

EASTERN PROVINCE VETERAN CAR CLUB

GQEBERHA /
(PORT ELIZABETH)



NEWSLETTER

Affiliated to the
Southern African Veteran and
Vintage Association



MARCH 2023 & APRIL 2023

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Colin Skinner MEMBERSHIP EVENTS ASSISTANT	c) 076-438-8877 ✉ membership@epvcc.co.za ✉ events.alt@epvcc.co.za	
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Trustees – E.P.V.C.C. Property Trust		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 – May 2023

Winter has arrived. To be honest, we have experienced it the last couple of Friday nights at the club. This did not deter members and visitors to the club. Anel made sure warm, delicious food was available to warm those cold tummies.

A huge thank you to everyone that makes the effort to attend our events and for supporting the club. We have two events left before we reach deep winter. Our last event/ display would be on Sunday the 28th of May. The theme for the day would be Classic American Day. If you have a vehicle / motorcycle that fits this category, please join us by displaying the beauties. The day will be in the format of the All-Clubs Day. Prizes will be awarded to various categories. The Rooted menu for the day has been distributed by WhatsApp and email. Coffee and Ice-cream stalls will be present. The bar will be open for some adult refreshments.

Be on the lookout for an email that will circulate shortly about a Volkswagen Factory tour and a visit to the Auto pavilion on Friday the 26th of May 2023. During the month of June, we would have no displays. Displays will resume on the 23rd of July. The club will be open on Friday nights as normal.

Our amazing editor, Sue, has decided that after nine years at the helm of the magazine, it is time to

close the laptop and afford new blood the opportunity to be creative with the magazine. She is willing to assist the club up to December. Should you feel that you are ready for a new challenge and would like to take over the Editor's portfolio, please contact myself or Sue.

Exciting improvements are being planned for our veranda area. Watch this space. Club subs are due on or before the 1st of July. You will receive your invoices shortly.

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

Francoise

Editorial

Hi folks.

Hope you have all unpacked your winter woolies!!

Now that the nights are getting longer and colder, we are heading into the quiet period at the club where there will be no more Friday night displays (our last one will be on the 19th of May) until August.

As Francoise mentioned, I am retiring as Editor of the Newsletter as from the end of the year. After nine years we need some new fresh ideas, a different perspective for the Newsletter and definitely more enthusiasm than I can muster most months lately. Now I totally understand what "writers block" means.

With regards to the For Sale & Wanted section, adverts will be placed in the Newsletter for one issue only. If you have not sold or found the car or items before the next Newsletter is due to go out, you will have to send me an email requesting to keep the advert in the Newsletter for another issue. Members are just not letting me know that they have sold or found cars/items so that I can remove their advert.

Stay warm.

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.

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.....assembly lines!



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



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

(Answer to the "Guess who" photo in the last Newsletter is Garth Todd)

Past Club Events March & April 2023

As you can see from the photos below and all the photos posted on Facebook, our Friday night displays are being very well supported by our members and the public. We have had an excellent selection of cars on all our displays and the "Fins" display was fantastic, some real beauties there. So, join us on our display nights to see these magnificent vehicles up close.

Vintage 1920's – 3rd March



Morris Cars – 24th March





Cars with Fins – 21st April



NEW MEMBERS

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

Warren Korkie Michael Marais	Rikus Römer Marco Schnetler
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With our hobby we tend to end up with all kinds of bits and pieces – the question is where do we keep these bits and pieces, as well as all the nuts and bolts etc. Years back I tried nailing bottles lids to under a shelf and the bottles would hang off them. This didn't work out well as the bottles were too small and with a bit of rust, they wouldn't screw off the lids.

Attached is a picture of some of my 60 odd containers, they may look terrible, but I know where everything is.



Did you know.....

.....that the 1957 Gaylord Gladiator is one of the rarest and most unique of the 1950's cars. Developed by the super-rich Gaylord Brothers of Chicago to compete with the world's best vehicles, including Rolls-Royce.

The Zeppelin Group once manufactured a car that looked like it was made for a Hollywood movie. It appears similar to Batman's Batmobile or a tuxedo out of the 1920s. It has 305 horsepower and measures more than 4 meters in length. The Zeppelin Group made history with that one-of-a-kind automobile.

How it began: Two wealthy brothers and a dream.

Jim and Ed Gaylord were two American brothers that had a soft spot for cars and everything that was fast and expensive. Their father made the family rich by inventing the famous "Bobby Pin", a hair needle that would rescue many woman around the world from bad hair days ever since. In the early 1950s the brothers were looking for a new toy: a truly exceptional sports car built for them. That would – if built successful – become the dream car of many Americans. The design of the car hailed from the famous Brooks Stevens, an American design legend and true expert on his field. The realization of the car was meant to come from Germany – because the brothers already knew the quality label of "made in Germany" back then.

Quality made in Germany.

After failing with the first bodywork the brothers decided to give the task to the so-called "FIF", a vehicle repair facility at Friedrichshafen. Building the car took more than a year, lots of sleepless nights, many transatlantic calls and frequent travels of the brothers between America and Friedrichshafen. But they never gave up, believed in their dream and kept on working on the spectacular car. And in the end the FIF was delivered. In 1957 the car was finally ready. And in 1960, the FIF would go on to become part of the Zeppelin Group.

Ahead of its time: technical sophistication meets German workmanship.

Looking at the features of the car, one could tell that the Gaylord brothers did not only have a fine taste. They also had a sense of what modern cars of today would be equipped with. The car had convenient features such as electrically adjustable seats, electric windows, power steering, brake servos and air conditioning. The Gaylord Gladiator also came with a convertible roof that could be folded down completely into the trunk at the touch of a button. It had a spare wheel that could be conveniently slid out by just tipping a finger and an interior space equipped with fine dark wood. The signature element, a sword, was not only integrated into armatures like the clock or the speedometer. Also, the key of the Gaylord Gladiator was a sword, again proving the exquisite and luxurious approach of the car.

The price was high – and the Gaylord, way too expensive.

Despite the sophisticated overall concept, the plan to produce a small batch of 25 vehicles for sale at a price of USD 10,000 each never saw the light of day. The car was simply too expensive in production. Only one of the 25 cars was ever built marking the Gaylord Gladiator a true one of its kind on this earth.

After finishing the car, it soon became apparent that the calculated sales price was unrealistic. To remain economically viable, the price was first raised to USD 15,000 before being revised upward again to USD 17,500. Assuming an exchange rate of DM 4.20 to the dollar in 1957, the Gaylord Gladiator cost more than DM 73,500 in 1957. By way of comparison, a Mercedes 300 SL cost around 32,000 Deutschmarks back then! The unique Gaylord Gladiator therefore was never replicated, it stayed the only automobile of its type in the world. And a unique specimen in the classic car industry.

Looking at the exquisite and extraordinary craft, the car is also a true gem of Friedrichshafen's industrial heritage.

How the story of the Gaylord continued

In total, only three chassis of the Gaylord Gladiator were produced in all, with the bodywork only being completed on one of them. So, besides the finished Gaylord Gladiator, there existed two more chassis. One of them got completely lost and was never found again, the other one was in the possession of the Gaylord family (together with lots of spare parts). As time went by, the Gaylord Gladiator and the single remaining chassis were part of the Gaylord family and therefore preserved very well. In the mid-90's, the Gaylords decided to put the Gaylord Gladiator in restoration so that the car would be preserved for many more years to come. After the death of Jim Gaylord, his wife and widow became owner of the Gaylord Gladiator and the single remaining chassis in 1999. She then sold both items (including the spare parts, design drawings and other historical documents) to an elderly automobile collector from Arizona in 2015. The collector had a heart for the car and began researching its origins. He then stumbled upon the engraving "Zeppelin" in the engine compartment of the car and contacted the Zeppelin Museum in early 2017.

How the Gaylord found its way back to Zeppelin.

From then on, pure chance led to the Zeppelin Group reclaiming this unique specimen. In early 2017, the Zeppelin Group received an invitation via the Zeppelin Museum in Friedrichshafen to buy the classic car – a stroke of luck for the Group, as the vehicle had lain under the radar for many years and was believed to be lost. The Zeppelin Group decided to buy the car, the remaining chassis, and all belonging documents, to honor and preserve the Groups history. It is now permanently on display in the Zeppelin Museum in Friedrichshafen as a loan from the Zeppelin Group. Together with the chassis, the Gaylord Gladiator is a major attraction for the city of Friedrichshafen and at the same time historical evidence of the city's great innovative strength.



Source: *Cars & Motorbikes Stars of the Golden Era*

A Selection of Classic Fronts





Veteran, Vintage and Classic Collector's Insurance Scheme

**FOR THE MEMBERS OF THE SOUTHERN AFRICAN
VETERAN AND VINTAGE ASSOCIATION**

CLASSIC INSURANCE WITH UNIQUE FEATURES

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CLASSIC ADS :

FOR SALE & WANTED

FOR SALE:

1948 Chevrolet Fleetline, licensed and running. S License. 12-volt electrical system. Comes with spares.

If anyone is interested, please contact:
Andre on 081 438 4697.

Asking price R125,000



1979 Mercedes 280SL LHD
153000km with many new spares.
R380k - negotiable.

For more information and details
please contact: Brian Minnaar -
Jeffreys Bay – 083-488-0342



1960 Jaguar MK2 3.4
4 speed Overdrive
R320k – negotiable

For more information and details
please contact: Brian Minnaar -
Jeffreys Bay – 083-488-0342



WANTED: