

EASTERN PROVINCE VETERAN CAR CLUB

GQEBERHA /
(PORT ELIZABETH)



NEWSLETTER

Affiliated to the
Southern African Veteran and
Vintage Association



JANUARY 2023 & FEBRUARY 2023

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Colin Skinner MEMBERSHIP EVENTS ASSISTANT	c) 076-438-8877 ✉ membership@epvcc.co.za ✉ 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/BAR DATING	c) 082-555-4981 ✉ savva@epvcc.co.za ✉ hall.hire@epvcc.co.za ✉ dating.officer@epvcc.co.za	
Roché Hurter CLUBHOUSE & GROUNDS	c) 072-030-8866 ✉ maintenance@epvcc.co.za	<hr/> 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 endorsement of the advertiser by the EPVCC or its Office Bearers.
<u>Co-Opted.</u>	<u>Non-Committee Members:</u>	
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<u>Trustees – E.P.V.C.C. Property Trust</u>		Regalia:
Colin Skinner Len Whittal	Francoise van Jaarsveld Garth Todd	Car Badges: R 130.00 Rally Tables: R 50.00

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Chairman's Chat – March 2023

Whilst writing this chat, I realized that time is not on our side. Here we are in the middle of March already. Before we blink, we would be organizing the Christmas dinner. With that said, the past two months of our club life were hectic. We kicked off the year with the Land Rover Display. I do not think in our wildest dreams, we could anticipate the attending numbers. Either the Land rovers are well loved, or the public were excited and "Event Hungry". Devlin barely coped behind the Bar. This was repeated with the Italian Car and Cars of the 1940's Display. During these events it felt like we were hosting a car show, as we did several years ago.

As mentioned in my previous chat, we envisaged attending the George Motor Show as the EPVCC Club. We are happy that this materialized, and we had eight cars parked together, in a demarcated area, flagged with our new banners. Next year we will be attending in bigger numbers, so book your spot in advance. February was hectic at the club with the Cars of the 1940's, the SLK /SL Mercedes display and the well-attended All Clubs Day. The weather was perfect, eats, coffee and ice cream complimented the day. Thank you to the attending Clubs and you for supporting this event. Feedback

from clubs were received and the remarks were "why not more than once a year".

March will not disappoint, with Cars of the 1920's and the Morris Display. With the high temperatures we had lately, the bar became more like a sauna, which is good for sales. Reghardt Meyer from Sasol Disa avenue, kindly donated a brand-new air conditioner for the bar and paid for the installation thereof. Thank you Reghardt. Come and visit the club and see what difference it makes. April and May are fully packed with displays. Membership has increased significantly and can be attributed to the variety of Displays and the Social Media Drive we have embarked upon. Thank you to Riaan for managing the drive.

That's all from me folks. Looking forward to seeing you at the club.

Francois

Editorial

Hi folks.

That's the first Newsletter done for 2023, only 5 more to go until 2024.

As usual I will start of the new year with the usual request to our members for articles for the newsletter e.g. technical tips, projects you are doing or anything that you think people would enjoy reading about.

I would also like to take this opportunity to say a huge thank you to all those lovely, very talented photographers, namely Riaan and Lilian for all the fantastic photos they post on our Facebook site and that I can also use for the newsletter. But thanks, must also go to Françoise, Llew and Nikki for their contributions and photos taken at the events when myself, Riaan and Lilian are unable to be there.

Take care everyone.

Sue

FUTURE EVENTS - 2023

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

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

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
23	July (Sunday)	British Classics Show Day	Starts 09h00
04	August	Whitewall Tyre Display	Starts 17h00
18	August	Left Hand Drive Display	Starts 17h00
01	September	Cars 100 Years and Older Display	Starts 17h00
29	September	Classic Japanese Display	Starts 17h00

The good old days.....fixing the problems!



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

Past Club Events January & February 2023

We did not anticipate the outcome of the support for our first Display night of the year – Land Rovers. There were well over 40 Land Rovers at the club, and it was bursting at the seams. Thank you to every Land Rover owner, member and public who came out to support this event. The Italian Display was another successful display. A big thank you to our members, the Eastern Province Alfa Romeo Club, Vesparados and The Kickstart Club for your support. Our next two displays, the over 40's Classic, where we had a fine selection of grand old ladies, and the Mercedes display (old & modern) were also very well supported.

Land Rovers – 13th January



Classic Italian – 27th January





Classic 1940s – 3rd February



NEW MEMBERS

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

CARLO JONCK

Mercedes Benz Classic SL/SLK Display – 24th February



All Clubs Day – 26th February

All Clubs Day is our most popular event of the year where all classic car & motorbike clubs are invited to spend the day with us. It was a beautiful day, weatherwise, so where better to spend it but at the EPVCC clubhouse where one can catch up with old friends, check out some beautiful cars and motorbikes plus enjoy excellent meals (breakfast & lunch catered for) from Anel. Refreshments were available from our bar or Barista coffee in his delightful Tuk Tuk and even ice-cream for those with a sweet tooth. Thank you to everybody who joined us for the day and for making this event so special.





Breakfast



.....and coffee



Lunch



.....and pudding

Just for a laugh.....



Guess the member??

Photo taken a long time ago!!



Answer will be in the next Newsletter.

(Answer to the photo in the last Newsletter is **David Muller**)

George Motor Show – 11th/12th February

After a long break due to Covid the 26th George Old Car Show eventually took place in February this year.

The EPVCC joined in the festivities and had eight cars from the club on display in a special demarcated area.

The club is hoping to have a larger number of cars on display at the show next year.



SAVVA Technical Tip 178 – Silicone brake fluid

Let's start the new year off with a controversial subject but one of reasonable importance and that is the use of Silicone brake fluid in older vehicles in place of the old type (dot 4). People have such divided views – mainly based on hearsay and not personal experience.

Recently I discussed the use of silicone fluid with a major brake company and their advice was very simple – if your car stands for long periods of time then use silicone. The brake cylinders won't build up that white goo that goes with normal brake fluid.

The bottom line is that normal brake fluid, dot 4, is hygroscopic where silicone, dot 5, is not. Another lesser but important fact is that if silicone is spilled on paint work it won't remove the paint.

I've heard that when using silicone, the brakes become spongy - I've used it on numerous cars and never experienced this problem. I've also heard that the brake washers (seals as the trade call them) swell jamming the brakes on. This is possibly because the seals fitted were old rubber stock and not compatible with dot 5 brake fluid. Washers are cheap so to be on the safe side buy new ones - don't use the ones you have on the shelf. It is also advised, when going over to Silicone to replace all the seals. The cost of silicone fluid is considerably higher than dot 4 but it's a once-off purchase.

There are many ways to clean out old brake fluid. One suggestion is to flush the system out with methylated spirits. Another is to blow a small quantity of silicone fluid through with compressed air.

If you have Facebook, go into "silicone brake fluids" especially the article by Moss Motors. This gives the pros and cons of its use.



Reinventing the Low-Price Field: The 1929 Chevrolet Six



On November 17, 1928, General Motors turned the low-priced field upside down with the introduction of the 1929 Chevrolet six.



The man above in the sporty straw hat with his foot on the running board of the '29 Chevy is William S. Knudsen, the president of the Chevrolet division of General Motors from 1924 to 1937. Henry Ford's former manufacturing boss, Knudsen commanded Chevrolet's drive to the top of the U.S. auto industry, muscling the Ford Model T out of its traditional number-one spot.

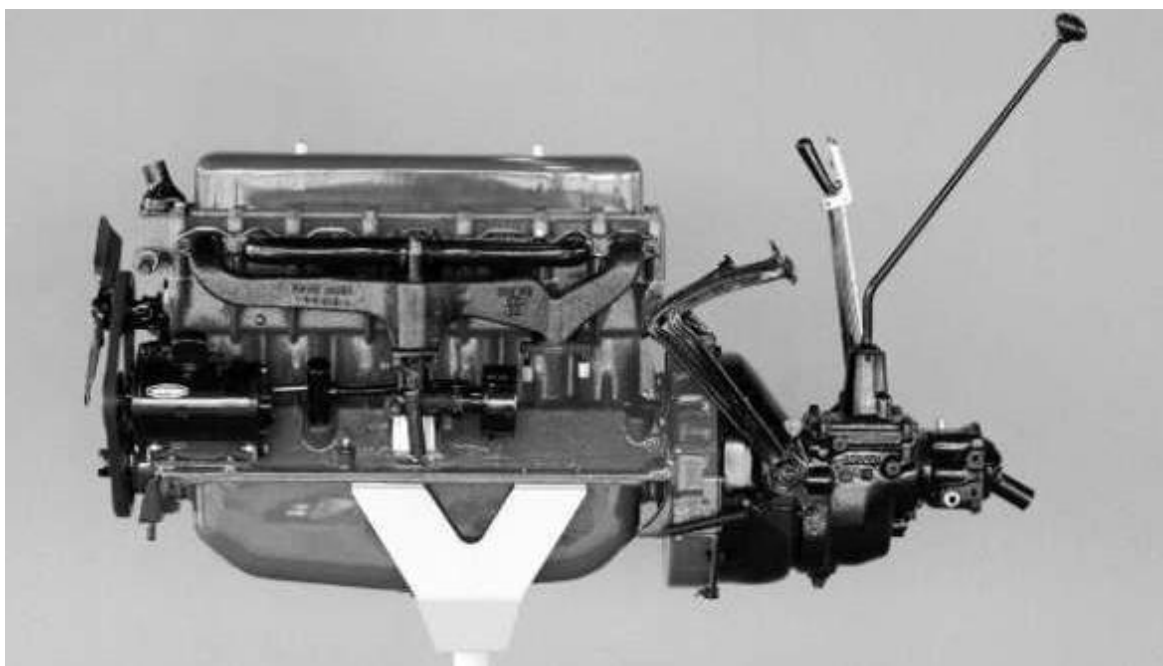
Knudsen had been hand-picked for the job by GM president Alfred P. Sloan, and together they executed a highly successful product strategy for Chevrolet: For just a little more money than Ford, they offered buyers far more in style and features. In late 1927, Ford finally responded to Chevrolet's challenge with the vastly modernized and improved Model A. But Chevrolet trumped Ford once again in November of '28, rolling out a six-cylinder model to compete against Henry's four.



Chevrolet's new six-cylinder engine was developed by largely the same team that produced the groundbreaking 1926 Pontiac six, led by Chevrolet chief engineer O.E. Hunt and the brilliant Henry Crane, a consulting engineer who reported directly to Sloan. Thinking ahead, they began work on the Chevrolet in November of 1925, almost immediately after the Pontiac project was completed. (Read our feature on the influential 1926 Pontiac [here.](#)) While Sloan had conceived the Pontiac as "a six-cylinder Chevrolet" as he called it, he predicted that Chevrolet would soon need a six as well. In fact, Sloan could foresee that the inline six would soon dominate the American auto industry, including the low-priced field.

After considering various L-head layouts, the group finally embraced Chevrolet tradition and adopted an overhead-valve configuration with pushrods and rocker arms. The resulting design was efficient and advanced, with a mechanical fuel pump and automatic spark advance, yet still rather conservative, with three main bearings and a hybrid pressure/splash lubrication system.

With a bore of 3.31 inches and a 3.75-in stroke, the six displaced a tidy 194 cubic inches, and while it was slightly smaller than the 200 CID four-banger in the Ford Model A, it was rated at 46 horsepower—six more than the Ford. And more importantly, with six firing impulses per cycle, the six was smoother than most any four-banger on the market. And now a key nugget of bow-tie lore: A number of external fasteners on the new six (and the chassis and body as well) were 1/4-20 ("quarter-twenty") roundhead machine screws, as commonly found on kitchen stoves. And so it is that Chevrolets have been known as "Stovebolts" ever since.



Cautious nearly to a fault, Sloan could still feel the sting of the Copper-Cooled Series M Chevrolet fiasco only a few years earlier, and with the guidance of Knudsen, the division took a more guarded approach to the Chevy six rollout. The chassis for the new car was actually introduced one model year in advance as the 1928 Chevrolet AB National, with four-wheel brakes and a lengthened 107-in wheelbase to accommodate the longer engine that was scheduled to arrive the following model year.



With the removal of a fan shroud and the addition of a recessed firewall panel on the improved chassis, the new six-cylinder powerplant dropped right into the space previously occupied by Chevy's trusty OHV four, thus creating the 1929 AC International. This graduated phase-in of the six-cylinder model proved to be far more efficient than Ford's approach: a complete shutdown of the Ford empire for six months to switch from Model T to Model A production. As a result, Chevrolet gained a tremendous advantage in sales.

Marketed under the banner "a six in the price range of a four" and priced from \$525 to \$725, the new Chevrolet was a sensation, changing America's vision of what a low-priced car could be. The rest of the industry would soon follow, and new car buyers would never again have to settle for a four-cylinder engine. Of course, Henry Ford was never one to follow, and for 1932 he went Chevrolet one better and introduced the revolutionary Ford V8. So maybe the 1929 Chevrolet six was more influential than we realize: If not for the Stovebolt, there might never be a Ford V8, either.

CHEVROLET

Outstanding Beauty and Remarkable Six Cylinder Performance - - at prices within the reach of all

...the new Chevrolet six-cylinder car is a masterpiece of engineering and design. It is a car that is built to last, and it is a car that is built to give you the most reliable and most comfortable ride you have ever experienced. It is a car that is built to give you the most powerful and most efficient engine you have ever owned. It is a car that is built to give you the most beautiful and most practical exterior and interior you have ever seen. It is a car that is built to give you the most complete and most modern equipment you have ever found. It is a car that is built to give you the most complete and most modern equipment you have ever found. It is a car that is built to give you the most complete and most modern equipment you have ever found.

Model	Price
Standard	\$525
Deluxe	\$575
Master	\$625
Deluxe	\$675
Master	\$725

\$595

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Posted on [August 20, 2020](#) by [MCG](#) (Submitted by Brian Clark)



Veteran, Vintage and Classic Collector's Insurance Scheme

FOR THE MEMBERS OF THE SOUTHERN AFRICAN VETERAN AND VINTAGE ASSOCIATION

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CLASSIC ADS :

FOR SALE & WANTED

FOR SALE:

I am looking for a good home for my **1964 Bedford TK KCC2** which has a 214 cu.in 6 cylinder petrol engine (3 519cc). My late grandfather purchased it new in December 1964 when I was six years old. It is a four ton with a Welfit Oddy aluminium drop side load body. It went for its annual COF (Certificate of fitness) on 22 June 2022 at 151 827 miles. It is currently on 151 910 miles. I would like R100 000.00 o.n.c.o.

Kind regards Wayne Böttcher.

My **contact number is 082 337 5701** and I live in Port Elizabeth.

bottchwg@telkomsa.net

FOR SALE:

1959 VW Beetle



I obtained evaluations from two reputable vintage car collectors / sellers, and they valued the Beetle at R190,000.00 up to R200,000.00.

The vehicle is in Port Elizabeth (Summerstrand)

My contact details as follows:

E-mail: martink@worldonline.co.za

Cel-phone number: 0825530950

WANTED: