

EASTERN PROVINCE VETERAN CAR CLUB

GQEBERHA /
(PORT ELIZABETH)



NEWSLETTER

Affiliated to the
Southern African Veteran and
Vintage Association



NOVEMBER 2023 & DECEMBER 2023

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	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.	EPVCC Website: www.epvcc.co.za EPVCC Newsletter: http://www.epvcc.co.za/newsletters/ New SAVVA Website: www.savva.org.za
<u>Trustees – E.P.V.C.C. Property Trust</u> Colin Skinner Len Whittal Francoise van Jaarsveld Garth Todd		Regalia: Car Badges: R 130.00 Rally Tables: R 50.00

55th Issue November & December 2023	
Chairman's Chat	3
Editorial	3
Facebook details	4
The Good Old Days	4
Future Club Events	4
George Old Car Show details	5
Ricky Nelson's 1932 Ford Roaster	5
 <u>Past Club Events</u>	
.....Annual Classic car Swop Meet	6
.....Xmas Theme of White & Red Cars	6-7
Just for a laugh	7
EPVCC Regalia for Sale	7
An Afternoon with the Classics	8
100 years Ford Celebration at Struandale	9
Technical Topics – The 'Right' Colour	10
Did you know	11-16
SAVVA Insurance	17
Classic ads: For sale / Wanted ...	18

Chairmans Chat – January 2024

2024 has arrived and is in full swing. On behalf of the committee, I would like to wish each and every one a prosperous 2024 and may 2024 be the best year ever.

This is what we envisage for our club for 2024. We have exciting and new events planned for the year. I want to ensure that each member feels welcome and enjoys themselves at the club and events.

Some exciting and new menus will also be available from the kitchen. For this to manifest, please support the kitchen. Loadshedding made it challenging on Fridays to provide a variety of meals.

The club will be opening on Friday the 12th. Our first display is planned for the 19th of January. The George Car Show is scheduled for the weekend of the 10/11th of February. If you have entered your vehicle for the show, please chat to me. We will be requesting a dedicated space for the EPVCC members. On Sunday the 25th of February, we will host the annual All Clubs Day. Diarize this date and join us for a fun filled and relaxing day. Anel will provide awesome meals, so no need to stress about lunch or breakfast.

Please ensure that you have paid your membership. To have a successful and healthy club, we need you to pay your subs. Thank you for your support and positive inputs in 2023. Should you have ideas on what we could implement to further the growth, atmosphere, or camaraderie, let's have a cup of coffee and a chat.

Francois

Editorial

Hi folks.

Hope you all had a lovely Xmas and New Year, and we wish everyone a healthy, peaceful, and prosperous 2024.

Well, this is it, my last issue of the Newsletter and as editor for the club. I have learnt a lot about the classic car movement over the last nine years while doing the Newsletter. While searching the web and car magazines for interesting articles I have come across cars and motorbikes I never knew existed.

But now it is time to move on to new ventures and maybe new adventures, we will see what the new year brings.

I would like to take this opportunity to thank everyone who submitted articles over the years and especially to all those who took many, many photos for our Facebook site and the Newsletter, especially Riaan and Lilian. The Newsletter only shows a fraction of the photos taken at our events so please remember to always check out our Facebook page to see all the photos.

So that's all folks, take care of yourselves and we will see you at the club soon.

Sue



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

The good old days..... Cars for Sale



FUTURE EVENTS - 2024

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 th	January	Classic Land Rover Display (all series)	Starts 17:00
2 nd	February	Mercedes Benz S-Class Display	Starts 17:00
10/11 th	February	George Old Car Show	See page 5
16 th	February	BMW Classic Car & Motorbike Display	Starts 17:00
25 th	February (Sunday)	All Clubs Day at the E.P.V.C.C.	Starts 09:00
8 th	March	Classic Italian Display	Starts 17:00
15 th	March	Motorcycle & Scooter Display	Starts 17:00



SATURDAY 9AM – 6PM | SUNDAY 9AM – 2PM
MAIN NATIONAL MOTOR SHOW | LOCAL FAMILY MOTOR SHOW & OOMPAH BAND

George Old Car Show on the 10th & 11th February 2024

The EPVCC will have a stand at the show. Please contact Francois on 083-561-0038 or chairperson@epvcc.co.za if you are interested in displaying your vehicle as we would like to have all the EPVCC cars together with our Branding.

Singer Ricky Nelson's 1932 FORD ROADSTER

Singer and Actor Ricky Nelson and his brother David drove Tony's roadster in a single appearance on the Ozzie and Harriet TV show, after that the car became known as "The Ricky Nelson Roadster."

This 1932 Ford was built in 1951 by Californian Ray De Fillipi. Its low and racy silhouette is the result of "channeling" the floorpan of the body, so it sat lower on the frame rails than a stock body. This technique was used for reasons of both style and functionality, the lower profile yielding higher top speeds in dry lakes competition. After 1956, during the second owner's stewardship, the engine was changed twice, the second time to a Corvette V-8, and the color was changed to the green color it still wears. It was in this form that the car appeared in the popular television series, "The Adventures of Ozzie and Harriet," with their two hot-rod enthusiast sons Dave and Rick Nelson seen in the car in various episodes. It was restored in 1997, winning third place at the Pebble Beach Concours d'Elegance.

(Cars & Motorbikes Stars of the Golden Era)



Past Club Events November & December 2023

Annual Classic Car Swap Meet – Saturday 9th December

For those who had classic parts that were no longer needed, but someone out there might be desperately in need of that part. This was the perfect opportunity for our members to sell those unwanted goods and earn a little cash for the festive season. The meet was held from 10am to 14pm at the E.P.V.C.C. club grounds, under cover because of the prospect of rain.

Hennie Stander was also at the Swap Meet with his extensive range of parts.

The Bar was open, and fires were available for those wanting to braai at lunch time.



Xmas Theme of White & Red Cars – 15th December

The Clubs last event for 2023 and of course a Xmas theme. A good turnout.





Just for a laugh...

**BREAKING: Image leak of
VW's first self driving car**



The most expensive vehicle
to operate in 2023.



Regalia for sale



Golf shirts with the EPVCC Logo are available on a pre-order basis only. For those who wish to have a look at one for quality & sizing purposes, there is one hanging in the bar.

Price is R300.00 each.

Orders to be placed with either Devlin in the bar or contact Francoise:

(c) 083-561-0038

✉ chairperson@epvcc.co.za

An Afternoon with the Classics

On the 4th November the E.P.V.C.C. was invited to participate as part of the Kelston Vintage Car Exhibition in this yearly event that was held at Greys High School. This exhibition would feature over 100 cars and would take all car enthusiasts on a journey through time and the evolution of the automobile. The vehicles ranged from the 1900's all the way to the electric cars of today. Besides the car exhibition, this prestigious event also had music with top performers, food choices for everyone and of course plenty of wine.



Celebration of 100 years of Ford at Ford Struandale Engine Plant

On the 8th November the club was invited to join in with the celebration of Ford's 100 years in South Africa. The function was held at the Ford Struandale Engine Plant where many of our members Fords were on display. A 1923 Ford Model T, owned by Jan Enslin, was the center of attention.



THE 'RIGHT' COLOUR

Funny things can happen when you start thinking about colour. If you are thinking of repainting (or doing it for the first time) your car, be careful. Colour is confusing, very personal, emotional and in most cases, very permanent. Like naming a child, it is an important and far-reaching decision when you order the paint for that critical phase of the rebuild.

Let's take the worst possible scenario and assume that you have just reached the point where you have to paint the result of your labours. For goodness sake do your homework before making that final critical decision about colour.

When it comes to putting colour on your car there is far more than one school of thought. Died-in-the-wool purists will tell you that the only colour for your car is the one which it wore when it came off the line, whenever that might have been. It's a pretty safe direction to take, particularly if you have a real exotic such as a vintage Bentley, a Bugatti or a classic Alfa. It's a very simple formula - "Alfas are red, Bugattis are blue, BRG for Bentleys, the rest are up to you!"

What a complicated subject this is. Take a vintage Bentley. The accepted colour is BRG (British Racing Green). To deviate from this patriotic hue is to shake the very foundation of Empire. But what is BRG? I have it on good authority that the colour refers to a British Standard Specification which is part of the great Imperial System which is vested deep in the archives of some dusty institution which houses a host of technical standards such as thread sizes, hexagon sizes, weights, measures and for all I know the correct dimensions for cricket balls. Presumably the colour originated from the victorious Bentleys which raced at Le Mans in the late twenties and was subsequently adopted as the official national colour for British racing cars.

But somehow it's not quite that simple. I understand that over the years there have derived many variations of the original dark green. Many manufacturers have marketed their own versions of British Racing Green and in fact I have seen many vintage Bentleys in my time with as many differing shades of dark green as it is possible to imagine. I would still like to know what authentic BRG is perhaps our readers could throw some light on the subject.

Henry Ford had very firm ideas about

*Mike Jones muses
over a colour chart*



colour even if they were a little Calvinistic, but I have seen Model T's in such 'way-out' shades as postbox red, white or canary yellow and they look brilliant, if a little avant-garde, but after all beauty is in the eye of the beholder (or something) so that if this approach is a little bizarre in the concours stakes, if that's the way you like your 'T' I can't fault it.

Of course a black, brass radiator Model 'T' takes a lot of beating, looks-wise, and certainly you won't rattle the concours judges, but then one hears that black isn't actually a colour, in fact it's a combination of all the colours and therefore does not reflect any of the colours in the spectrum - complicated, isn't it? That's not all, there is, I believe, much more than one shade of black!

If you're prepared to flirt with colour, the end result is a bit of a gamble. Looking at colour charts can be very provocative, and that tiny block of colour that you're looking at will look quite different when it is sprayed over the length, breadth and height of your prized motorcar, so this is a dicey way to select a colour or colours. A far safer route is to look at other cars and when you see something that really 'knocks you out' talk to the owner and

find out if it is a standard production colour or if it is something you are going to need to have matched.

Be careful, colours that look superb on a modern, aerodynamic body, will not necessarily gell on a vintage or veteran machine, but again personal choice and taste comes into play. Some years ago after restoring a 1926 Chrysler, I 'took a flyer' and painted it yellow and black. To this day I have no doubt that the colour scheme (although not authentic) worked well on that attractive little tourer. Certainly it turned heads and was one of the cars habitually sought out by the press and TV wallers.

As I have said, painting your car can be a very complicated subject, and just to make it even more so we now have what is termed New Formula paints. These are a twin pack formula, which employ a hardener and are technologically well advanced on the recognised paint products. Question is, are they RIGHT for a veteran or vintage car? From a purely practical viewpoint, the answer is "Yes". The new product is an absolute joy to use and a minimum of paint covers an unbelievable area. In terms of durability and finish there can be no argument that it is an advanced product and spot on for a 'quick fix' job. The discerning purist will in all probability still settle for well tried cellulose which, for all its shortcomings, is perhaps a more 'forgiving' product where the amateur sprayer is concerned and where, with many coats and flapping in between, a most satisfying patina and depth of colour and shine can be achieved. But then of course it takes real elbow grease to bring out that super shine on high days and holidays when the old car is brought out and placed on critical public view.

If by this time you haven't been completely put off by the idea of ordering paint and tackling that most satisfying of all the restoration phases, read on. The bottom line is your own personal (good, we hope) taste, your own common sense and much thought and consideration about the many and varied options that confront any potential sprayer. Remember Henry Ford; he had very set ideas which worked for quite a long time but eventually everyone craves a little brightness and variety in their lives, even hearses seem to be breaking with tradition, so why shouldn't you? 'Let us spray!' Mike Jones

Did you know.....

...THE FULL HISTORY OF THE ICONIC INDIAN CHIEF MOTORCYCLE

With three new 2021 Indian Chief models being revealed already this year, Visordown thought we'd take a look at how the model came to be.



With the unveiling this year of not one, but three all-new Indian Chief models it got us wondering – just what is the significance of the historic 100-year-old Chief model? And why haven't the new versions got all that 'flared fender' and 'warbonnet' iconography anymore?

To do just that you really need to know more about the whole history of Indian motorcycles.

Although today, due to its rivalry with compatriots Harley-Davidson, Indian likes to make a big deal about it being 'America's First Motorcycle', due to the first Indian motorcycle being produced in 1901 while Harley-Davidson was founded in 1903, the truth isn't quite so clear cut.



Indian was actually set up as a brand by a bicycle maker, the Hendee Manufacturing Company. In 1901, the same year as the firm set up a new factory in Springfield, Massachusetts, boss George Hendee, who was a passionate bicycle racer, hired Oscar Hedstrom to help develop a powered bicycle capable of pacing bicycle races. After toying with the name 'American Indian', 'Indian' was settled on and, after a successful prototype, the first two production examples were built that year which were then sold in 1902. In 1903 Hedstrom gained valuable publicity for Indian by setting a then world motorcycle speed record of 56mph. Then, in 1904, the company introduced the deep red livery that would become one of its signature features.



Things then moved quickly. By 1904 Hendee was producing 500 Indians a year, by 1913 this had risen to 32,000 and by 1920 Indian was the US's largest motorcycle manufacturer.

That first bike in 1901 was a single but in 1905 the first Indian V-twin racer debuted which proved so successful a street version followed in 1907.



Hedstrom left the company in 1913 followed by Hendee himself in 1916 leading to the company being renamed the Indian Motorcycle Company (note, no 'r') in 1923. By then, however, Indian's two most iconic models had already entered production. The Scout came first in 1920, intended as a smaller capacity (initially 610cc) V-twin that was both nimble and manageable to attract newcomers – a role continued by revived Indian's modern Scout today.



But even more significant was Indian's first Chief in 1922. The V-twin Chief, also designed by Charles Franklin, was conceived to be Indian's 'big twin' range-topper and, like the Scout, quickly gained a reputation for strength and reliability. In fact, the Chief's popularity ensured it remained Indian's flagship bike right up to the liquidation of the company in 1953 so cementing its significance in Indian's history. (Indeed, when Indian resumed production after World War II, the only bike it built was the Chief, meaning it was also the last bike built when it closed its doors in 1953.)



A wide variety of Chiefs were built in-between. The 1922 original replaced a model called the 'Powerplus' but retained that bike's 61ci (1000cc) V-twin. The following year Indian released the imaginatively-named 'Big Chief' with a larger 74ci (1200cc) engine which was initially intended for sidecar use but quickly became a best seller as a solo, too.

The smaller Chief was discontinued in 1928 then, in 1930, Indian merged with DuPont, whose paint industry connections led to wide variety of colour options which Indian became famous for throughout the decade. The American Depression hit Indian hard but the company survived and its flagship Chief, now featuring its famous 'Warbonnet' logo on the tank, pioneering front brake as introduced in 1928 and striking colours, stood out for their style and rugged performance.



In 1940 another Indian Chief motif was introduced, the large-skirted or 'flared' fenders (mudguards) – although these were initially only used up to 1942. While the Chief also gained a sprung frame that delivered a far superior ride to its Harley rival. As a result, by the time America entered WWII, Harley may have become America's biggest seller, but Indian – and the Chief in particular – stood out as great-looking, reliable and luxurious tourers.



History proves it wasn't enough. The war years were again hard on Indian as Harley's WLA 750 became the bike most used by the American military and in 1945 Indian was taken over once again.

When peacetime production resumed, just one model, the Chief, survived, again wearing the flared fenders. It wasn't all bad news, however. In 1947 the Chief also debuted the illuminated warbonnet fender mascot, while the late 1940s also saw the formation of the now legendary Indian motorcycle 'Wrecking Crew' factory racing team which, in the late 1940s and early 1950s, dominated American racing.

But with Harley ruling on the street and American buyers turning increasingly to cars, Indian was in trouble. In 1949 the Chief was (briefly) discontinued as Indian instead explored commuter lightweights, which proved unreliable as they were rushed to market.



The Chief returned, now with telescopic forks, in 1950, soon after the company again changed hands, but the struggles continued and in 1952 production was wound down. The last bikes, Chiefs, were built in 1953, mostly from remaining parts, after which Indian was liquidated.



Over the next 58 years ownership of the Indian brand and attempts to revive motorcycle production varied with all ultimately failing until, in 2011, it was bought by Polaris Industries, parent of Victory Motorcycles.



A revived Indian concern unveiled its first all-new, big V-twins in August 2013, among them the Chief Classic and Chief Vintage, complete with flared fenders, deep red paint and illuminated warbonnet mascot.



And now, the new 2021 Chiefs have moved on from this retro imagery in a bid to deliver cleaner, more pared-down cruiser style that's easier to accessorise and customize and hopefully appeals to more modern buyers.

But then, as a look through history reveals, the flared fenders, warbonnets and 'whathaveyou' were never used by the Chief for very long in the first place...

(Visordown)



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CLASSIC ADS :

FOR SALE & WANTED

FOR SALE: Mercedes Benz 450SL

1978 Mercedes 450SL in good running and cosmetic condition. Over the past 4 years she has been well looked after. Often used as a daily.

The following has been done:

Recently had an oil service

Thermostat replaced

New Spark plugs + leads

New distributor cap + rotor

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New fuel breather boot fitted

Rear exhaust silencer replaced

Fuel filter replaced

Drivers window switch repaired

Asking **R340,000.00** offers are welcome. Car will come with Roadworthy Certificate. Any further questions, please don't hesitate to contact me.

Niki Georgiou

082-871-2527



WANTED: