

EASTERN PROVINCE VETERAN CAR CLUB PORT ELIZABETH



NEWSLETTER

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JANUARY 2016 – FEBRUARY 2016

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Paul King, the restorer of the Auto Pavilion's Showcar with the Ford in the background. The St. right: www.fordclassics.co.za



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Regular Monthly Club Events

Every Friday 16.30 to 21.00 - "NOGGIN & NATTER" - Supper & Takeaways available

(Consult "Future Events" herein for other events)

Please Note:

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2015 - 2016

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Editorial

Hi folks

A quiet few months for the club with just a couple of events namely the New Year's Day brunch and All Clubs Day. From March the pace will be picking up quite a bit with three exciting tours this year, the European Tour in March, the Heritage Tour in September and the Old Car Tour in November and of course let's not forget the Milligan in June plus then there are the club's usual monthly runs.

I would like to take this opportunity to thank everybody who has sent in articles and pictures etc. for the magazine, it certainly makes my life a lot easier plus you get to see what you want in the newsletters. I am quite sure that some of the articles that I choose are not everyone's cup of tea. So please keep sending them in. I archive everything that gets sent to me and it will eventually be used in one of the newsletters.

What I do need on a regular basis are articles for the Tech Report (not my forte) so if you have any articles or even suggestions please let me know what you would like to see under this heading. I

am quite happy doing the research but I just need to know what topics to do the research on.

For those taking part in the European Tour to Hogsback this weekend, it looks like it is going to be a wet one so travel safe and enjoy your selves.

Sue Todd

From the Chair

Thanks must go to Roche Hurter, who is responsible for the Club's grounds and has found more soil to complete the filling between the Clubhouse and the pavement. This area is now looking far better than it was before. This was a huge task, and if I remember correctly, about 22 - 25 double axel tipper truck-loads of soil went into this area.

The All Clubs Day on the 28th was a huge success. All Clubs were present and the parking lot was fully parked. We could not use the newly filled area behind the Clubhouse as the new grass has started to grow. Thanks to all our members and the members from the other clubs who turned out for the day. I know next year this day will become an even bigger event and that the club's parking area will be filled with cars.

There was a good turnout of people at the Wings and Wheels held at the Uitenhage airfield. Notably, as before, there were not many EPVCC members present. I want to believe that it was due to the heat wave that was present on the day. Even Members of SCOCC from George attended with their Harleys & vehicles. Thanks to the few EPVCC members that made the effort to attend and their support.

Please keep your calendar that is published in the magazine at hand and please support the events that have been arranged for you during the course of the year.

Hannes Geyer

George Old Car Show

The 20th George Old Car Show took place on the 13th and 14th February 2016 at the PW Botha College in York Street, George. As usual there was a large selection of veteran, vintage and classic cars, but also featured were some of the latest new car models in the market, vintage tractors, motor cycles, stationary engines, modified cars and street rods. A special exhibition of American cars was the centre of attraction in the main arena plus a good selection of Arts and Crafts stalls to keep the ladies busy. There were also a number of motor related stalls offering a large variety of tools and other items required for that restoration job. The House of Classic and Sports Cars held their auction of selected vintage, classic and sports cars on the Saturday at lunch time. The weather was perfect and the show was very well supported.



Tech Corner

7 Solutions to Classic Car Paint Imperfections

Paint problems are no stranger to older rides; familiarize your-self with several solutions to common paint problems.

A classic car's paint job can be its greatest feature or its greatest weakness. If you're looking to upgrade the finish on your vintage ride, check out these tips to help achieve an imperfection-free paint job.

1. UV fading

When paint is exposed to the elements for an extended period of time, it can eventually start to exhibit a chalky, white appearance. This type of paint damage is also known as oxidation, and it occurs when the top layer of the paint starts to break down. Older vehicles that don't have a layer of clear coat are especially vulnerable to oxidation and UV fading. If you're unsure about your car's paint, it's a good idea to have a professional paint shop with experience with older vehicles to determine if your classic car has single stage paint. Since single stage paint is typically thin and fragile, it's remarkably easy to damage and should be handled by an experienced pro. If you decide to tackle UV fading or oxidation on your own, the most important tip to keep in mind is to use the least aggressive product that's capable of getting the job done. That means you should start with a nonabrasive product and move on to increasingly abrasive products only if it's absolutely necessary. If you notice any pigmentation on your buffing or polishing media after you start working on your paint that means your vehicle doesn't have a protective clear coat. That's your cue to either take it easy and tread lightly or take the job to a professional. For classic cars that have single stage paint, the best way to deal with UV fading is to start by washing and claying the vehicle. After you've removed all of the surface contaminants, you can condition the paint with a sealer and reseal glaze. If that takes care of the fading and oxidation issues, you can finish off the job by applying a coat of wax.

2. Small paint chips

Chips in the paint are often very minor imperfections, but even a tiny chip can pose a danger to the integrity and value of a classic car. If you notice any chips in your paint, it's vital to take care of them right away. If you don't, even a tiny chip can become a rusty mess in a short period of time. Small chips are relatively easy to take care of. You'll need to prepare the area by washing it and then gently wiping it with a polishing compound, which will help to soften any rough edges. A quick wipe with some denatured rubbing alcohol will finish the preparation. You can then apply a small amount of primer to the chip and finish it off with some touch-up paint. If you use a correctly matched touch-up paint color, the repair should be indistinguishable from a few feet away, and it will also protect your car from rust. However, you'll need to visit a body repair or paint shop if you want a repair that will stand up to close scrutiny.

3. Dents and dings

The key to removing a dent or ding is to apply a force that's equal and opposite to the force that damaged the metal. That can sometimes be accomplished by pulling sharply on the panel with a bathroom plunger, but more often, dents have to be pounded out from the back side with a hammer and dolly. Some dents and dings are relatively easy to repair, but a valuable classic car isn't the best place for beginners to practice the craft.

4. Minor scratches

The basic idea behind the repair of scratches is to remove a small amount of paint in the surrounding area. Since minor scratches are relatively shallow, they're typically limited to the top layer of paint. If your classic car has a clear coat, minor scratches may not even penetrate to the pigmented paint layer. In that case, you need to gently buff or abrade the paint until the scratches are no longer noticeable. If your classic car has single stage paint, you need to proceed with extreme caution. Since the paint is thin and fragile, it's essential to avoid using any kind of heavily abrasive rubbing compound or buffing media.

5. Major scratches

Unlike minor scratches, major scratches can penetrate several layers of paint. That means major scratches typically need to be dealt with like paint chips. If there's any danger of rust, it's essential to take care of the scratch immediately. In most cases, if a scratch penetrates all the way to the base coat or bare metal, it can't be buffed out. Applying touch-up paint will prevent rust damage, but the only way to really fix the problem is to reapply new paint.

6. Swirl marks

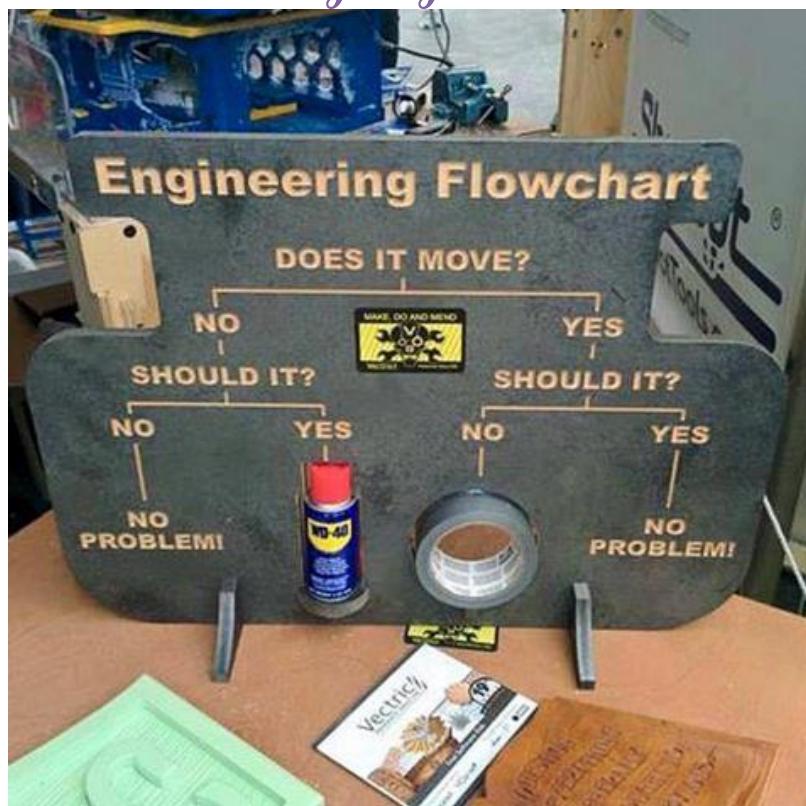
Swirl marks are typically scratches that were caused by an overenthusiastic buffing job. If you lean into a power buffer, it's very easy to leave rough scratches that take the form of ugly swirl marks. The easiest way to remove swirl marks is to use a dual-action polisher with foam pads. The key is to remove the smallest amount of paint necessary to eliminate the swirl scratches.

7. Compromised paint integrity, wearing or patina

Many paint imperfections can be taken care of at home, but there is a point where even the most experienced classic car owner needs to consider placing a call to a professional paint and body man. If the integrity of the paint has been compromised in any way, your car will most likely need to be repainted. The same is true of single stage paint that's excessively worn because old paint tends to be so thin and fragile. If your classic car has developed a patina over the years, you have a few choices. It may be possible to make the paint shine by washing, claying, resealing and waxing it. If your case is more serious than that, a lengthy visit to a highly skilled professional will be in order. However, many classic car owners appreciate a little patina. Classic cars are true warriors of the road that have stood the test of time, and some natural wear and tear helps tell their stories. A car with a healthy patina might not be ready for the show floor, but that doesn't mean you can't be proud of it anyway.

Source: Angie's List

Understanding engineers.....



Did you know.....

.....back in 1999, Mini asked three British icons to come up with their own Mini designs for an upcoming exhibition celebrating the brand's 40th anniversary.

David Bowie was one of them. The other two participants were fashion superstar Kate Moss and fashion superstar Paul Smith, and the Minis they came up with looked like this.



Bowie delivered a shiny silver chrome plated Mini with metallic skin and plated windows reflecting everything, from light, surrounding cars, and onlookers. This particular Mini was un-drivable but, nevertheless a thought-provoking piece of pop-art.



Kate Moss went for a spider web design.



Paul Smith's Mini is painted with 86 stripes in 24 colors, an eye-popping, one-of-a-kind Mini Cooper that has been turning heads since it was unveiled at the 1997 Tokyo Motor Show.

Although the Art Car trio was created to land at the London Design Museum's exhibition in February 1999, they were made ready as early as in October 1998. This was so the cars could hit the stage at the now-cancelled British International Motor Show in Birmingham as well, alongside such celebrities as a young Vicki Butler-Henderson.

According to *Automotive News'* archives, the 1998 show was made famous by former BMW boss Bernd Pischetsrieder's unexpected press conference, where not long after launching the new Rover 75, he started to complain about the poor productivity at Rover's Longbridge plant. Less than two years later, BMW split up the Rover Group, selling Land Rover to Ford but keeping Mini. The first BMW-designed Mini Hatch hit the market in 2001.

But here's what Bowie had to say about his Art Car design in an interview used in what appears to be a BMW press release, the full version of which is copied below:

*How did you become involved in the project?
I was asked.*

*Why do you think Mini design has lasted so long?
Parking.*

*Do you have any other favourite British design classics?
The sandwich.*

New Year's Day Brunch

1ST January 2016

A dozen or so members arrived to bring in the New Year at the clubhouse, while others wandered in during the course of the day to wish everyone a Happy New Year.

A very relaxed day with the champagne and orange juice flowing, not as much as last year though....maybe a few more hangovers from the night before this year ??

Some people did a cooked breakfast while others opted for the easier route like us and went continental with hard boiled eggs, quiche, breads and salads.



The boys catching up on some 'skinner'...maybe??



Tian doing brunch while Mom relaxes for a change!!!



Andrew looking very serious...what on earth is Karen saying to him ??



Two of the club's beauties



Bennie letting us know that he is now the oldest living member of the club.....47 years. Congratulations Bennie.

All Clubs Day - 28th February 2016



Another picture perfect day for our All Clubs Day this year. The weather could not have been better and the selection of cars on show was excellent.

What was amazing was the array of colours that graced our parking area that contributed to making the day a very bright and festive affair.

There were no braai facilities this year but the ladies in the kitchen were kept very busy with the demand for their delicious Chicken Sosatie and Boerewors rolls.



SAVVA Technical Tip 92 – Electric Fuel Pump Cut-Offs

More and more vintage car owners are converting their vehicles to use electric fuel pumps, however, we must take heed of a potential problem, and that is, if the engine stops for whatever reason, the fuel pump should automatically disconnect. Here is some advice/warning from Robert van Zyl, and I quote...

"I agree the fitting of electric fuel pumps is a practical solution to the problem of cars that are not in use on a daily basis and have fitted electric pumps to some of my cars. During the carburetor era Ferrari also fitted an electric pump in addition to the mechanical pump. In some cases they fitted an electric and two mechanical pumps.

There is however a safety problem with fitting an electric pump without some sort of cut-out device in the electric circuit. Early fuel injected cars had an inertial cut-out switch which stopped the pump from pumping when the car was subjected to an impact.

There are two solutions:

Fit an inertial cut-out switch

Fit a pressure sensing switch to the oil supply which cuts out when the engine is not running. It might be possible to use the oil pressure switch but I haven't tried this. You will have to fit a press-button over riding switch to get the car started before the oil pressure has time to build up.

Robert van Zyl"



SAVVA Technical Tip 93 – SU Fuel pumps

I recently had a problem with a comparatively new electronically operated fuel pump (SU look alike) that was squirting petrol out of every orifice possible except the correct one – the diaphragm had split. Unfortunately the manufacturer doesn't deem it necessary to keep replacement diaphragms so the entire pump has to be scrapped. They cost about R500.00 each and last about five years so that works out to R100.00 a year for a pump. So rather than rush off to buy a new one I decided to check out the old ones I had accumulated to see if any of them still had "life" in them. It was a rather interesting exercise – most of them were SU's of varying ages, some I suspect even pre-war. Interestingly, all of them had working diaphragms but the points were working only sporadically. Fortunately, SU replacement points are still available (at a price that is).

As you are no doubt aware SU's use two types of points i.e. single and double. The single points are fitted to very early models and the double points to later ones. Some of the later ones had double points but with a condenser fitted across the points to stop sparking resulting in much longer point life.

As an experiment I ran a very old, pre-war single point pump which sparked away merrily and then held a condenser across the points and the sparking went away. The conclusion was that regardless how old these pumps are, even a pre-war one, it would be advisable to fit a condenser to stop the sparking. I contacted an SU agent in England to determine the capacity of a suitable condenser and needless to say they offered a rebuild package for UK pounds 40.00 - sis tog!

Maybe someone can offer more professional advice regarding the capacity and voltage rating of a suitable condenser. The pump illustrated has just had new points fitted and came standard with a 0.05 mfd, 200 volt condenser fitted. However I have a feeling anything in that area would do the job.



F1 shakeup – proposes new qualifying system to fuel ‘excitement’

By Nick Hodgson

It's no secret that the global F1 audience has been dwindling rapidly and depending on who you talk to, teetering on the precipice of a complete crash altogether. Even I, an F1 fan since before I could walk, have been struggling to get excited about the new season. In my opinion much of this has to do with the way the sport has been dominated by one team at a time over the past 15 odd years. First it was Ferrari in the early 2000's, then Red Bull took over around the 2010's and now we're into the Mercedes era. Judging by the initial testing results for 2016 I do have to admit the signs are looking promising that Ferrari might actually be able to challenge the Mercedes powered domination this season, but until a wheel has been turned in anger at Albert Park in Melbourne on the 20th of March we won't really know if there's going to be genuine competition.

What does look certain is that F1 is on the brink of a new qualifying system. We haven't had a shakeup to the weekend's format for a while now and so it came as a bit of a shock to see just how many people have been bashing the idea without seeing it in action. Clearly the change is motivated by the FIA trying to recapture some of the lost audiences.

Sure you could say that it's yet another attempt to fake entertainment, this time with the distinct forced American whiff of "filmed in front of a live studio audience". But for too long Bernie has been allowed to snub fans and treat them like they don't matter, so quite frankly any attempt is better than no attempt. Yes it may take time before the FIA and Formula 1 really get it right, but surely they have to start somewhere?

The new qualifying format goes a little something like this:

Q1

16 minutes

After 7 minutes, slowest driver eliminated

Slowest driver eliminated every 1 minute 30 seconds thereafter until the chequered flag

7 drivers eliminated, 15 progress to Q2

Q2

15 minutes

After 6 minutes, slowest driver eliminated

Slowest driver eliminated every 1 minute 30 seconds thereafter until the chequered flag

7 drivers eliminated, 8 progress to Q3

Q3

14 minutes

After 5 minutes, slowest driver eliminated

Slowest driver eliminated every 1 minute 30 seconds thereafter until the chequered flag

2 drivers left in final 1 minute 30 seconds

FUTURE EVENTS

1: THE HERITAGE TOUR

9th – 11th September 2016

Organiser - Riaan Hanekom

This tour will be open to all car makes & motor bikes built between the years 1940-1965. The tour will take place at the famous Karoo Theatrical Hotel in Steytlerville. All the standard rooms have been booked but there are still **3 Superior rooms available**. If you are interested in joining the tour please contact Riaan Hanekom on:
Cell: 084-513-0939 or
Email: riaan.hanekom@liblink.co.za

Costs are as follows:

Superior Room @ R1,465.00 per person sharing or R2,930.00 per couple (for the 2 nights).

This rate includes the following: Two nights accommodation for 2 people sharing, Superior Braai Friday evening, scrumptious buffet breakfast both mornings, the Saturday night dinner and show which includes a cocktail and canapés at sundown, starters & main meal followed by the show, rounding off with a selection of desserts, cheese, crackers, port & coffee.

2: OLD CAR TOUR 11th – 14th November 2016 Organiser - Brian Harris

Just to let you all know that I have made slight changes to the venue in Hogsback. The reason for this is to control the total cost, we will be staying at Kings Lodge. This venue has been used by BVCC on their Tours and was found to be good, we will be staying there on the nights of 12th to the 14th November 2016, the previous night of the 11th November 2016 we will be staying at Midgleys Hotel in Adelaide. All accommodation is inclusive of Bed, Breakfast and Evening Meal. I shall shortly be going round the route to check on the places we will stay to ensure they meet with the requirements I need, and to check on break stops on the Tour, and of course that the roads and route is good enough for our cars.

The cost of the Tour will be R 2,500.00 per couple and I will require 50% deposit by the 30th April 2016 so that our accommodation is guaranteed with the Hotels. I can only take a total of 15 cars which is 15 couples or 30 persons. This is a SAVVA EVENT.

My contact details are:

Phone: 041-360-0332 or Cell 081-323-7621

Email: cabri.harris@telkom.co.za



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- * Take family or friends along to enjoy a resort that has activities for all?
- * Enjoy the company of fellow classic motorcycle enthusiasts participating in a great time trial?

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20-21 MAY 2016

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dstonealex@gmail.com
0736634094 (Cell)

- * For 2016 scores will be calculated using GPS loggers.
- * The route includes a scenic section within the Free State following extensive road repairs.





KNYSNA MOTOR SHOW 2016

The 2016 Knysna motor show is just around the corner. The motor show will take place on Sunday, May 1, 2016, at the Knysna High School sports fields, located on Waterfront Drive. Importantly it is a long weekend!!! The timing is perfect for your club to plan a tour for your members to visit Knysna and enjoy the motor show and the scenic Garden Route. It will be appreciated if you can please circulate this communication to your members - greatly appreciated.

The Knysna motor show is organised by the Garden Route Motor Club (GRMC) based in Knysna and is now recognised as one of the premier motor shows in South Africa. Over the past four years the motor show has grown exponentially in attracting the best 300 to 400 classic cars from across South Africa. The 2015 Motor show was regarded by participants and the press as the best and well organised that they have attended in SA. Accolades were received from all quarters. The objective for 2016 is to again lift the standard and make it a motor show with a difference, providing the opportunity for owners of high quality and unique cars to be displayed in a country style and relaxed atmosphere. The motor show over the past two years has also included Veteran, vintage and classic road and racing motorcycles, which has added a further successful dimension to the motor show. To ensure the quality of the vehicles / motorcycles on display, invitations are targeted and all vehicles / motorcycles are personally selected. With the popularity of the motor show growing we estimate that the show will draw in excess of 5000 visitors (Mainly from the Garden Route area, but a fair percentage also from across SA). For full information about the GRMC and the Knysna motor show it will greatly be appreciated if you can please visit the website www.gardenroutemotorclub.co.za as well as the Facebook page.

Besides providing the fellowship enjoyed by likeminded people, exhibitors and the public, the show has been the source of much needed funds for local charities. Over the past four years close to R200,000 has been distributed to Hospice, Animal welfare, E-PAP (Children feeding scheme), Knysna High School bursary fund for under privileged learners and FAMSA. This is the GRMC'S major drive, once a year, to raise money for these charities within the Garden Route area.

Recognising the quality and passion that you have for your cars / motorcycles , the organising committee herewith extends an invitation to you to be part of this awesome motor show .

All registrations are personally vetted to ensure that the motor show's criteria are maintained, and you will accordingly be advised of your acceptance. The motor show's vehicle classification will be:

- All classic cars (bias towards sports classics)
- Modern potential classics cars (sports / super cars)
- Veteran and vintage cars (Prior to 1940)
- Motorcycles (classic road & racing motorcycles)

Registration is on-line and will be processed electronically. Select the website www.gardenroutemotorclub and click on 2016 Motor Show registration. Complete the personal and car detail and click submit. The necessary confirmation and approval communication will follow.

NB – PLEASE REGISTER EARLY AS REGISTRATIONS WILL CLOSE ON APRIL 14, 2016, TO ENABLE US TO DO THE FINAL PREPARATIONS -- GREATLY APPRECIATED

Accommodation for out of town visitors:

As in the past the Knysna Quays Protea Hotel, have a special offer for the weekend (limited accommodation available). The alternative is to click on the www.gardenroutemotorclub website and click on the button "accommodation", and complete and submit the form to search for suitable accommodation.

You participation in the 2016 motor show will go a long way towards us achieving our vision, to significantly differentiating the Knysna motor show from others and making it a motor show not to be missed on the SA motor show calendar. This is a prestigious opportunity to showcase the best on an unforgettable day for owners and the public, while improving the livelihood of the underprivileged in our area. I feel confident that you will not be disappointed and that with your participation we can again make this event a sure-fire success!! So please join us at this mega event.

Please feel free to contact me should you require further clarification.

Kind regards,

Peter Pretorius

Chairman – Garden Route Motor Club

Cell No - 082 321 4724

E-mail – peterp@afrihost.co.za

www.gardenroutemotorclub - please visit the website

Just for a laugh.....





CLASSIC ADS : FOR SALE & WANTED

FOR SALE

1. MGB GT Rubber bumper, with sun roof, rosstyle wheels, radio CD player with remote and new tyres.
Colour: Maroon
Needs slight body repair.
Asking price: R 70 000 ONO.
2. Rover V8 engine with rover 5 speed gearbox.
Engine complete with webber carburetor.
Asking price: R 6 000 ONO

Contact Peter Bosch at:
041 3737407 (home) or 083 2818160 (cell)

FOR SALE

I am selling my Jaguar XJ6 Series 2 4.2 L Straight 6. It has been a project car for 5 years up to date. The car is running but needs some tuning, is fitted with plenty of genuine Jaguar parts imported from the UK. The only reason for selling is I no longer have the time for projects like this. With a little TLC she can be a real beauty. I only want back what I spent, the car is licensed and all the paperwork in order. Have two workshops manuals and the original service books and owner's manual.

I am asking R 30,000 Only.

Contact: Theo Villett Cell: 074 307 3650
Email: Theo.Villet@olm.bz



WANTED - To purchase - Type 14 Karmann Ghia models from 1954 to 1974

I am interested in acquiring a Karmann Ghia motor car and would be interested whether you can assist me regarding any that you may know of that are available.

Ideally I would like a restored model that is an original rather than a vehicle needing renovating.

Contact: Fiona Hampson-Searle

Email: fiona@ebm.co.za Cell: 083 677 0018

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Cars on the lawn -Friday 15th January



Francoise van Jaarsveld's 1973 Kombi



**Nick Davidson's 1959 Jaguar Mk I 2.4 Jaguar
that previously belonged to the late Louis
Marchand**

Stephen Coetzee of Welkom has a small motor museum in that town and has hundreds of key rings, decals for cars, trucks, stationary engines, hub caps from the 20s + 80s. Gaskets, dashboard instruments, oil filters, handbooks and workshop manuals, clocks for old cars, T-shirts, caps etc. for sale. Anyone passing through Welkom is welcome to visit. The street address is 56 Otheller Road St Helena Welkom. Telephone 057-3525054



Russian PT Cruiser Wedding Limo

EVENTS/FUNCTIONS

EPVCC Clubhouse

Did you know that the Clubhouse can be hired at a very reasonable rate for any function or events?

Bookings are not only for Members but for the Public as well.

We accept bookings for Birthday Parties, Weddings, Family Reunions, Business Functions such as Team Building, Presentations, and Year-End Parties & Braais etc.

We also hire out Crockery, Cutlery and the Bar - all at very reasonable prices.

Remember - Members receive all these at preferential rates.

Bookings:

Hannes on 082 900 4464

2016 MINI CALENDAR – PLEASE DIARISE

11th – 13th March EPVCC - European Tour to Hogsback

19th – 20th March OD Inggs – Port Alfred

9th April EPVCC - Historical Hysterical Tour breakfast run

16th April Speedyquip Cars & Coffees

1st May Knysna Motor Show

7th May EPVCC - Breakfast Run to Barnacles

Please note that the dates of certain events might change.

The 2016 Calendar in the newsletter will be updated as and when these dates change and email notifications will also be sent out to members of these changes.

2016 C A L E N D A R

January

1st **Champagne Breakfast/Brunch**
19th All clubs meet to co-ordinate calendars

February

2nd Committee Meeting
8th – 11th SAVVA Veteran National
 Slanghoek Mountain Resort
13th – 14th George Motor Show
28th **All Clubs Braai Day**

March

1st Committee Meeting
4th – 6th Wings & Wheels
11th – 13th European Tour to Hogsback
 Organiser Riaan Hanekom
19th – 20th OD Inggs – Port Alfred

April

5th Committee Meeting
9th Historical Hysterical Tour breakfast run
16th Speedyquip Cars & Coffee

May

1st Knysna Motor Show
3rd Committee Meeting
7th **Breakfast Run to Barnacles**

June

7th Committee Meeting
12th -16th Milligan Rally
26th Lifie Bosch memorial run/
 Cannonville run

2016 C A L E N D A R

July

5th
30th Committee Meeting
A social

August

2nd
7th
21st
6th Committee Meeting
Amazing Race
Breakfast Run to Jeffreys Bay
Speedyquip cars & Coffee

September

6th
9th – 11th
17th - 18th
25th Committee Meeting
Heritage Tour to Steytlerville
Organiser Riaan Hanekom
SAVVA AGM / Swap Meet
(Johannesburg)
Stan Lemmer Memorial Spring Trial

October

4th
9th
30th Committee Meeting
A.G.M.
Breakfast Run

November

1st
11th – 14th Old Car Tour – Adelaide/Hogsback
Organiser Brian Harris
Mike Jones Memorial Photo Run

December

6th
10th
16th Committee Meeting
Social Evening
Speedyquip Cars & Coffee