

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



**NEWSLETTER**

Affiliated to the  
Southern African Veteran and  
Vintage Association



**NOVEMBER 2022 & DECEMBER 2022**

Office Bearers /Portfolio Holders 2022 -2023 Committee Members		CLUBHOUSE – PHYSICAL ADDRESS:
<b>Francoise van Jaarsveld</b> CHAIRMAN  <b>Andries Potgieter</b> SECRETARY TREASURER  <b>Niki Georgiou</b> EVENTS & SOCIAL  <b>Colin Skinner</b> MEMBERSHIP EVENTS ASSISTANT  <b>Llewellyn Faifer</b> SAVVA DELEGATE CLUBHOUSE RENTAL/BAR DATING  <b>Roché Hurter</b> CLUBHOUSE & GROUNDS  <u><b>Co-Opted.</b></u>  <b>Garth Todd</b> WEBSITE/DATABASE  <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>Regular Monthly Club Events</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*

A Prosperous and Happy 2023 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 2023 will bring.

During November and December, the club was a hive of activity, making it a fun filled two months. The year ended off with a "Bring your favorite Classic Car". This was very popular and well supported. Cars were showcased that we forgot were still in the area. On that note, a huge thank you to each member that supported our events during the year. Thank you for your positive input and for always being willing to make the effort to bring your car to the club. The Christmas dinner was an absolute ball. Thank you to everyone attending and Llewellyn for organizing the dinner. For those that did not attend, you missed out.

The first quarter of this year is packed with displays for every taste. We have embarked on extensive social media marketing for our events. The response we received is overwhelming. Our goal for 2023 is to enlarge the footprint of the EPVCC and to strengthen the brand. That said, we envisage having a dedicated space at the George show for the EPVCC member cars. I would encourage you, if you are attending the show, to contact Niki for the arrangements. The more the better.

The Alfa Club has reached out to EPVCC members that own Alfa's. They are offering these owners free membership to the Alfa club. Please contact Ian Frey in this regard. The All-Clubs Day will be hosted on Sunday the 26<sup>th</sup> of February 2023. This promises to be a well-attended event. Let us make our fellow motor enthusiasts feel welcome in the EPVCC family. In earlier chats, I mentioned the possibility of building two additional garages at the club. Two members showed interest. For those that missed the deadline, you have time to the 31<sup>st</sup> of January 2023 to contact me if you would be interested. A Final decision will be made early in February.

The club reopens on the 13<sup>th</sup> of January 2023. We will be hosting a Land Rover Display on the night. The Committee is eager to get going with planning for 2023 and to provide our members with a fun packed program for 2023. 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 2022 and your support for 2023.

**Francois**

\*\*\*\*\*

## *Editorial*

Hi folks

Well, that is another year that has flown by. Hope everyone had a lovely Christmas, and we wish you all a very healthy, happy, and prosperous 2023. I hope you have all made your New Years resolutions and the "must do this year" lists!! My New Year's resolution is to just keep myself healthy and as stress free as possible. Otherwise, I am just going to wing it and take each day as it comes, make the most of it and do what I am in the mood for. With new Covid variants now back in the news again, making any plans could end up being an absolute waste of time and energy if it is a case of "here we go again" scenario. Let us hope not!!!

Looking forward to seeing everyone at the noggins.

Take care everyone.

**Sue**

# *FUTURE EVENTS - 2023*

## *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.

13	January	Land Rover Display	Starts 17h00
27	January	Classic Italian Display	Starts 17h00
03	February	Classic 1940's Display	Starts 17h00
11/12	February	George Motor Show	
17	February	Mercedes Benz Classic SL/SLK Display	Starts 17h00
26	February (Sunday)	All Clubs Day	Starts 09h00
03	March	Vintage 1920's Display	Starts 17h00
24	March	Morris Cars Display	Starts 17h00
21	April	Cars with Fins Display	Starts 17h00
05	May	Motorcycles/Scooter Display	Starts 17h00
19	May	Classic Pickup/Bakkie Display	Starts 17h00
28	May (Sunday)	American Classics Show Day	Starts 09h00

## *The good old days.....the Arm of the Law*



LIKE OR VISIT OUR FACEBOOK PAGE FOR PHOTOS OF PAST DISPLAYS AND FUTURE DISPLAYS



<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)



# Past Club Events November & December 2022

## *Our Friday Night Display Evenings*

An excellent turnout for all our displays for the last two months and there can be no complaints about the weather either, beautiful warm, clear summer evenings. We had a fantastic display of wedding cars that would make any brides day very special. But one could say the same for any of the cars on any of our displays.

Please see Page 10 for a wedding car story submitted by Chris Schutte.

### *Wedding Cars – 4<sup>th</sup> November*



### *Station Wagons – 18<sup>th</sup> November*





## *Automatic cars pre 1980 – 2<sup>nd</sup> December*



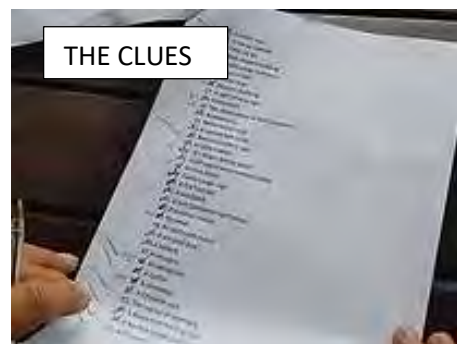
## *Your Favourite Classic – 16<sup>th</sup> December*





## Treasure Hunt – 27<sup>th</sup> November

The competitors were to meet at club at 9.30 ready to go at 10.00am. The “hunt” would take approximately 2 hours and would be followed by a bring and braai. The requirements were: a car (old or new), yourself plus others, smartphone, or a device to record pictures, pencil/pen, clipboard, a strong sense of humour and patience plus very keen eyes.



The time of reckoning



1<sup>st</sup> Place: Riaan and Brian



2<sup>nd</sup> Place: Ryno and Lunita



3<sup>rd</sup> Place: Amelia and Wendy



## *Xmas Dinner – 3<sup>rd</sup> December*



A welcoming tot of sherry, a beautiful modern Xmas tree, decorated tables, entertainment by Nicole on her bag pipes, good company, and an excellent meal. What more could one ask for to close off the year. A big thank you to Llewellyn for putting this all together and making our first Xmas dinner in a long time a most enjoyable occasion. I was having such a good time I totally forgot to take photos until after the meal was finished – I should be fired!!!



A time to catch up with friends and family



Has he got his eye on the spare pudding????

*Just for a laugh.....*



*Guess who.....???*

Can anyone guess who this member is??

Photo taken a long time ago!!



Answer will be in the next Newsletter.



## Excerpt from the August 1971 Club Newsletter

NEWS



DESK

Hans Jeppesen has recently imported a 1928 Model A Ford from Denmark. It's a tudor sedan with left hand drive and I should doubt very much whether another like it exists in South Africa today. Anyway Hans has been parading up and down the streets with his new acquisition and rumour has it that some very heavy leg-pulling has been going on over a certain Model A hooter!!

+++++

More information across the News Desk comes from Peter Bülbring who is making steady progress on his Model A Roadster. I believe that the body has been fitted to the chassis and with the terrific paint job done to the bodyshell, it'll be a very pretty car when making it's bow at a future club meeting.

+++++

André Walters has just returned from Scandanavia where he says he had the experience of a lifetime! No sir, it wasn't a pornographic experience (we hope) but has to do with his visit to a motor museum owned by Baron Raben-Levetzau whose fantastic collection is housed on the island of Lolland off the Danish coast.

The Doc. reports that the collection consists of 220 immaculately restored vehicles dating from 1890 to 1938! Another facinating aspect concerns the discovery by the Baron a short time back of a very rare 1900 Decauville motor car on the island of St. Helena of all places! Evidently, one of these Decauvilles was once owned by THE Mr. Royce at the turn of the century but not being up to his perfectionist standards and causing him much annoyance, he decided to discard the vehicle and build his own car. The rest is history!

Thanks for a very interesting article André - let us have the name of Baron Raben-Levetzau's book if you know it.

+++++

## *SAVVA Technical Tip 177 – Vacuum gauges*

Years ago, a test instrument found in most tool-boxes was a vacuum gauge. In recent years these have been replaced by more modern electronic devices, however, if we have problems with an older car perhaps using a vacuum gauge could be preferential to using modern electronic gadgetry to find out where the offending fault lies. Attached are two pages on how to use them - taken from an earlier edition of the Automobilist.

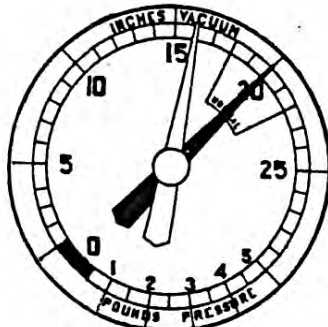
This is typical of an early gauge:



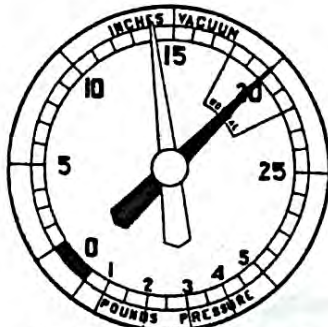


*Dark Pointer Indicates Steady Hand  
White Pointer Indicates Fluctuating Hand*

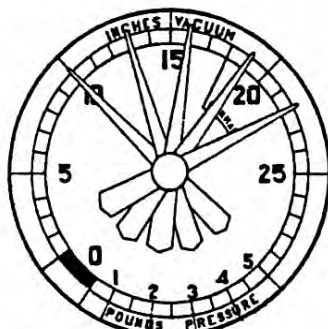
## Engine Testing By Means Of A Vacuum Gauge



**STICKY VALVES**



**BURNT OR LEAKY VALVES**



**WEAK VALVE SPRINGS**



**LATE VALVE TIMING**

### Manifold Vacuum test

Connect vacuum gauge hose to vacuum line leading directly to intake manifold. Make connection as close as possible to intake manifold and be sure that this connection is right, that hose is not kinked and that suction exists at points where connection is made. (On V type engines having two intake manifolds, make separate test on each manifold.)

Start engine and run at lowest idling speed. Adjust throttle butterfly valve and set idling adjustment on carburettor so that car will "idle" smoothly. On cars with manual spark advance, be sure that the spark is fully advanced. Now, if engine is in good operating condition, the vacuum gauge pointer will remain in the normal zone (between 18 and 22), with a possible slight fluctuation back and forth of one-half point on the dial.

#### NOTE:

Vacuum readings vary with altitude and, therefore, before making vacuum test, determine the altitude in your locality. For each one thousand feet above sea level, vacuum gauge readings will be lowered by one inch of vacuum or one division on the dial. Example - a vacuum reading of 20 inches at sea level would read 19 inches at 1000 feet above sea level, 18 inches at 2000 feet above sea level, etc.

### Sticky Valves

If gauge pointer drops back intermittently about four points on the dial, this indicates sticky valves. To check this condition, disconnect vacuum hose and inject penetrating oil into manifold for temporary relief. If this occasional back drop of the pointer ceases you can be sure that the valves are sticking.

### Burnt Valve

When this condition prevails, the gauge pointer has a constant drop whenever

burnt valve or valves which are holding open come into operation. This action can also be caused by insufficient valve tappet clearance.

### Weak Valve Springs

With engine at idling speed, valves will seat properly and vacuum gauge pointer remains steady between 18 and 22. When engine is speeded up, vacuum pointer vibrates excessively, indicating a weak valve spring. If a fast vibration of vacuum gauge pointer is noted at idling speed and this fast vibration disappears with the increasing speed of the engine, valve stem guides are worn.

### Valve Timing

First of all, normal compression in the cylinder is necessary for making a good vacuum test. If valve timing is late any appreciable amount, the vacuum gauge pointer remains steady at approximately 12 and a higher reading cannot be obtained.

### Choke Test

With ignition switch in "off" position and THROTTLE CLOSED, turn engine over with starting motor. Pointer should rise quickly and steadily to 18 or 21. If the pointer stays around 3 to 6, this indicates a burned riser tube, air leaks in the manifold system, or failure of throttle valve to close.

### Choked Silencer

Speed up engine several times in rapid succession, and if vacuum gauge pointer drops back to "0" quickly, this indicates a good silencer. A choked silencer is indicated by a slow drop of gauge pointer.

### Vacuum Pump Test

If windshield wiper is connected to vacuum pump, connect vacuum gauge hose to wiper line. At idling speed, vacuum indication should not be less than manifold vacuum. With sudden opening of the throttle, vacuum in wiper line should NOT drop to zero, as a low



reading indicates broken diaphragm in pump and usually high oil consumption.

### Vacuum Tank Test

To make this test, vacuum tank should be drained by disconnecting gasoline line leading to gasoline tank at inlet. Connect vacuum gauge hose to inlet of vacuum tank where gasoline line was connected; then run engine at idling speed and if the tank is in good condition, the pointer should show a reading of between 18 and 22. If lower readings are obtained, this indicates that the valve in the vacuum tank is not closing properly and should be repaired.

### Carburation Test

A carburettor cannot be adjusted properly if other units in the engine are functioning poorly. Before making this test, check the engine for gasoline leaks at connections and under carburettor bowl. Have good compression, good ignition, good spark plugs, and proper valve action; also, if internal parts of carburettor are worn, or jets are stopped up or if improper size, satisfactory results will not be obtained.

After checking the above carefully, warm up engine to normal operating temperature and connect vacuum hose as close as possible to intake manifold. At idling speed, vacuum gauge pointer should remain steady between 18 and 22, having a properly adjusted carburettor. If pointer shows a slow floating motion between 14 and 22, turn idling adjustment screw, either to the rich or lean side, until the vacuum gauge pointer reaches the highest point without any appreciable vibration. For high-speed adjustment, adjust to highest reading obtainable on vacuum gauge without causing vibration of the pointer. (Some engines are equipped with carburetors with both high and low speed adjustments. In this case, make the high speed adjustment first.) For low speed adjustment, retard the spark, with engine at idling speed, and set idling adjustment at highest point obtainable without vibration of gauge pointer.

## FUEL PUMP TEST

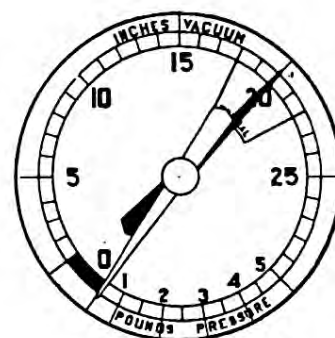
### Fuel Pump Vacuum Test

Disconnect the gasoline feed line from gasoline tank to fuel pump; attach vacuum gauge hose to fuel pump inlet where gasoline line was disconnected. Start the engine and if fuel pump is in good condition, the vacuum gauge will build up to 10 before carburettor is empty and engine stops.

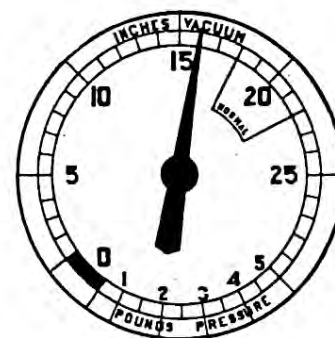
To test gasoline line for help, connect gasoline line to fuel pump or gasoline tank and allow carburettor to fill up with gasoline again. Disconnect gasoline line at gasoline tank and attach vacuum gauge hose to end of gasoline line. Start engine, and if there are no leaks in gasoline line, the gauge reading obtained will be the same as when testing the vacuum pump or the vacuum tank. A lower reading indicates a leak in the gasoline line.

## FUEL PUMP PRESSURE TEST

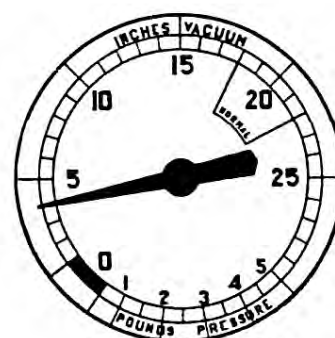
Disconnect the fuel line outlet from carburettor, which is the output side of the fuel pump and is the connection between the pump and the carburettor. Then connect vacuum gauge hose to output side of fuel pump. Run the engine at idling speed. (The gasoline in the carburettor bowl is generally sufficient to operate the engine for approximately two minutes). The vacuum pump pressure should be a minimum of  $1\frac{1}{2}$  pounds to a maximum of 4 pounds. A higher reading than four pounds will generally cause a rich fuel mixture with possible poor economy and in extreme cases may cause carburettor flooding. The vacuum pump should hold its pressure for several minutes after the engine has stopped before the gauge pointer gradually returns to zero. If this pressure does not hold, look for a worn pump valve, punctured diaphragm, or leaks around diaphragm. □



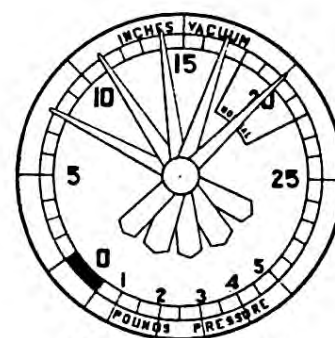
CHOKED SILENCER



LATE IGNITION TIMING



LEAKY INTAKE OR CARBURETTOR GASKETS



LEAKY HEAD GASKETS

## Volvo Sport An unlikely Wedding Car

When our daughter got married in 1987 she was to have been transported to church by a horse drawn carriage, but a sudden outbreak of horse sickness put a stick in those wheels, so plan 'V' was hatched.

The 85 horses of the B16B were in spanned and our son, as the driver, had to ensure that she "got to the church on time"



CHRIS  
SCHUTTE







# Veteran, Vintage and Classic Collector's Insurance Scheme

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F.S.P. 44063

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ASSOCIATION



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Tel No: 011 215 8800 | Fax No: 011 476 8205 | website: [www.ccic.co.za](http://www.ccic.co.za)



## *Did You know.....*

.....that the 1935 Volvo PV 36 Carioca engine was a side-valve 3.7L straight-six mated to a 3-speed manual. Only around 500 examples were built.

The Volvo PV 36 Carioca is a luxury car manufactured by Volvo Cars between 1935 and 1938. The word Carioca describes someone from Rio de Janeiro, Brazil, and was also the name of a dance that was fashionable in Sweden at the time when the car was introduced.

Visually the car was styled similarly to the then strikingly modern Chrysler Airflow and Hupmobile Model J Aero-dynamic. Volvo styling was heavily influenced by North American auto-design trends in the 1930s and 1940s, many of the company's senior engineers having previously worked in the US Auto-industry.

The PV36 was the first Volvo to offer an independent front suspension, but the car used the same side-valve engine as the traditional Volvo cars that were still produced alongside the modern Carioca. The PV36 was an expensive car, with a price at 8,500 kronor and Volvo didn't build more than 500 cars. The last one wasn't sold until 1938.







A Time When Cars Were Art - Cars & Motorbikes Stars of the Golden era.



CLASSIC ADS :

**FOR SALE & WANTED**

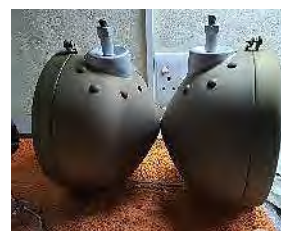
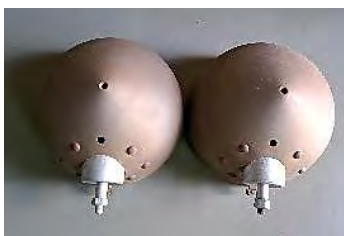
### **FOR SALE:**

TWO Brown Col's Parabeam headlamps. I'm hoping to get at least R2,500.00 for the two.

Contact e-mail address:-

[andries.potgieter.52@outlook.com](mailto:andries.potgieter.52@outlook.com)

Andries Potgieter



### **WANTED:**

Circa 1939 Ford steering column.

Contact Eric Quillian on 0837000171

### **WANTED:**

I am looking to buy a 1986/87 chrome bumper BMW 320i automatic hoping that someone has one for sale in other clubs.

Contact e-mail address:-

[andries.potgieter.52@outlook.com](mailto:andries.potgieter.52@outlook.com)

Andries Potgieter



Please see list below of classic cars for sale in Graaf-Reinet.

**Contact details : 072 483 0475**

**RECOLLECTION RIDES - GRAAFF REINET**

**Cars for sale January 2022**

<b>Year Model</b>	<b>Make and Model</b>	<b>Registration Number</b>	<b>Price</b>
1922	Wolsely E3 ten Doctor's Coupè	JFT366EC	250,000.00
1926	Chevrolet Capitol Cabriolet	HYY148EC	400,000.00
1928	Ford model A Roadster	HYL955EC	400,000.00
1931	Buick 50	JCV205EC	275,000.00
1933	Austin 7	HYW202EC	170,000.00
1936	Austin 7 Opal	Not registered	90,000.00
1938	Austin 8	HYW205EC	90,000.00
1938	DKW F7 Front Luxes	HZX973EC	250,000.00
1938	International Truck	Not registered	340,000.00
1938	DKW Pritchenwagen	Not registered	150,000.00
1938	Morris Minor	Not registered	65,000.00
1940	Chevrolet Super Coupe	JBD767EC	180,000.00
1941	Chevrolet LDV	Not registered	350,000.00
1942	Chevrolet Truck	HSZ758EC	180,000.00
1946	Austin 8	Not registered	60,000.00
1948	Citroën 15CV Light	HZN723EC	98,000.00
1953	Fiat Topolino	HZJ396EC	70,000.00
1956	Saab 93	JGS874EC	80,000.00
1958	DKW 1000S	HYP099EC	90,000.00
1958	Peugeot 203	Not registered	55,000.00
1958	Borgwardt Isabella Coupe	JDN505EC	295,000.00
1958	Studebaker Commandor	JFV745EC	375,000.00
1959	Mercedes 190 Ponton	HZJ399EC	180,000.00
1965	Morris Minor Pickup	JGD972EC	150,000.00
1966	Mercedes Benz 230 S Fintail	JCN278EC	190,000.00
1966	Ford Anglia	JGJ628EC	SOLD
1966	Mercedes Benz 250 SE Coupe	JDF153EC	1,250,000.00
1968	Volkswagen Pickup	JHZ581EC	180,000.00
1968	Volvo P1800S	HYY154EC	695,000.00
1968	Volkswagen Beetle	HYL957EC	110,000.00
1968	Volvo 122 S	JNC290EC	125,000.00
1965	Volvo 122S 4 door	JGS878EC	80,000.00
1968	Valiant Baracuda	JCR703EC	SOLD
1968	Ford Capri		SOLD
1968	Jaguar 3.4 S		125,000.00
1970	Alfa Romeo 1750 GTV	JCN275EC	325,000.00
1973	Rover 3,5 V8	CJJ642EC	65,000.00
1978	Citroën 2CV 6 Club	HZX971EC	260,000.00
1982	Mini Convertible	JCV927EC	95,000.00



## 2023 Future Events - Other



**SATURDAY 11 FEB & SUNDAY 12 FEB**  
**EDEN TECHNICAL HIGH SCHOOL, GEORGE**

**Invitation - George Old Car Show 2023**

***'Italian?'***

***'Si, signore e signori!'***

*The Southern Cape Old Car Club is inviting all classic car clubs and motor enthusiasts to the 2023 George Old Car Show, scheduled for the 11<sup>th</sup> & 12<sup>th</sup> of February 2023.*

*The focus in 2023 will be on Italian marques to make this **'uno spettacolare motor show italiano'** one spectacular italian motor show, be these contributions in the form of **'automobili, motociclette e trattori'** motorcars, motor bikes and tractors including Vespas.*

*It's the 26th anniversary of this annual event, held at Eden Technical High School, with its ample grounds accommodating motorcars and motorcycles of all ages and marques.*

*The Southern Cape Old Car Club and GOCS organisers are inviting motor enthusiasts and clubs from across Southern Africa to start planning their participation in next year's Italian-themed event*

***– all classic marques are welcome to join us.***

*Most importantly, all participants and stallholders should take note that the only way to register is through the Southern Cape Old Car Club website – click on*

*<https://clicktime.symantec.com/15tTDuc3GdrpomRkHzaB?h=UkryuIdybN1uCShUWcZ3VRWrTwzWog4oQXTAh6ZuUaw=&u=www.scooc.co.za> to access the registration form, which will be open for registration from 1st of November 2022 onwards.*

***For further info, contact or SMS 076 764 0897.***

*See you at the George Old Car Show on 11th & 12th of February next year!*

*With an enlarged exhibit area for motorcycles, GOCS chairman Alewijn Dippenaar and his committee extend an urgent request to owners of two-wheelers manufactured before 1939, that is pre-World War II – to get in contact and book their spot in a special expo for these machines.*

*Waldo Scribante*

*Alewijn Dippenaar*

