

FANMAIL

June 2015

Albany Vintage and Classic Motor Club

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PO Box 545, Port Alfred 6170

Affiliated to SOUTH AFRICAN VETERAN & VINTAGE ASSOCIATION.

CHAIRMAN'S REPORT

The carburettor on my Mini had been underperforming for a long time. At one stage I thought that I might have had to retire on the first day of the Inggs as it was only on the down slopes that I was able to speed up for time lost on the hills.

I spoke to one of our members who had taken a trip to Cape Town where he had the SU carburettors for his MG overhauled/repared. He put me onto Jack Cramp who has a workshop in Fish Hoek, not too far from the City of Cape Town.

The Two Oceans marathon was coming up and Myrna and I went down to support my son and daughter-in-law who had entered the half marathon. This provided me with the opportunity of taking my carburettor down to Jack.

I phoned him but as he had a backlog of work he was reluctant to help me but in the end he said that he would have a look at it and perhaps he might be able to overhaul it. I left it with him for a couple of days and he contacted me to say that I could come and collect it.

Jack is an 80+ year old who still has a spring in his step. He only works on SU carburettors and has an amazing set up where he repairs and rebuilds them in a workshop that we all dream of having. His one man business is Engineering Concepts which is atop a steep hill at number 6 Barling Crescent which has a magnificent view over the Atlantic Ocean. One seldom meets a person who has such a passion for his work and hobby.

On collection of my SU he presented me with a detailed letter, setting out the problems and what he had done to put it into good working order. He also assured me that all I had to do was to refit it and start the car. He also assured me that the idling speed had been preset. After bolting it on, I started the car and so far the many problems the SU had, have been overcome.

I would recommend to anyone who is having problems with their SU to get in touch with Jack. His e-mail address is cramp@mweb.co.za.

Charles

FOR YOUR DIARY

Date	Time	Event	Story
7 - 11 June	4 day event	Bill Milligan Memorial Rally	A spider rally from Graaff-Reinet.
Thursday 11 June	5 to 8pm Noggin	Motoring DVD	Bill Jukes has kindly taken over the presentations.
Thursday 18 June	5 to 8pm	Supper Night	Pizza evening.
Saturday 27 June	9 to 12 noon	AVCMC Museum	Bring your friends and their old cars.
Sunday 28 June	10h15	Find the Flippin' Foto fun run	You will be given a route schedule and sheet of photos and will be required to match the photos to spaces on the schedule. No time limit. Open speedo. Any car. About 55km around Kenton / Cannon Rocks area followed by BRING & BRAAI at Rob Wallis's home. Meet at Robbies at the entrance to Kenton for briefing at 10h30. 1st car goes at 10h35. Phone Ron Gush 046 648 3186 or 083 272 1961 before Friday 26 June if you are coming.
16 July	18:00:00	AGM	At the Clubhouse. Subs are due - the good news is that there is no increase.
5 - 8 October	3 day event	SAVVA National Rally	Queenstown hosting this year. Diarise and GO if you can. Details awaited.
10 - 13 Dec	4 days	Mzansi International Motor Show. Port Elizabeth	Motoring extravaganza of various events including street racing on Marine Drive. Events include Formula 1, super trucks, karts, V8 Series and Taxis.

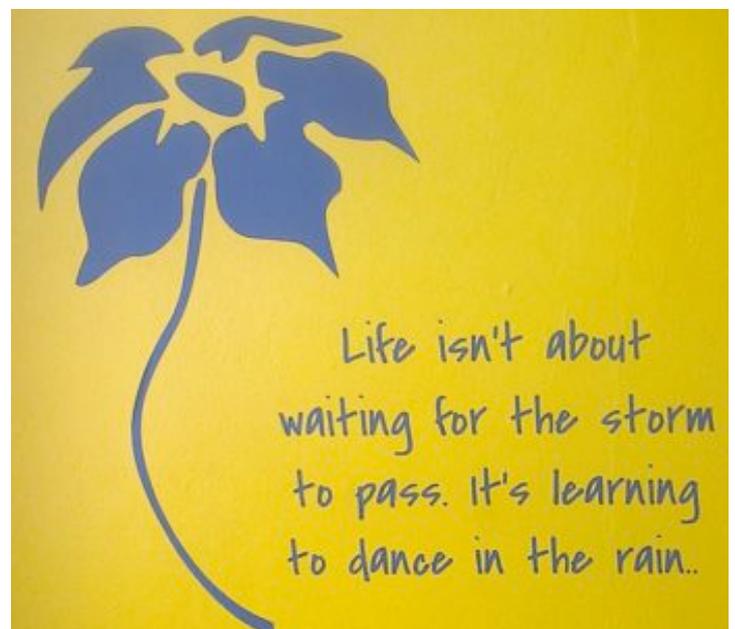
BIRTHDAY CONGRATULATIONS	June
Johan Nel	1
Graham Samuel	19
David Dicken	24

WE REMEMBER

Bill Jukes is back home after a spell in Damant Lodge. We wish him all of the best.

INSPIRATION

Mural in one of my favourite eating houses in PE. Life With Lemons on Main Road, Walmer >>>



THOUGHTS FOR THE DAY

"Why do short cuts inevitably make journeys longer?"

Dudley Moore

"Why is it that anyone going slower than you in a car is an idiot, and anyone going faster is a maniac?"

George Carlin

CLUB WEBSITE www.avcmc.co.za

by Ron Gush

There is something completely completely new and different on our web site.

Take a look at the Articles page and at the top you will see the Useful Information Database - UID. This is useful info supplied by our members. For example, the SU carburettor renovator that Charles used recently - see Chairman's Report above - is captured here. Also the windscreen manufacturer found by Alistair Kennedy through the Triumph Club. And more....

Supplementary documents are just a click away, on the UID, where additional information is available. You might find a supplier, service provider or information that you are looking for, that might be difficult to find elsewhere.

Where did YOU get your fuel tank repaired? What was his phone number??? Etc.

Your comments are welcome.

JAWS has done a very neat job of setting this up for us.

LETTER TO THE EDITOR

Hi Ron,

(email received 28 April 2015)

Thank you again for your newsletter.

I was reading your newsletter and went to your website.

Reading the history of your club brings back good memories.

We, at that stage were concerned that with the closure of GMC and that the movement in that area will cease. Further more that the OD Inggs will come to a grinding halt. With the "New" Club being in this area it solved all the concerns. I can still remember when Don called us to ask if the EPVCC will support Albany's application to SAVVA. We, without hesitation, was more than happy to support the application.

Jeff Nel and I still had to attend the 1st AGM, per SAVVA's rules for Sponsor Clubs. Don was elected as the 1st Chairman of your Club. The probation period for new SAVVA Clubs is 2 years. With our strong ties with your Club, the regular report that we got from Don and the manner in which the Club was run we proposed to SAVVA, at the 1st AGM after your club was formed, that it was not necessary to wait for a 2 year probation period and that Albany must be accepted as a fully fledge SAVVA Club. This was unanimously accepted.

The next thing on the agenda was when Don called to discuss the OD Inggs. The OD Inggs was annually arrange by a different club in our area as you will recall. Don requested that Albany take this and arrange it every year. Once again we were happy to obliged as we knew that it will be in good hands.

The OD Inggs Memorial will always have a special place with me. The OD Inggs was the "cause" that I joined the movement way back when. I went to do my 1st Rally in Grahamstown (OD Inggs). The start of the OD Inggs Rally was still at the Late OD's house in those years. I enjoyed this 'new' sport and the people so much that I joined the EPVCC.

I wish you only success for the future.

Best Regards
Hannes Geyer - Chairman: EPVCC

OPEN DAY AT THE BATHURST AGRICULTURAL MUSEUM - 1 May

by Ron Gush

The day kicked off with a bit of confusion. Some of us pitched up at the Civic Centre and some at the club museum. Thank goodness for cell phones and we all ended up at the Agricultural Museum.

We were told to park anywhere and we did. Under some nice corral trees. No sooner had we switched off our engines when we were accosted by a basket seller who felt that we had parked too close to his pitch. We thought that there was enough space between his wares and our cars and suggested that people looking at the cars might be attracted to his baskets and thus some synergy might evolve between our various interests. He was not impressed.

The above debate was still under way when Rob Mears arrived and parked next to us under the nice corral trees. Up came a lady bearing a somewhat flattened wire/bead thingie. She claimed that Rob had driven over it. Much discussion followed. Where was it when he allegedly drove over it? What shape was it supposed to be? "Ah!" said Rob, bending it back into shape. "There you go!" She was even less impressed than was the basket case - oops, I mean seller. Personally I thought that it would have been much flatter if Rob had driven over it. He was very polite about it. Clearly she was hoping for a quick sale.

I don't know how that issue was resolved because Dave came back from somewhere and said that we were requested to move to a sunny spot near the entrance. So off we all went. I fear that the flea marketeers and the old car folk did not endear themselves to each other.

There were only 8 of our cars present. Rather a poor showing, I thought. And there seemed to be very few members of the public wandering around. Was this event advertised? I saw nothing of the expected potjie competition but perhaps I didn't sniff around in the right places. So, one has to wonder whether the exercise was mutually beneficial at all. It seemed to me that we, with our cars, added little value to the Open Day event. And perhaps we did not come away smelling of roses either.

The Agricultural Museum was fascinating as ever. Old engines popping and banging. Three fusileers preparing to fire their artillery piece at noon. Lots of interesting stuff on display. And, of course, Bathurst is full of interesting people. The tea was welcome and muffins were good. I had to leave before lunch.



VISIT TO TOM VAN DER VYFER / BORDER VINTAGE CAR CLUB - 23 May

by Ron Gush

A proper Indian summer. An unseasonably hot day for late autumn.

Ten members and visitors assembled as instructed at the Museum. Some of the expected did not pitch and could not be contacted so we set off for East London. Two modern cars and two old - well done George and Rob for taking their Rover and MGBGT respectively. I turned in at Bira to empty various bladders and buy biscuits, and there were five more members enjoying coffee. Or was it breakfast?

All fifteen of us met at the Wimpy for coffee and then travelled in convoy to Tom's farm, a few km out on the Stutterheim road. Tom had presented some of his cars on the lawn, notably the very rare 1927 Velie of which Charles reported in more detail last month. The straight six overhead valve engine turned over and purred easily with it's electric starter.



Velie front wheel. Note external brake shoes >>>



More fascinating, for me anyway, was the 1903 De Dion Bouton. This was work in progress, and Tom commented that he had to make every part that was missing. Next project being to build the clutch. But the little single cylinder engine started fairly easily and hissed and coughed happily. Just when you thought it had stalled, it coughed again and picked up a steady(ish) beat. Lovely indeed! George and I found ourselves sitting on the grass contemplating the rear suspension, which I omitted to photograph. Two leaf springs, joined by a rigid cross tube. Diff/gearbox assembly was bolted to the chassis and rear wheels were driven by shafts

and universal joints. We were looking at the original De Dion Tube suspension! You can google for more info, and pictures of what the car might eventually look like.



There was an immaculate Model T in full wedding ribbon regalia. Really delightful.
Look, no gearstick! >>>

18 old cars arrived in all. A good mix of American, British, German and French. Any more?

It was good to meet old friends from East London. Chris Kleynhans had brought his immaculate Morris 8 - I was glad I'd left my Austin at home, I would have been put to shame! John Pringle brought a Citroen Light that needed a bit of help, and Peugeot 403 that did the helping.





Braai fires were hot and the beers were cold. All was well in the land.

KOWIE RIVER FESTIVAL - 30 May

by Ron Gush

A lovely sunny Saturday morning. Ten old cars lined up outside the Police Station. Owners, friends, lovers and others assembled on the pavement to shoot the breeze. It was notable that five of the cars belonged to Dave and Delene Hawkins and I must add that they were in really fine condition and polished to perfection. George led the way in Dave's Singer with Miss Port Alfred and her mother on board.

A slow tour through the town centre ended up at the Library Gardens where lots of flea marketeers had set up their stalls. The flea market was well supported, except that the same folk seem to be selling the same stuff at each event. We bought kudu burgers for lunch and very nice they were too.

Back home for a quiet afternoon. This was our last test run prior to the Milligan. The Austin ran sweetly. We leave next Saturday morning for Graaff Reinet, about 6 hours drive time.



WEDDING CAR WANTED

Good day

We are getting married in Port Alfred on 11 July 2015 and are looking for a vintage vehicle for the bride, do you know of anyone who can help us?

Kind Regards
Johan & Antoinette

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Mpumalanga

HAPPY PICTURE

sent in by George Armstrong

Past Chairman Bruce Yendall at the wheel,
ferrying spectators at the Knysna Show.



Picture sent in by Rob Wallis. I wonder when this car fetched that price?



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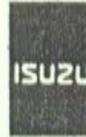
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TAILPIPE - Does this happen to you too?

by Ron Gush

I remember as a child, going into a toilet, doing my business (we used to call it Number Two), and then looking around for the toilet paper, and the roll empty! So one had to get resourceful - nowadays called "think outside the box". You have to decide whether to sacrifice a cotton hankie or a sock. A page of the Readers Digest was of no use at all, much too glossy. And scratchy. Anyway, we don't want to overshare here. Nett result was that I resolved that in future I would check for paper first, then sit down.

So life goes on and one resolutely checks for paper every time and all is well for a number of months or perhaps years. But, one day, when you are least expecting it, you get caught out. You forget to check. And on that day, for the first time in years, there is no paper.....

About nine years ago, I could give time and date but it is not relevant, I filled up a hired car with petrol somewhere in Joburg. I paid, tipped the petrol jockey, and, looking around carefully, pulled away. Gently, you never know what some fool is going to do - waddle in front of you licking an ice cream or reverse while texting or whatever. So I pulled away gently. The hired car stopped with a jerk, it's back end lifted a little. I was perplexed! But a quick inspection revealed that the petrol hose was still attached to the car, the nozzle firmly in the filler pipe. The hose was tight as an elastic band, the car body work was bent and the petrol pump was standing at an angle and leaking petrol onto the driveway. It was one of those cars with the tank on the left side. Ok so now I own one.

The garage took responsibility and I jumped through the hoops involved in bending a hired car. There are many. But the learning point was "Check The Bloody Hose Before You Pull Away". So for nine years I have resolutely checked the bloody hose. And NEVER has another petrol jockey forgotten to replace it in the pump slot and close my filler cap. Until I filled up in Alex a week ago. The one occasion on which I forgot to look. You guessed it! Pulled away gently and there was an almighty bang. This time the hose had snapped. Bowser nozzle still in my car. It says something for the Ford that it was not bent.

That was when I remembered the toilet paper.