

**EASTERN PROVINCE  
VETERAN CAR CLUB  
GQEBERHA /  
(PORT ELIZABETH)**



**NEWSLETTER**

Affiliated to the  
Southern African Veteran and  
Vintage Association



**MAY 2022 & JUNE 2022**

Office Bearers /Portfolio Holders 2021 -2022 Committee Members		CLUBHOUSE – PHYSICAL ADDRESS:
<b>Francoise van Jaarsveld</b> CHAIRMAN MEMBERSHIP  <b>Andries Potgieter</b> SECRETARY  <b>Wiehan van Onselen</b> TREASURER  <b>Liezl van Onselen</b> EVENTS & SOCIAL ASSISTANT  <b>Llewellyn Faifer</b> SAVVA DELEGATE CLUBHOUSE RENTAL DATING  <b>Roché Hurter</b> CLUBHOUSE & GROUNDS  <u><b>Co-Opted.</b></u>  <b>Garth Todd</b> WEBSITE  <b>Sue Todd</b> NEWSLETTER  <b>Michael Nell</b> SAVVA DELEGATE (ALT) EVENTS / MISC EMAIL NOTIFICATIONS  <b>Devlin Faifer</b> BARMAN		Conyngham Road Glendinningvale Port Elizabeth  <b>POSTAL ADDRESS:   ** NEW**</b> P O Box 27324 Greenacres 6057  <u><b>Regular Monthly Club Events</b></u>  - <b>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.</b>  <hr/> <b>Please note:</b>  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.  <hr/> <b>EPVCC Website:</b> <a href="http://www.epvcc.co.za">www.epvcc.co.za</a>  <b>EPVCC Newsletter:</b> <a href="http://www.epvcc.co.za/newsletters/">http://www.epvcc.co.za/newsletters/</a>  <b>New SAVVA Website:</b> <a href="http://www.savva.org.za">www.savva.org.za</a>
<b>Trustees – E.P.V.C.C. Property Trust</b>  <b>Colin Skinner</b> <b>Len Whittal</b>		Regalia:  Car Badges:   R 130.00 Rally Tables:   R 50.00

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## *Chairman's Chat – July 2022*

July has dawned upon us. The perception is that the club has become quiet and is not quite the hive of activity, as experienced in the first quarter of the year. The reason being the cold weather and that we did not do any displays in the last three months. Displays will kick off in August and promises to be to the liking of everyone.

The committee were busy behind the scenes, planning and maintaining the premises. We have erected a new fence between the tennis club and our grounds. By doing this, we have created a safer environment for our members. We have had our alarm and camera system upgraded. Loadshedding was causing havoc to the batteries, with alarm failures being the order of the day. With loadshedding being with us, we are investigating alternative power sources to keep the club functioning during these periods. We are installing a pressure pump to our water tanks to feed the clubhouse with running water should day zero approach.

Annual subscription fees are due as of the first of July. Invoices are being sent via email. Please

ensure that the correct account and reference number is used. The kitchen, manned by Chef Anel, is open every Friday night. Please order your meals in advance. This assists her in planning and preparing the meals.

The remaining of the year promises to be eventful and enjoyable. If you have any suggestions, please contact me. As always, this is your club, and the committee is there to see to your needs.

Come and join us on Friday nights for a drink, a chat or a meal.

Regards

*Francois*

\*\*\*\*\*

## *Editorial*

Hi folks

We are now past the half-way point of winter and the nights will slowly start to get shorter and the days longer but I'm sure there will still be many cold days ahead.

Covid restrictions have been lifted so life is more or less back to normal except for the current water situation in Nelson Mandela Bay and of course, our favourite topic to complain about.....the dreaded loadshedding. Even though we have solar and gas one still must plan around loadshedding and when they switch from stage 2 to 4 to 6 back to 2 all in a day, the brain cells take strain. All the planning ahead for anything that requires electricity for the day goes out the window.

But we must be thankful that we have finally had some reasonable rain in the catchment areas to give us more time before Day Zero. We can only hope for more to come.

Take care everyone.

*Sue*

## **IMPORTANT NOTICE – ANNUAL SUBSCRIPTIONS**

PLEASE BE ADVISED THAT THE CLUB'S 2022/23 NEW FINANCIAL YEAR COMMENCED ON THE 1ST OF JULY 2022.

PAYMENTS TO BE MADE AS SOON AS POSSIBLE INTO THE FOLLOWING BANK ACCOUNT:-

**BANK:** NEDBANK

**BRANCH CODE:** 198765 (Greenacres)

**ACCOUNT NUMBER:** 1263074391

**ACCOUNT NAME:** EASTERN PROVINCE VETERAN CAR CLUB

**THEIR or BENEFICIARY REFERENCE:** **YOUR NAME (very important)**

SUBSCRIPTIONS FOR THE PERIOD 1ST JULY 2022 TO 30TH JUNE 2023 ARE AS FOLLOWS:-

**TOWN MEMBERSHIP:** R470.00 plus SPOUSE if applicable = R540.00

**COUNTRY MEMBERSHIP:** R340.00 plus SPOUSE if applicable = R410.00  
(Must live beyond 50kms of Port Elizabeth)

**SPOUSE OF MEMBER:** R 70.00

**JUNIOR MEMBERSHIP:** R 100.00 plus SPOUSE if applicable = R170.00  
(Under 30 years of age)

Member Applications forms are available on the website: [www.epvcc.co.za](http://www.epvcc.co.za)

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](http://www.epvcc.co.za)



## *Just for a laugh*

Painted garage doors to mess  
with the neighbors



I GOT PULLED OVER BY  
THE POLICE TODAY  
I WAS APPARENTLY HIS  
FIRST SPEEDER BECAUSE  
WHEN HE GOT TO THE  
WINDOW HE SAID: "I'VE  
BEEN WAITING ALL DAY  
FOR YOU."  
I SAID, "I GOT HERE AS  
FAST AS I COULD".  
HE LET ME GO

## **NEW MEMBERS**

We would like to wish Dr Matthijs Ravensburg a hearty welcome to the club.

## **CONDOLENCES**

### **Ken Stewart**

Ken who was a long-standing member of the car club and an editor of this newsletter many years ago sadly passed away in May. Ken was a regular at the Friday night noggins before Covid and was a wealth of knowledge of the club in days gone by. RIP Ken. Our sympathies to his family and friends.

### **Rodney Idris**

It is also with great sadness that we saw the passing of Rodney in June. Rodney was a long-standing member of the club and dedicated committee member. We will surely miss his input, knowledge and his experience. Besides the EPVCC, Rodney was also a member of the Morris Minor Club, the Yacht club and many other clubs in the Bay and he was a very dear friend to many of us. He will be deeply missed by us all. Our deepest condolences to Ruth, family and friends. RIP Rodney.

- A true friend is never truly gone. Their spirit lives on in the memories of those who loved them. ~ Unknown.*

# Past Club Events May & June 2022

## *Random Friday Night Noggins*



## *Rolls Royce & Bentley Display – 6<sup>th</sup> May*

Our last Friday night display before we have a break for the June and July winter months. The nights are longer and therefore getting dark earlier. There were some beautiful cars on display.





## *Lunch Run to Humansdorp - 25<sup>th</sup> June*

Our lunch run to The Chameleon restaurant in Humansdorp took place on a rather cold, but sunny day. A lovely venue for a breakfast or a lunch.



## *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.

5 <sup>th</sup> August 2022	Classic Black & White cars pre-1985
19 <sup>th</sup> August 2022	DKW, Borgward and Audi pre-1985
2 <sup>nd</sup> September 2022	Gas Guzzler V8 Display
16 <sup>th</sup> September 2022	Porsche Display
7 <sup>th</sup> October 2022	BMW Display
21 <sup>st</sup> October 2022	Motorcycle Display



## SAVVA Technical Tip 176 – Paint Containers



### **How often have you opened a tin of touch up paint to find out it has hardened and is useless?**

Considering the cost of a litre today it's quite depressing. Apart from the cost of the paint, one has to shlep to the paint shop to get a new lot. Modern twin pack paints take longer to dry-out than cellulous or Duco type paints but, still dry out. I was faced with this problem a few months ago and just managed to save a litre which was on the "way out".

The problem appears to be the containers the touch-up paint is supplied in, either the metal or the horrible plastic ones don't seal properly. I looked for an alternative and found what could be the answer and that was a plastic container from the Plastic Shop. I transferred the paint to it with a gollop of thinners. That was over six months ago and I'm glad to say that so-far it's working. The paint is still very usable.

The cost of the container was about R100 which wasn't bad considering the cost of the paint and the inconvenience of having to go and replace it. In most cases one has to take a piece of body work to match the colour one needs and has to go back the following day to fetch it.







# Veteran, Vintage and Classic Collector's Insurance Scheme

FOR THE MEMBERS OF THE SOUTH AFRICAN VETERAN AND VINTAGE ASSOCIATION

## CLASSIC INSURANCE WITH UNIQUE FEATURES

- Cover available for veteran, vintage, classic cars and motorcycles
- Variable competitive tariff for all members
- All Classic Car Club activities
- Efficient service and claims turnaround
- Agreed values on total loss
- Territorial limits - RSA and neighbouring territories
- Repatriation back to RSA following accident or mechanical/electrical breakdown
- Emergency repairs in and outside RSA
- Emergency assistance benefits including medical evacuation
- 24 Hour roadside assistance

\* Terms and Conditions Apply

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Solutions for Specialist Motor Insurance

Contact Chris Van Der Merwe

Tel 021 286 4388

Mobile 083 401 2813

Email [puma@pumainsure.co.za](mailto:puma@pumainsure.co.za)

F.S.P. 44063

More info: [www.ccic.co.za](http://www.ccic.co.za)

## Puma Insurance Brokers



**SAVVA**  
SOUTHERN AFRICAN  
VETERAN & VINTAGE  
ASSOCIATION



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Underwritten by Renasa Insurance Company Limited  
Cross Country is an Authorised Financial Services Provider 3954  
Registration Number: 2008/013847/07 | VAT Number: 4020252203  
Tel No: 011 215 8800 | Fax No: 011 476 8205 | website: [www.ccic.co.za](http://www.ccic.co.za)



## FROM THE DESK OF SAVVA – 24



25 April 2022

### THE IMPORTANCE OF VSR'S FOR EVENTS

**What are VSR's?** They are the rules that have been specifically adopted for the old car / motorcycle movement in Southern Africa known as "Standing Supplementary Regulations" ( VSR's ). These rules have been adopted under guidance from Motorsport South Africa, for the management and control of "approved regulated competitive events" that are organised in Southern Africa. The VSR's must be applied / interpreted together with the "General **Competition Rules (GCR's)** which are issued annually by Motorsport SA.

A complete current up to date set of "**Standing Supplementary Regulations (VSR's)**" is available on SAVVA's web page. It is imperative that all SAVVA Affiliated Clubs that organise competitive events and their members that participate in such events familiarise themselves with the VSR's.

It is a prerequisite that all Clubs organising a SAVVA approved event strictly apply the VSR's in their entirety. This is emphasized in the introduction to the VSR's that "**These regulations (VSR's) will apply to all events held under the waiver granted by Motorsport South Africa to SAVVA affiliated Clubs and are applicable only to competitors driving vehicles accepted by SAVVA in terms of its Constitution**".

The following VSRs require special mention,

**VSR 3. ACQUAINTANCE WITH AND SUBMISSION TO THE RULES** *Every person or group of persons organising a competition or taking part therein shall by doing so .... And upon entering for a SAVVA sanctioned competition / event be deemed to have, and recognise that they have, inter alia made themselves acquainted with the GCRs of MSA, the VSRs of SAVVA and the SRs pertaining to the event, AND to have submitted themselves without reserve to the consequences resulting from these rules and any subsequent alterations thereto.*

**VSR 4 (a) must be read in conjunction with VSR 4 (b) detailed below**

Effectively no event may be organised without the approval/acknowledgement from SAVVA Motorsport. Should a Club organise a non-SAVVA approved event from which a "Public Liability Insurance" claim may arise – then the organising club – with the organising committee – will be personally liable for such claim – as any such claim will be invalid and rejected by the SAVVA Public Liability Insurers. In addition, should SAVVA become aware of such an organised event – it may be cancelled and prohibited from taking place.

**VSR 4 (b)** The organising or holding of any competition within the territory of MSA – other than in accordance with the GCR's of MSA, **shall render every person connected therewith, or taking part therein ..... Liable to the consequences and penalties provided by the GCRs.**

**VSR 10. ENTRIES** This VSR clearly states that once the intending entrant offers to participate in an event – which is then accepted by the organiser's – he enters into a contract, which binds the competitor to take part in the competition for which he has entered, and which binds him/her and the organisers, to all the conditions of such an entry.

All Club Members are requested to ensure that their vehicles/motorcycles fully comply with all Road Traffic Act and Regulations, in particular that the vehicle/motorcycle's engine, chassis/frame and license plate numbers are legally valid and pertain specifically to the vehicle/motorcycle so entered.

Should this not be the case, the subsequent consequences could be not only far reaching, but punitive for both SAVVA and the individual. Should such a vehicle be involved in an accident, the owner/individual could be charged and sentenced. In addition, SAVVA's Insurance Schemes will reject any claim, be it the SAVVA Vehicle Owners or Events 3rd Party Insurance Scheme, on the basis of the vehicle not being correctly licensed. It may also result in the cancellation of both the SAVVA Vehicle Owners and Public Liability Insurance Schemes.

***In addition VSR 12 (a) states that“ the rider/driver – and if applicable the co-driver also, are in possession of a valid driver's licence – not a learner's license - of a category (code) appropriate to the type (class ) of vehicle driven/ridden in the event.***

**VSR 15 (c)** The driver/rider/entrant / owner of the vehicle must certify that he/she accepts the responsibility for the roadworthiness **AS WELL AS the correct and valid licensing of the particular vehicle in question.**

All competitors in tours / regulated rallies must be aware of the important aspects, including **VSR 22 (a) Traffic Regulations - as detailed below** namely.

**“Competitors shall observe all traffic rules and regulations, including speed restrictions, which are in force in areas traversed by the event. A competitor will be excluded for the infringement of any traffic ordinance or regulation reported to the organisers, prior to the announcement of the provisional results, by a traffic officer, police officer or official of the event.”**

Competitors shall also observe all traffic rules and regulations, including speed restrictions in force in areas traversed by the event as well as VSR 22 (g).

***(g) Notwithstanding any penalty imposed in terms of these regulations, MSA or SAVVA MS may take disciplinary action against the competitor concerned in the case of any breach of traffic regulations whether reported by the organisers or by the traffic authorities.***

**VSR 31. STEWARDS** – The SAVVA Stewards perform an extremely important role. Clubs are requested to ensure their nominated SAVVA and Club Stewards at all times –have a satisfactorily experience and working knowledge of the GCRs, VSRs and allied regulations.

All Club Committees as well as their club members are respectfully requested to familiarise themselves with the GCRs, VSRs and related regulations. Ignorance of these regulations is not an acceptable excuse, in the event of any transgression of such rules.

Keep the OLD wheels rolling!

Regards

Philip Kuschke John Reidy Gavin Allison

**Chairman Vice Chairman President**



**YES, I'M A SENIOR CITIZEN !**

**I'm the life and soul of the party - even if it lasts until 8 p.m.**



# The Attack of the 50-ft Studebaker

Posted on [October 21, 2014](#) by [MCG](#)



We were saving this tale for Halloween, but it was too good to keep any longer. Presenting one of the great stunts in automotive PR history: Studebaker's monster 1931 President roadster.

Okay, MCG is exaggerating a tiny bit. Studebaker's giant 1931 President roadster wasn't really 50 feet long. It was merely 41 feet long. And nearly 14 feet tall. And nearly 15 feet wide. And it weighed five and half tons and rode on a wheelbase of 27 feet. The steering wheel was 44 inches in diameter. The 22-member Studebaker company orchestra fit neatly in the passenger compartment with room to spare.



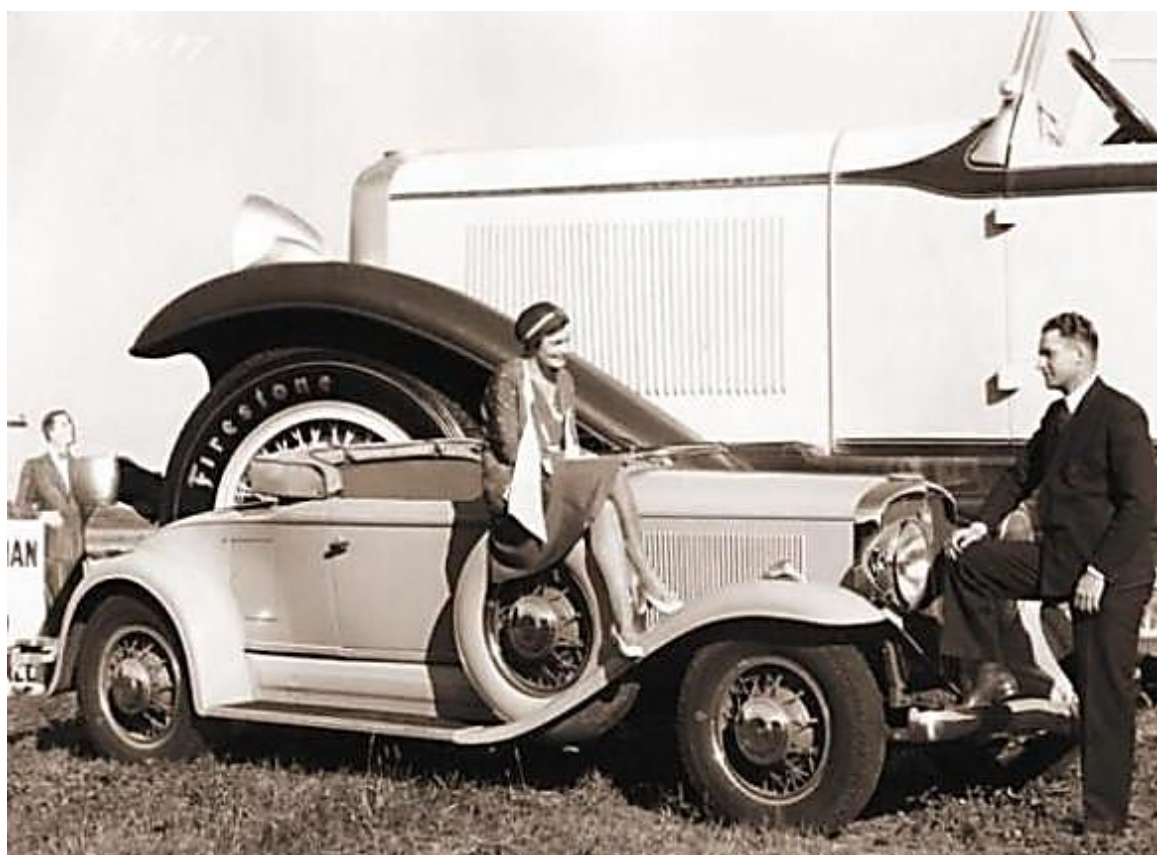
The leviathan roadster was fabricated in the spring of 1930 by several dozen of Studebaker's skilled pattern makers under the direction of Paul Auman, head of the prototype department. Expert woodworkers, they carved the massive body mainly in white pine. Firestone supplied the wheels and tires, which were nearly seven feet tall and used electrical conduit to simulate wire wheel spokes.

Two and a half times larger than its production counterpart, more or less, the giant wooden Stude took three months to construct. An authentic replica in every other way, the giant had one deviation from stock: Instead

of the President's twin sidemount spare tires, it wore a single trunk-mounted spare. Apparently, the wooden plus-size model was built before the production car's specifications were formalized.



Once completed, the giant was carted in pieces out to the Studebaker Proving Grounds, just outside the automaker's hometown of South Bend, Indiana. (Today the former test facility is Bendix Woods County Park.) Assembled and displayed on its own special plinth near the entrance, the roadster was originally finished in two-tone green, later a bright red. Numerous photo ops were arranged, and the car also appeared in a delightfully strange Studebaker promotional film entitled *Wild Flowers* (which has shown up on the internet and is well worth a look — see link below).





But alas, after a few years the President's 1931 styling was looking quite dated, and the harsh Indiana winters had taken their toll on the all-wood construction. Obsolete and in a sad state of deterioration, on May 17, 1936, the monster was doused with an accelerant and burned to the ground. However, this was not the end of Studebaker's affection for enormous marketing props. The company created an even larger Land Cruiser sedan for the 1933-34 Chicago World's Fair, *A Century of Progress*—but that's another story.



## Studebaker Builds World's Largest Auto — 41 Feet Long



Mammoth auto is located outside the Studebaker proving grounds. Compare it with the roadster.

AT THE entrance of the Studebaker proving grounds, in South Bend, Indiana, stands the world's largest automobile—so large that an ordinary car can be placed under its hood. This mammoth car, shown above, weighs five and a half tons, and is 41 feet long—two and a half times the length of the ordinary car.





# Keith's Picnic, Johan Marais Memorial & 11th Anniversary - JBCCC - JBKKK



## Classic Car Show

Entrance Fee R20 pp  
over age 16

16 July 2022 - Saturday - Fountains  
Mall, Jeffreys Bay - 10 am onward

# Queenstown Automobile Club SAVVA National Rally

20  22



## SAVVA National Rally

This year's National will be based in Queenstown at the Queens Hotel & Casino. We have obtained a favourable rate per room per night including breakfast. It will be a spider rally over four days. Vehicles manufactured on or before the 31<sup>st</sup> December 1995 will be eligible. Speeds are 60, 70 and 80 km/h so it will be ideal for slower and older vehicles.

Entries are open and entry forms are available from the Convener, Peter Bolze, e-mail [peter.bolze@gmail.com](mailto:peter.bolze@gmail.com). He will send them on to you.

If it is your intention to attend, may we suggest you let us know soonest, as there are only 32 rooms available at the Queens Hotel and they will be allocated on a first come first served basis. The balance of entrants will be accommodated at B&B's in the area.

Indications are that this is going to be a very popular rally, so don't wait to the last minute.

Come and join us.





**CLASSIC ADS** :

**FOR SALE & WANTED**

### **FOR SALE: 1952 MORRIS MINOR**



#### **Benefits of purchase:-**

- Electronic pointless ignition distributor
- LED rear indicators
- Semaphore indicators replaced by flashing indicators,
- HAND STITCHED leather covered steering wheel
- UNDER DASH Battery Isolator switch
- FELT head lining
- Metallic paint
- 165 / 70 R14 Tyres
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- Radiator system overflow catchment tank
- Evans waterless coolant
- ENGINE, ported, polished & balanced
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Locally described as one of the finest side valve Morris Minors ever driven.

**PRICE: R55,000.00 or nearest offer**

**CONTACT: RUTH IDRIS ON 082-573-4975**