

**NEWSLETTER OF THE BUICK CLUB
OF SOUTH AFRICA & ITS CADILLAC,
OLDSMOBILE AND PONTIAC CHAPTERS
APRIL - JUNE 2019**



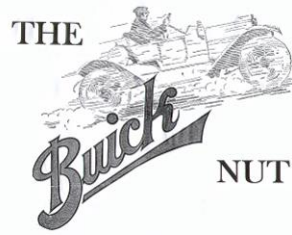
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**Official Newsletter of the Buick Club of South Africa
VOL. 15 No. 2 APRIL - JUNE 2019**

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Opinies in hierdie NUUSBRIEF is nienoodwendig die siening van die komitee of die redakteurnie.
Opinions in this NEWSLETTER are not necessarily those of the committee or the editor.

EDITORIAL/REDAKSIONEEL

We have reached mid-year and can look back on a very successful Annual Buick Club of South Africa with its Cadillac, Oldsmobile and Pontiac Chapters Concours at the Johannesburg Country Club. The beauty, quality and number of exhibits on 5 May this year will be hard to beat. Sixty-five superb vehicles of great variety were exhibited and flabbergasted the visitors and special guests. Chris Palk and his team must be heartily congratulated on their wonderful achievement and our most sincere appreciation must be expressed to the generosity of our anonymous donor for covering the cost of the event. This spectacular event is fully covered in this Newsletter including a collection of beautiful photographs of all the cars present, which Chris kindly supplied to me before he left for the Cape recently. There were so many photographs of the people and their cars that it was very difficult to select the appropriate ones for the limited space we have available in our Newsletter.

Since many of our members are not only collectors of the cars of General Motors and specifically the Buick division, but also the vast amount of memorabilia produced by and for the different makes, I have thought it necessary to do a number of articles on the vast amount of very interesting porcelain advertising signs

produced by and for the different divisions of General Motors, starting with Buick. I am sure that many of our members own some of these porcelain signs and will enjoy this article. It could also inspire other members to start such a collection.

Elsewhere in this Newsletter there is a special request by Chris Palk to Oldsmobile owners to submit articles on their cars and to inform us of Oldsmobile owners we are not aware of. Please do respond!

In conclusion I want to ask all our members kindly to diarize Sunday 4 August for the annual "Cars in the Park" at the well-known Swartkops Racetrack. Please tell all owners of Buicks, Cadillacs, Oldsmobiles and Pontiacs to bring their cars for the event. As usual the Buick Club of South Africa with its Cadillac, Oldsmobile and Pontiac Chapters will have a stand at the show. Contact Donald Bennett, our Chairman and Secretary if you intend to bring a car.



Best overall on show at the Concours: Mike Stephanou 1959 Cadillac Series 62 convertible

**HAPPY BUICK, CADILLAC, OLDSMOBILE & PONTIAC MOTORING,
ALEX**

BUICK PORCELAIN SIGNS

From the 1880s until the 1950s, one of the most dominant forms of outdoor advertising signage was durable, weather-resistant porcelain. Originating in Germany and imported to South Africa in the 1890s, porcelain signs, also known as enamel signs or porcelain enamel signs, featured layers of powdered glass that were painstakingly fused, colour by colour, onto a base of heavy rolled iron, which itself would be die cut into any number of shapes. Some signs were affixed to walls and other vertical surfaces, others were two-sided so they could be hung from a bracket or “flanged” to be read by passers-by. Either way, porcelain signs usually featured bold colours and graphics, producing eye-catching and attention-getting advertisements. Before television, car companies relied on signs to do their promotional work. The earliest Buick automobile signs date to the 1920s, with bold slogans like “Buick – Valve-in-Head Motor Cars”. Buick signs came in many shapes. Some were rectangular while others were round; some had graphics on only one side, while others had graphics on both. In the 1930s, neon signs became fashionable, so many porcelain signs were adorned with the bright lights to make them stand out at night. In the following decade, with the coming of the war, many sign manufacturing companies switched from porcelain to painted metal and tin. These signs were cheaper to manufacture and ship. Buick utilized signs in a variety of places where they would be seen by customers, but the prime locations were repair shops and dealerships. In the early part of the 20th century, the technique was so new to South Africa and signs were either imported or firms had to import craftsmen from Europe. But it wasn’t long before porcelain signs developed their own unique characteristics. Silkscreens replaced the stencils, steel replaced

the iron. The first Buick porcelain signs arrived in South Africa soon after General Motors had opened its factory in Port Elizabeth in 1926, where Buick cars were assembled. The ubiquity of porcelain signs did not last long — for collectors, that scarcity is part of the appeal. Porcelain signs eventually became targets for trigger-happy marksmen, which depleted some of the inventory. Other signs had to be discarded due to crazing and or acid etching caused by a variety of environment factors. Untold numbers of porcelain signs were recycled for their base metal during the Second World War—after the war, porcelain-sign production seriously declined. For our Buick members I have included here some of the most common and iconic Buick porcelain signs that were seen in the cities and towns in South Africa where there were dealerships and garages. Enjoy!



1920 -1930



1925- 1930



1920 – 1930



1920-1930



1930-1940



1930-40



1930s



1920-1930



Post World War 2



1930-1940



1930-1940



Post World War 2



Post World War 2



Post World War 2



Post World War 2



Post World War 2



Post World war 2



Post World War 2

NEON SIGNS



Post World War 2



1950s



1950s



1950s



1960s



1960s



1960s



PAST EVENTS



BUICK CLUB OF SOUTH AFRICA – and its Cadillac, Oldsmobile and Pontiac Chapters
Affiliated to the South African Veteran and Vintage Association www.savva.org.za

BUICK CLUB OF SA - 8TH ANNUAL CONCOURS ON SUNDAY 5 MAY 2019
AT THE COUNTRY CLUB, NAPIER STREET 1 AUCKLANDPARK,
JOHANNESBURG – from 09h00 to 12h30

Chris Palk



The 8th annual Concours at the CCJ on Sunday 5th May was our biggest event to date with 65 vehicles on show. Thank you to each one who attended and the special effort you made to display your rare and exceptionally well-restored, preserved and in some case modified cars and Light Delivery Vehicles – Ldv's. Our most sincere appreciation is expressed to the generosity of our anonymous donor for covering the cost of the

event. It was a wonderful gesture of true giving and "paying it forward". Thank you!

Fellowship and being with like-minded enthusiasts is always more important than the cars. But rare Buick's, Cadillac's, Oldsmobile's, Pontiac's and this year specially invited owners of other rare GM Brand vehicles, certainly did bring us together to share the pleasure. Participating takes commitment, planning, effort and always "an element of courage". But that's what we do

and should do - get out, drive, enjoy and share the pleasure of the rare vehicles we are privileged to own. Besides, it's good for them to be driven.

Our specially invited guests, owners of other GM brand vehicles and several Buicks, Cadillac's and Oldsmobile's either not seen at our events for a long time or ever before, added an interesting, colourful dimension. The spectacle of these rare cars and Ldv's driving onto our show field, the oval and participating in the drive-by was a wonderful sight. There was such variety - some in original unrestored condition, some preserved, some expertly restored and some stylishly and creatively customised and modified - all in pristine condition. To name a few of those not often seen - Johan and Elsa Griesel in their customised 1956 Buick Special and 1959 Buick Le Sabre; Peet and Elise Wessels and Johan in their pre-war Chev Ldv's; Massimo Lupini in his 1959 Chev Apache Ldv; Mick van Rensburg and sons in Mick's 1974 Cadillac Eldorado, restored and modified 1972 Corvette and 1968 Camaro; Allen Boonzaier in his striking 1969 Chev Camaro recently featured in SA Hot Rod; Ray and Allan du Preez and family in their one family, 80 year owned 1938 Oldsmobile sedan and 1938 Chev Coupe with rumble seat; Kevin Derrick with his modified and customised 1958 Buick Special convertible and 1964 Oldsmobile Dynamic 88 convertible; Burt Lopes with his rare Holden's - 1969 Kingswood and 1971 Monaro; Pieter and Alit de Villiers in their unique modern Holden Ute; Ronald Gradidge in his iconic 1968 Opel GT and 1972 Opel Manta and Johan Krige in his preserved 1964 Opel Kadett, similar to those sold by Buick Dealerships in the USA, but in left-hand drive format; the impressive Corvettes of Jason Grove - 1961; Dave Katz 1972 and Rijkent Mulder 1992 and the immaculate 1961 and 1962 Vauxhalls of Helene de Villiers, Leon van Staden and Frank Rundle.

Special mention and recognition goes to all those who brought more than 1 car / Ldv to the event and to those who drove their 100 year old+ cars, pre-1948 vehicles and long, sleek more

modern classic left-hand drive cars to and from the venue in Johannesburg. It meant setting off at sunrise, braving the busy rural roads, highways, city and suburban streets and traffic. No doubt they received many waves, whistles, "nice car", "mooi kar oom" remarks and "thumbs up" along the way. So - Thank you Vittorio Franscioso -1902 Curved Dash Oldsmobile; Ali van Jaarsveld 1912 Buick; Cecil White 1919 Cadillac; Peet and Elise Wessels and Johan Pretorius from Randfontein; Vic Hattingh from Tarlton; Eric McQuillan; Roley Noffke; Ray and Allan Du Preez and family; Paul Wannenberg; Graham Blackbeard, Pierre Koch and all the other attendees. Your collective effort to drive or trailer your cars to be displayed was much appreciated.

Rudolph our vice chairman always arranges for several of his cars to be driven to and displayed at our annual Concours. This 8th year was no exception and a record number of 5 of his sleek, always immaculate Cadillac's glided onto the show field. He deserves a hearty round of applause and thanks!

Due to the number and variety of cars and Ldv's participating this year and their sizes, they were guided to parking sites in no particular model or brand order, except for the featured pre-1939 vehicles. We allowed for a drive-by area and encouraged generous space between the cars. Safety, incident-free enjoyment and freedom of movement of the cars, drivers and viewers is always of paramount importance to us. It did make for a leisurely stroll up and down the rows for a closer look at the wonderful cars and LDV's on show. It also provided an opportunity for a chat to the owners and others and photos to be taken. Open bonnets and trunks were voluntary.

We trust you enjoyed the event, complimentary eats, refreshments, seating at tables under the Oaks and the program we arranged. We repeated the voluntary drive - by this year, Concours' de Elegance style with interviews. It was nice, but some present were perhaps a bit shy of the process and chose to sit it out.

We have been blessed during the past 8 years in having great autumn weather for our annual Concours. This year was no exception; sunny, no wind and not too hot. The surrounding gardens of the Country Club Johannesburg never fail to impress and the grassed cricket oval in the centre, with grand old oaks shedding their leaves and the wonderful autumn hues of the shrubs and leaves made for great ambiance.

Many thanks to the committee, their wives, partners, family and friends who assisted in so many ways to ensure a trouble-free event. Thank you to the “early – bird” sunrise members and families who assisted with first arrivals, photo shoot area, parking and all the others who assisted including the CCJ staff. It could not have been a success without your help and involvement.

We express a special thank you to our guest and photographer, Heide-Marie von den Au assisted by Karl Knaus. They took great pictures capturing the event for posterity. We look forward to sharing them with all participants. A huge thank you to our Chairman Donald Bennett. This is not only for his leadership but just getting things done and facilitating all sorts of things. The same applies to our Vice Chairman Rudolph Nicholson for his professionalism, slick handling and commentary at the drive-by and unfailing support of our annual Concours event.

We acknowledge all who have expressed their thanks and appreciation to the Committee of the Buick Club and its Cadillac, Oldsmobile and Pontiac chapters for arranging this event. It is much appreciated!

“Ons hoop en vertrou dat al ons Afrikaansspreekende gaste en lede sal verstaan en aanvaar dat ons nie die verslag oor ons Concours vertaal het nie. By voorbaat, baie dankie daarvoor”. Thank you all most kindly and “totsiens”

Multi car attendees

We sincerely appreciate and recognise your efforts to share the pleasure of your wonderful cars.

- Rudolph Nicholson 5 Cadillac’s –1966 Eldorado;1969 Fleetwood;1970 de Ville;1981 Seville;2009 STS
- Mick van Rensburg 1974 Cadillac Eldorado; 1968 Chev Camaro and 1972 Chev Corvette
- Peet en Elise Wessels 1926 Chev Ldv; 1927 Chev sedan ; 1936 - 1936 Chev Ldv
- Kevin Derrick 1958 Buick Special Convertible – modified and 1964 Oldsmobile Dynamic 88 convertible
- Ray and Allan Du Preez 1938 Oldsmobile L38 sedan and 1938 Chev Coupe
- Johan en Elsa Griesel 1956 Buick Special Coupe – modified and 1959 Buick Le Sabre sedan
- Dave & Adina Katz 1972 Oldsmobile Cutlass convertible and 1972 Chev Corvette
- Burt Lopes 1969 Holden Kingswood sedan and 1971 Holden Monaro
- Massimo Lupini 1959 Cadillac series 62 sedan and 1959 Chev Apache Ldv
- Peter & Dawn Manelis 1951 Oldsmobile 98 Holiday Coupe and 1958 Buick Super Riviera Coupe
- Mike Stephanou 1959 Cadillac series 62 convertible and 1970 Pontiac GTO -Judge
- Tyrone Tozer & son 1968 Pontiac GTO and 1969 Pontiac GTO’
- Cecil White 1919 Cadillac Tourer and 1958 Chev Impala Sport Coupe
- Chris Palk 1970 Buick Riviera and 1971 Buick Riviera GS

ALL THE CARS ATTENDING:

BUICKS:



Ali van Jaarsveld’s 1912 Buick model 28 Roadster



Eric McQuillian's 1935 Buick series 40 model 41 Sedan



Johan & Elsa Griese's 1956 Buick Special model 46R Riviera hardtop – modified



Roley Noffke's 1936 Buick Roadmaster—series 80 -81 sedan



Peter & Dawn Manelis and Russell Haselau's 1958 Buick Super model 56R Riviera hardtop



Graham Blackbeard's 1941 Buick Special model 44C Convertible



Kevin Derrick's 1958 Buick Special model 46C Convertible – modified



Pierre Koch's 1947 Buick Super model 51 sedan



Johan & Elsa Griesel's 1959 Buick Le Sabre 4d sedan



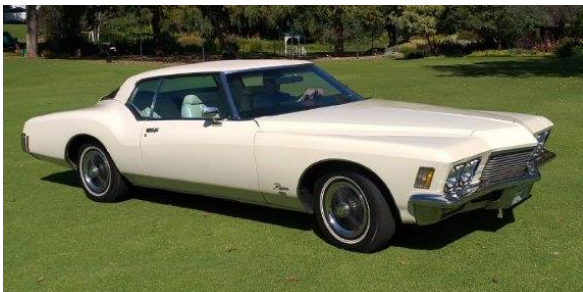
Iain Pursey's 1968 Buick Skylark series 43500 4d sedan - modified



Theo Janse van Rensburg's 1968 Buick Riviera 2d hardtop



Chris & Helen Palk's 1970 Buick Riviera 2d hardtop



Chris & Helen Palk's 1971 Buick Riviera GS 2d hardtop

CADILLACS:



Cecil & Gail White's 1919 Cadillac Roadster



John Jacobs' 1951 Cadillac Coupe de Ville



Scott Lederle's 1958 Cadillac Sedan de Ville



Massimo Lupini's 1959 Cadillac Series 62 sedan



Mike & Dino Stephanou's 1959 Cadillac Series 62 convertible



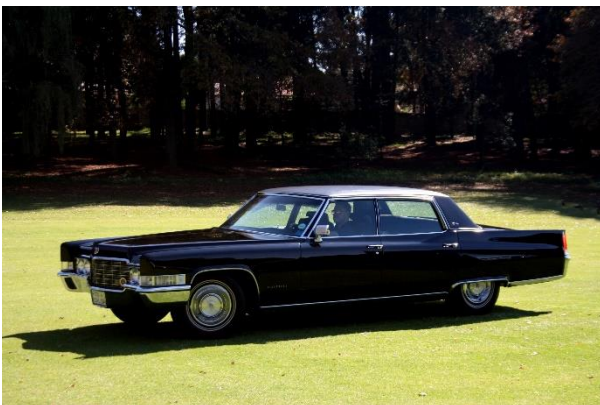
Christo & Nan Zaayman's 1970 Cadillac Eldorado Sedan



Rudolph Nicholson's 1966 Cadillac Eldorado convertible



Mick van Rensburg's 1974 Cadillac Eldorado Coupe



Rudolph Nicholson's 1969 Cadillac Fleetwood Sedan



Rudolph Nicholson's 1981 Cadillac Seville Sedan



Rudolph Nicholson's 1970 Cadillac de Ville Sedan



Trevor & Ellen Eilenberg's 1984 Cadillac Fleetwood Brougham de Elegance



Donald Bennett's 1992 Cadillac Brougham Sedan



Ray du Preez's 1938 Oldsmobile L38 sedan



Donald & Rory Bennett's 2008 Cadillac SRX



Paul Wannenberg's 1941 Oldsmobile Sedan



Rudolph Nicholson's 2009 Cadillac STS



- Peter Manelis' 1951 Oldsmobile Rocket 98 Holiday Coupe

OLDSMOBILES:



Vittorio Franscioso's 1902 Oldsmobile Curved Dash



Kevin Derrick's 1964 Oldsmobile Dynamic 88 convertible



Adina Katz's 1972 Oldsmobile Cutlass Convertible



Tyrone Tozer's 1968 Pontiac GTO

PONTIACS:



Vic Hattingh's 1931 Pontiac Roadster



Nick Tozer's 1969 Pontiac GTO



Andre Goosen's 1968 Pontiac Grand Parisienne



Andrew Dunningham's 1972 Pontiac Transam



Mike Stephanou & Bernie Klein's 1968 Pontiac GTO Judge



Geoff Le Roy's 1973 Pontiac Transam



Hennie van Jaarsveld's 1973 Pontiac Grand Am



Allan Du Preez's 1938 Chevrolet Coupe

CHEVROLETS:



Peet & Elise Wessels' 1926 Chevrolet Ldv



Cecil and Gail White's 1958 Chevrolet Impala Sport Coupe



Peet & Elise Wessels' 1927 Chevrolet Sedan



Massimo Lupini's 1959 Chevrolet Apache LDV



Peet & Elise Wessels & Johan Pretorius' 1936 Chevrolet Ldv



Jason Grove's 1961 Chevrolet Corvette



Mick van Rensburg's 1968 Chevrolet Camaro convertible



Mick & Nico van Rensburg's 1972 Chevrolet Corvette



Allan Boonzaier's 1969 Chevrolet Camaro Coupe



Rijkent Mulder's 1992 Chevrolet Corvette

HOLDENS:



Gustav Pansegrouw's 1988 Chevrolet Camaro Coupe



Burt Lopes' 1969 Holden Kingswood Sedan



Dave Katz's 1972 Chevrolet Corvette



Burt Lopes' 1971 Holden Monaro Coupe



Pieter & Alit De Villiers' 2004 Holden Ute

OPELS:



Johan Krige's 1964 Opel Kadette



Ronald Gradidge's 1968 Opel GT



Ronald Gradidge's 1972 Opel Manta

VAUXHALLS;



Helene de Villiers' 1961 Vauxhall Velox 2.6



Leon & Alexa van Staden's 1962 Vauxhall Velox 2.6



Frank & Sylvia Rundle's 1962 Vauxhall VX 4/90

Our guests:

Included all invited to attend and participate in our Concours.

We did invite the Chairmen and wives/partners of surrounding SAVVA Clubs as a token of our esteem, thanks and appreciation of the fellowship and hospitality we have enjoyed over so many years with and from their Clubs.

They included this year the Chairmen of Piston Ring, V V C and Centenary Car Club.

We also had some specially invited guests and were so pleased to have them with us -

Mick van Rensburg, his wife and sons Nico, Michael and family.

Mick was one of the founder members of the Buick Club of South Africa way back in 2000 and has been a member ever since. Our Buick Club of South Africa is the only Classic Car Club to which Mick belongs, besides his honorary membership of the Centenary Car Club. Mick was featured and recognised in the March 2019 edition of CAR magazine, mainly for his Dragsters but also his passion for collectible cars. Mick has an extensive collection of cars, many stunning models of our Club's marques, Buick, Cadillac, Oldsmobile and Pontiac including some very special restored and modified Chev's, Pontiac GTO's etc. He has a great sense of humour, vast knowledge of cars and often recollects many interesting motoring experiences. One of his favourite cars is his 1967 Oldsmobile Toronado which he drove often and "fast". Mick is well-known for creating the Tarlton Raceway and putting Drag Racing on the map in South Africa. His iconic dragsters, Jet engine editions of dragsters, muscle cars and large collection of mainly GM Classic Cars, is a sight to be seen.

Eric McQuillian

Eric over so many years has been a loyal supporter of our Club and its events. He is a fountain of knowledge, past President of SAVVA, still active in SAVVA affairs and creator of the wonderful "Technical Tips" – which he shares with all SAVVA Clubs and are featured in their Newsletters, his latest being no 143.

He is not only well- respected by the entire old car movement in South Africa, but also always friendly, cheerful, positive, encouraging and willing to share his knowledge, experience and advice with all of us.

Eric is member of our Club and owner of a 1935 model 41, straight 8 Buick Club sedan. The Buick is

still in regular use for weddings, films shoots and as reliable as ever. It really epitomises the Buick Slogans of "When better automobiles are built, Buick will build them" and "Wouldn't you really rather have a Buick"

We thank Mick and Eric for their enormous contribution to Motor Sport and the preservation of the heritage of Veteran, Vintage and Classic cars and the Collector Car hobby. It is our passion and our joy. Long may it prosper, be safe, provide encouragement and attract younger men and women to join us and continue to preserve and grow the hobby.

Chairman of The Piston Ring Club – Modderfontein - Russell Haselau

Russell heads up the committee of the largest Classic Car Club in South Africa. They meet every 3rd Sunday of the month at their Club premises at Founders Hill, Modderfontein, Kempton Park. Attendance is often well in excess of 200 vehicles and 1500+ people. Chairman's Choice Rosettes are awarded each month to 3 cars, Ldv's or other vehicles. Many recipients of those awards were with us. Russell has the ultimate pleasure of working on, preserving, maintaining and driving the magnificent Buicks, Cadillac's Oldsmobile's and Pontiac's owned by Peter and Dawn Manelis.

Chairman of The Vintage and Veteran Club - Johannesburg - Ian Holmes

Ian has been the popular, excellent Chairman of the VVC for many years. VVC members will just not let him "pass the baton on". "Why change a winning recipe", all will say. He was also until fairly recently owner of a pristine 1948 Buick Super sedan, and we believe he still regrets selling. "As the saying we all know goes – "Spyt kom te laat". It is also a well-known fact that no-one leaves the monthly VVC meetings early, for fear of missing the excellent stories/ yarns Ian relates – mainly Irish. Our Concours was no exception – with his hilarious " White Horse" loose wire yarn!

Chairman of the Centenary Car Club – Krugersdorp – Leon van Staden

The Club was formed over 30 years ago and many of its founder members still participate in its events. Leon is and has been the able Chairman of this Club for many years, supported by his family and a young committee of men and women. It's an active well-run Club and they organise frequent events, runs and visits to other Clubs and support charities. The Club is fortunate to use the Clubhouse facility at Tarlton Raceway for their monthly meetings. Leon, Alexa, Helene and their family own the pristine 2 GM brand - Vauxhall Velox sedans that were on show.

Peer Voting Results:

Peer voting of the cars on show is meant to be fun and an opportunity for all present, young and old, to exercise their opinion on the cars. Each GM brand vehicle on show was a Winner – just getting it prepared, safe, cleaned and ready for showing and then driving and getting it to the Concours to share its style, beauty and heritage with all present, makes it and the owner's winners!

Those attending took part in a snap peer vote of the cars on show. It was a fun / popular consensus opinion by completing a voting form. Voting was voluntary. The results were based on voting forms received and collated by Jocelyn Norton and verified.

The awards went to-

Categories

Best Buick on show Roley Noffke 1936 Buick Roadmaster series 80-81 sedan

Best Cadillac on Show Mike Stephanou 1959 Cadillac series 62 convertible

Best Oldsmobile on show Ray Du Preez 1938 Oldsmobile L28 sedan

Best Pontiac on show Vic Hattingh 1931 Pontiac Roadster

Best modified / customised Buick, Cadillac, Oldsmobile, Pontiac on show Johan en Elsa Griesel 1956 Buick Special Coupe

Best Chevrolet car on show Allan Du Preez 1938 Chev Coupe

Best Chevrolet Ldv on show Peet en Elise Wessels 1936 Chev Ldv

Best Chev Corvette on show Jason Grove 1961 Chevrolet Corvette

Best Opel, Vauxhall, Holden:

or other GM vehicle on show Helene de Villiers 1961 Vauxhall Velox 2.6

Special Categories and overall peer voted winners:

Best unrestored car Peter Manelis 1951 Oldsmobile Rocket 98 Holiday Coupe

Best preserved car Peter and Dawn Manelis 1958 Buick Super Riviera 2d Hard Top

Best overall on show Mike Stephanou's 1959 Cadillac Series 62 convertible

Certificates will be prepared and arrangements made for them to be handed to the recipients.

Apologies, disappointments and those who could not attend due to ill-health

To those of our Club members who either apologised for not being able to attend or were not able to bring their Buicks, Cadillac's, Oldsmobile's or Pontiac's to the Concours, but came along to view the proceedings; we are pretty sure you enjoyed it. You probably wished that your cars were participating.

We felt so sorry for those who were on their way to the event but had to turn back for mechanical or electrical reasons - Kevin Derrick who was bringing 3 cars unfortunately had a fuel pump problem with his 1957 Buick Century Coupe and

Angus and Jenny Smith who had an electrical alternator problem with their 1974 Cadillac. Kevin, in a great gesture of support and commitment continued and attended with 2 of his stunning 3 cars. That was much appreciated Kevin!

We also felt for Buick, Cadillac and Chev owners who through illness or unexpected hospitalisation were not able to attend in their cars specially prepared for the event - Alex Duffey – 1936 Buick Century Coupe, Taco Kamstra 1976 Cadillac Convertible, Don Earl 1964 Chev Impala – modified and Ty Terblanche 1904 Cadillac. Alex our founding chairman and editor is still in much pain and discomfort. We hope each day going forward will be a better one Alex. The same sentiments are expressed to Taco who is suffering from kidney failure, Don Earl’s wife Margot and Ty Terblanche. Ty has attended several of our Concours events. The first was in his Concours winning 1938 Buick Century driven from Pietermaritzburg to Johannesburg and subsequently his 1904 Cadillac which he has trailered up to our events on several occasions.

Final Comments:

As with all events of this nature, more often than not the team of organisers do not get to chat to all attendees and have a good “catch-up” and “kuier”. They often do not even have a really good look at the cars. So our sincere apologies if we did not spend as much time as we would have liked with you. The pictures will certainly refresh our memories of a good day with good people amid stunning vehicles that will probably outlive us.

It is worth repeating our sincere thanks for the support, experience, assistance and advice given by our Chairman Donald Bennett, Rudolph Nicholson, Ronald Gradidge, Ronald’s son and grandsons for being on hand to assist; Jocelyn Norton for all sorts of assistance before and during the event and handling the peer voting; Tyrone Tozer, Adina Katz, Rory Bennett, Rodney Norton, the staff of The Country Club , Johannesburg, their Security personnel and all the

others who offered assistance on the day of the event and before it. It could not have been a success without your help, support and involvement. Thank you!

FINAL PHOTO’S OF THE EVENT:



Club News:

Kobus Mostert

Kobus Mostert's extremely rare 1958 Pontiac Bonneville Coupe was adjudicated BEST OVERALL CAR ON DISPLAY at the 2019 Knysna Motor Show. Last year Kobus's Packard was best on show. Our congratulations to Kobus.



Kobus Mostert's winning 1958 Pontiac Bonneville Coupe.

To all Oldsmobile owners of this club:

We are going to feature a regular series of articles in our Quarterly Newsletter on Oldsmobile from its inception in 1897 to the last Olds produced in 2004. Shannon Olson, editor of "Journey with Olds" the monthly publication of The Oldsmobile Club of America, has expressed a keen interest in our South African Chapter and would be most grateful to receive "stories" of our RSA Oldsmobile's, the RSA GM Oldsmobile dealerships and any other material you may have and would like to share.

You own a car which is part of motoring history and which will outlive you if preserved and shared. So please do let me have your articles, photo images and personal experiences relating to your Oldsmobile(s). It will be acknowledged and passed on to Alex Duffey our editor, and with your permission to Shannon Olson.

Jan Potgieter's 1927 Oldsmobile was featured last year in "Journey with Olds". Jan is a regular attendee at our Western Cape Events. Vittorio Franscioso owns the oldest Oldsmobile, a 1902 Curved Dash model and he and many other Oldsmobile owners are regular attendees at our Gauteng events.

We feel confident that you have the history, pictures and other data relating to your Olds; please do attach it to an email in your reply. If it's too bulky to attach as a scanned PDF or Jpeg file, just let us know and we will make a plan to get it from you.

If you know of Oldsmobile owners who you believe should or would like to participate, please do let me know with their contact details. If they are not on our database we will most certainly get in touch with them.



Godfrey Berry's delightful 1936 Oldsmobile Sedan



Massimo Lupini's magnificent 1958 Oldsmobile Rocket 88 sedan

SAVVA Technical Tip 142 – Avoiding flat Tyres.

Let's start off by stating that one of our greatest motoring fears is to sit on the side on side of the road with a flat tyre. My concern is: will the spare be ok? will the jack work? will the wheel nuts come loose, will the wheel spanner fit? etc, etc. Horrors! I had a flat last week - fortunately in my drive way. I was quite surprised as all the tyres are in excellent shape. Naturally, I blamed some idiot for leaving nails etc on the road. Seeing it had a tubed tyre and rather than take it to one of these modern hi-tech tyre shops with all their electronic devices that have never seen a tube I took it to an old Johannesburg tyre company, Jeppe tyre. They specialise with cars and trucks tyres so know the drill when it comes to older cars. In other words I made my problem theirs.

The proprietor, Roy Greenberg has been around for ever and it's even rumoured he learned the trade working on Roman chariots – let's just say he is an expert with early wheels and tyres. You should have seen his face when they pulled out the tube. It was “frot” and for some reason much larger than it should have been and looked as if it was made of chewing gum. The rim was also so badly rusted it needed major de-rusting. How this wheel ever held air is a miracle and to quote Roy – and you drive on the highways with an old two tonne car at fifty m.p.h. - point taken. I've had the car for about 20 years and must confess I had no idea what went on in the tyres. It was a case of out of sight out of mind. The result was two wheels were ok-ish and two had to have tubes replaced. The cost of new tubes, de-rusting, balancing etc was negligible compared to other motoring costs.

We change oils, check battery water levels and attend to other maintenance items on a regular basis but ignore tyres, tubes and rims. A suggestion - every so many years have the tyres taken off the rims and check the condition of the tubes and rims. Especially wheels with spokes where water can enter the spoke holes and the build-up of rust can then chafe and damage the tubes. The cost is minimal and it's a lot better than sitting on the side of the road with a flat tyre. On a bike it's even more so as they don't carry a spare and its nightmare taking a wheel off on the side of the road.

Picture – a new tube against the old one!



FUTURE EVENTS: OUR & OTHER SAVVA CLUBS FOR 2019

BUICK CLUB AGM 2019 : 29 September at the VVC Clubgrounds, Athol Oaklands

SAVVA CALENDAR OF EVENTS FOR 2019

July 6-7	1000 Bike Show	CMC Germiston
July 28	VCC Hillcrest Car Chow	VCC
August 4	Cars in the Park	POMC Zwartkops
August 9-12	Prowl	DECC Durbn
August 14-18	Magnum Rally	POMC
SEPTEMBER 7TH	SAVVA AGM PRETORIA	POMC
September 21	Maluti Car Show	Maluti Club
September 21-24	SAVVA Veteran & Vintage National	Model T Ford Club of SA
September 24	National Drive It Day	SAVVA
November 12-14	Fairest Cape Tour	CVMC Rawsonville

NOTED :

SAVVA POST VINTAGE & POST 45 – This event is open to any club wishing to apply to SAVVA to host it. Please email secretary@savva.org.za



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