filters fitted. Obviously, they weren't as effective as modern full flow filters but were better than nothing. Unfortunately, nowadays even these replacement by-pass filters are very difficult to find. However, depending on your engine, there is an alternative filter one can use which will give you a bit of peace of mind knowing that the oil will pass through it every few minutes.

If your engine is an OHV and has an oil line that travels externally from the bottom of the engine up to the cylinder head where it feeds the rocker arm and tappets, one can tap into this line and fit a by-pass filter. Attached is a picture of such a fitment on a typical G.M. engine. These filters take the modern "screw-on" disposable oil filter.

An ideal filter body would be the one used on Valiants. It was external and fitted on top of the engine having two flexible oil lines to the engine. The question is – what happened to all the Valiants? I'm sure there are numerous other cars using a similar arrangement that we can use.

Years ago, Doep du Plessis from Vrede, a top restorer, fitted full flow filters to his side valve Chrysler engines by drilling into the block near the oil pump. The oil was pumped out, through a filter, and back into the block. - I don't know the details but it can be done.

This picture is of a typical GM engine conversion using the housing from a diesel engine that was purchased at a flea market for a few Rand.





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Do You Know.....

.....about the 1947 Cisitalia 202 Coupe By Pininfarina.

Most people have never heard of Cisitalia but, without the landmark Pininfarina design for the elfin 202 coupé, today's cars would look very different.

It was the first “modern” looking GT car to establish leading Italian stylists. Its hood was lower than its front wings; its headlights blended into the body rather than being freestanding; and its unadorned, low-slung profile broke away from the bulky, traditional look that cars still retained.

Its wings, for instance, were totally integrated into the bodywork rather than suggesting old-fashioned fenders, but its overall shape was utterly harmonious. Critics soon recognized its masterpiece status. The New York Museum of Modern Art has, since 1951, kept a 202 in its permanent collection.

Cisitalia was founded in 1946 by racing driver, businessman, and one-time soccer player Piero Dusio. Calling on the services of Fiat engineer Dante Giacosa, the company's first project was a single-seater racing car with Fiat front suspension and engine.

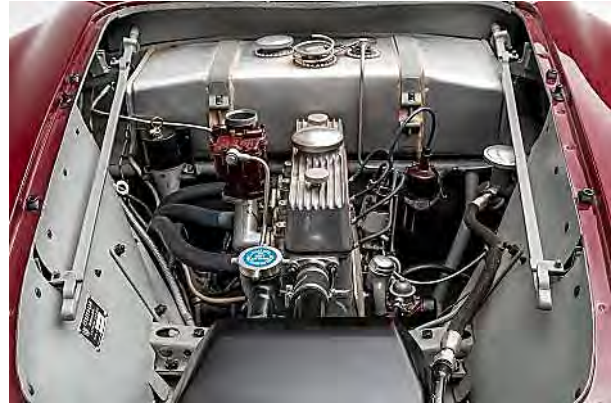
This was followed in 1948 by the 202, using essentially the same mechanical package and tubular spaceframe under that Pininfarina-designed and built body. Thanks to extremely slippery aerodynamics, the Cisitalia topped 100mph (161kph) on just 55bhp from the tuned 66ci (1,089cc) engine.

But it wasn't too last. In 1949, Cisitalia faced bankruptcy due to over-ambitious plans for a Porsche-designed Grand Prix car. Dusio decamped to Argentina, but the 202 continued in production until 1952.

In the Museum of Modern Art's 1951 exhibit on automotive design, the Cisitalia was displayed with seven other cars and remains part of the MoMA permanent collection. It was not a commercial success and only 170 were produced between 1947 and 1952.

 <https://youtu.be/2iMo8yVi2b8>





Cars & Motorbikes Stars of the Golden era



CLASSIC ADS :

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FOR SALE: 1952 MORRIS MINOR



Benefits of purchase:-

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- LED rear indicators
- Semaphore indicators replaced by flashing indicators,
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FOR SALE

Rare 1935 Buick 8 Series 40, licenced, rust free, and in good original mechanical condition - could do with a fresh coat of paint. Brakes converted to hydraulic and recently totally rebuilt by Wingate in Johannesburg. Uses no oil water on runs. A few spares i.e. starter motor etc included as well as numerous collectable Buick books.

Owned by me for about 20 years but it must go to a new owner as I now have difficulty maintaining it.

It is an excellent wedding and/or promotional car and has/had an income of R80k a year for many years.

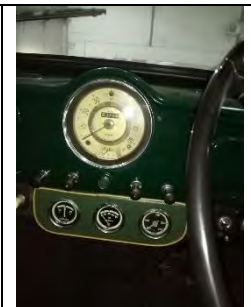
R150,000 takes it home.

Contact: Eric Mc Quillian

Email: eric@anatomical.co.za

Cell: 0837000171

Midrand.



FOR SALE

1958 Morris 1000 2 door, colour is dark green with green upholstery with white piping. I could not find any rust.

A clean car worth considering. Painwork just needs a good burnishing compound and polish.

The car has been well looked after . Been stored for the last 8 months

Contact the owner, Greg on 082 820 7490 with an offer around R65,000 and he might accept it.