

Kickstart Port Elizabeth

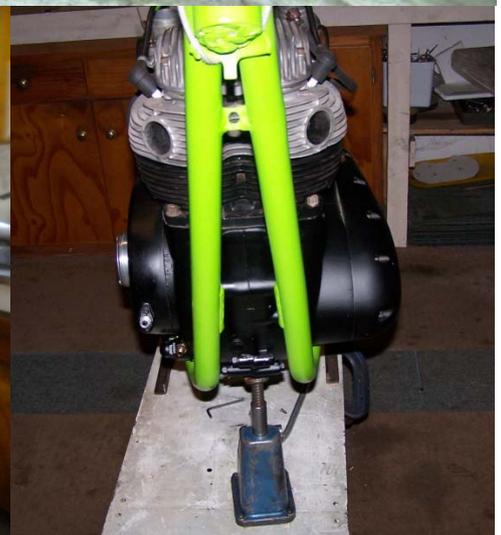


SPOCK™

LIVES ON

THE
METAMORPHASIS

LIME GREEN!!



DECEMBER 2010

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Aims and Objects of the Kickstart Club

- 1) To restore and ride old and interesting motorcycles.***
- 2) To ride old and interesting motorcycles monthly from a fixed venue.***

REMAINING RIDE SCHEDULE 2010/11

5.12.2010	Christmas Function at the meeting venue EPVCC (Bring and Braai)
16.12.2010	Kragga Kamma Rd-Welcome-Lake Farm-Thornhill Greenbushes-Old Cape Rd-Gamtoos- Hotel Loerie-Thornhill
26.12.2010	Uitenhage-Addo-Crocodile Farm Crock Restaurant
16.1.2011	Local ride-Kragga Kamma-Colleen Glen-Elephant Maitland- Seaview-Chelsea Walk
Feb 2011	British M/Cycle Gathering –Ebb and Flow Ebb and Flow (To be confirmed)Wilderness
13.3.2011	Kragga Kamma Rd-Lake Farm-Seaview Legged Pig Maitland-Draaifontein-Greenbushes Cows Corner
17.4.2011	Stutterheim Engine Museum TBA Stutterheim Museum
15.5.2011	Kragga Kamma Rd-Lake Farm-Greenbushes Lake Farm Old -Cape Rd-Gamtoos-Loerie Alt: Bathurst Museum
12.6.2011	Local Ride-Uitenhage VW Museum VW Museum
26.6.2011	Club Birthday/Prize giving TBA

SPECIAL RIDE

Outing For Pre 1970 Bikes only last Sunday of the Month 30th January 2011
Please call Daryl Morsby-White After 16th January 2011 for Details

CAPTAINS LOG

May I start by wishing all members a blessed Christmas, good health, and a wonderful holiday season with your families.

May all your motorcycling wishes come true!

Meeting Minutes

1/ Sunday Ride was decided to be in the form of a longer ride to the Croc Farm in Addo.

2/ The Annual Braai will be held at the club from 11am Sunday 5th December, in the usual form of bring and braai. Fires will be made from 11am.

Dennis was kind enough to remind us of the tradition of swapping small gifts among members and wives if they wish to participate. Please mark your gifts Male or Female, and we suggest a price limit of R30.

It was suggested that we can have a short local ride first.

3/ On the last Sunday of January, 2011, all the major Vintage Clubs, cars and motorcycles included, get together at the EPVCC, and our club members have been invited to display and buy and sell items of interest. Braai fires will be available. In the spirit of expanding our club, may I appeal to all members to participate in the display of Vintage Bikes. I personally will be displaying the Thunderbird and Velocette.

4/ The ride for 16.1.2011 will be a local ride catering for older bikes and a shake down for the Knysna run in February.

Addo Ride

The run was supported by the usually committed riders being Daven Baxter, Roy Cartmel, Trevor Williams, Alec Auld, Graham Sheard, Rob Main and I. Darryl Morseby White and Dennis Hibberd did

ride part of the way but wanted to see the Grand Prix. We were also visited by Mike Wood who is a picture of good health, maybe it is a good idea to retire in the bush.

We set off in perfect weather with Daven taking the lead the scenery was magnificent, the Bougainvillea's breath taking. Unfortunately the Croc was closed, over and above the death of an idiot who climbed into the lion enclosure a tree fell on the restaurant the day before during a wind storm. Roy, Rob and I found a delightful eatery up the road and Roy set out to find the rest of the crew, but they had disappeared.

ELIGE TUUM FATUM

(Latin for "Choose your future")

I want to thank Ray for his heartfelt concerns as to how our club is evolving. I want to state that I agree with his concerns to a large degree. There is however one point on which I differ completely, but I will cover this later

Ray's sentiments sketch what our objectives should be in an ideal world. I recall an era in the 80's and 90's when a contingent of more than 20 British bikes would set off to Knysna. Amongst these I recall Ernie Long, Billy Billson, Jack Cuyler, Chris Dean and the effervescent Bill Tonks, all of whom were personal friends. Sadly these men and others are no longer with us. Many others who were young and able during this era are now, due to health and other age related issues, no longer able to ride.

This is the situation now in the real world, which brings me to the point that I strongly disagree with. I feel ALL members with an interest in old motorcycles, whether they currently ride one or not, should be allowed to join in the camaraderie of each

CAPTAINS LOG

others company and made to feel welcome in our club. If we had to restrict membership to only those who actually ride and restore British motorcycles, we could have a club called "The Famous Five."

Whilst we are currently looking at extreme positions, we have much middle ground to focus on, with realistic solutions as opposed to only criticism. It must be emphasized that in 20 years, it is unlikely that many of us will still be around, but our job is to ensure that the club evolves to continue an interest in old motorcycles and where good men meet to talk about the great days of motorcycling. Surely, members, this is the legacy we envisage for our club.

Yours in safe riding,

Willem.

Greetings from the East London bunch

On Sunday the 28th November 2010 a group of us participated in the Toy Run together with some 350 other bikers.



Our small group, being Steve with his BMW R 80, Dave also with a BMW R 80, Vince on his BMW R 60 and not in the picture was Ray on a Honda four, not present was Neil and Peter, Melville had

an accident while offloading sheep so was unable to come on the run but joined us at the Gonubie farm.

The weather was fantastic and a great run was had by all, plus the fact that a number of underprivileged children will be getting a gift over Christmas.

On Sunday the 19th December seven of us from East London took a ride through to the stationary museum in Stutterheim.

Five of the seven were on BMW's, Richard was on his 500cc Yamaha and Peter kept up the tradition by bringing out his beautiful Velocette MSS 500

(Cover Picture)

Seen here Wiping away oil from the unit. Always a good sign, that means there is oil in the machine.



The group of geriatrics at the museum, they are from left to right:-



Neil, Dave, Richard, Steve (the leader of the pack), Vince, (other), Peter, Martin and Steve. (Yes I know there are nine in the shot two came through by car... chickens!)

Sent in By Vince & Gloria.

On The Lighter Side

World Championship Road Racing Trivia Quiz

1. Who is the only rider to have won a 50cc and a 500cc GP?
2. Who are the two riders who have won 50cc and 350cc GPs?
3. Which rider won 500cc GPs on three different makes of machines, and what were the bikes?
4. Who is the only rider to have won 250cc GPs on four different makes of machines, and what were the bikes?
5. What was the only 500cc pushrod machine to win a grand prix?
6. Only three 500cc pushrod machines have had top three finishes in GPs what are they?
7. Only three 500 cc twin cylinder four stroke machines have won GPs, what were the bikes?
8. Only four riders have scored world championship points 50, 125, 250, 350&500 grand prix, who are they?
9. Who is the only rider to have won a sidecar GP and score points in a solo grand prix?
10. Two riders have won sidecar GPs on two different makes of machine, who are they, and what were the machines?
11. Two manufacturers have won both sidecar and solo GPs, who are they?
12. Only one manufacturer won all 5 solo titles in one year, who was it?
13. What sidecar machine won GPs under two different names?
14. Two three cylinder two stroke machine have won GPs, what were they?
15. Three riders have won 125, 250, 350 &500 GPs, who are they?
16. Who is the only Canadian to have won GPs?
17. Who are the six Englishmen to have won a world title in sidecars?
18. Who was the first South African rider to score world championship points?
19. Which South African has had the highest finish in a GP?
20. In what year did a two stroke first win a 500cc GP?

Jim Kirkwood:



Men Are Just Happier People -- What do you expect from such simple creatures?

- Your last name stays put.
- The garage is all yours.
- Wedding plans take care of themselves
- Chocolate is just another snack.
- You can be President.
- You can never be pregnant.
- You can wear a white T-shirt to a water park.
- You can wear NO shirt to a water park.
- Car mechanics tell you the truth.
- You never have to drive to another petrol station restroom because this one is just too icky.
- You don't have to stop and think of which way to turn a nut on a bolt.
- Same work, more pay.
- Wrinkles add character.
- Wedding dress R15000. Tux rental-R700.
- People never stare at your chest when you're talking to them.
- New shoes don't cut, blister, or mangle your feet.
- One mood all the time.
- Phone conversations are over in 30 seconds flat.
- You know stuff about tanks.
- A five-day holiday requires only one suitcase.
- You can open all your own jars.
- You get extra credit for the slightest act of thoughtfulness.
- If someone forgets to invite you, he or she can still be your friend.
- Your underwear is R20.00 for a three-pack.
- Three pairs of shoes are more than enough.
- You almost never have strap problems in public.
- You are unable to see wrinkles in your clothes.
- Everything on your face stays its original colour.
- The same hairstyle lasts for years, maybe decades.
- You only have to shave your face and neck.
- You can play with toys all your life.
- One wallet and one pair of shoes -- one colour for all seasons.
- You can wear shorts no matter how your legs look.
- You can 'do' your nails with a pocket knife, screwdriver or whatever.
- You have freedom of choice concerning growing a moustache.
- You can do Christmas shopping for 25 relatives on December 24 in 25 minutes.

No wonder men are happier.

**With acknowledgement to the Historic
Motorcycle Group (HMG)**

FROM MY WORKBENCH

Having got the tank for the A65, and the oil tank for the Goldie pretty well sorted, I thought time was well nigh to do a bit towards the building up of the Spock transformation/classic parade machine. (We will have to continue to call it Spock – machines like that should never be allowed to just fade away. Or perhaps they should). Anyway, the idea was to make the most of cooling potential of the airstream wafting past the bike by painting the oil bearing bit of the frame, and the crankcases of the engine unit, a semi matt black. I needed a bright colour to contrast with this otherwise dull lump and decided on – wait for it – lime green! Well, nobody can claim that they didn't see it when they lap me.

Now the A65 engine is a bulbous lump, and on the right hand side, the points housing, the gear change spring, and the clutch operating arm are all covered in by a rounded, pear shaped cover. All very nice, but if you need to attend to a clutch cable, or gear change spring, between races, it is a bit of a bind having to remove the exhaust pipe and undo all the gubbins to remove the cover before you can even get to the bit you want. Not only that, but with the cover fitted, the exhaust pipe has to be plumbed around it, making for a rather wide frontal aspect, and this in turn can limit the 'earoling ability, as the pipe can be grounded if you are in a hurry.

I had often thought of throwing this cover away, but how to isolate the points from the elements? The bike has been fitted with a Pazon electronic ignition kit, which makes this a bit easier, but cutting great lumps off the cover didn't really appeal, as I hate to destroy a good casting that I might need again one day however, whilst pondering the problem, a thought occurred. Don't the Triumph twins have a

side points cover held on by two screws that screw into pillar bolts which in turn secure the plate holding the points? Eureka! I will make something similar. The pillar bolts were quickly turned up, but what to use for a cover. I could turn one out of a suitable piece of aluminium bar stock, except that I haven't got any. Make one from GRP? Possibly, but it would be a bit fiddly, and rather fragile. Then I spied a pair of old Atlas pistons that I had thrown in a box up in the roof, years ago. They were just the right diameter. An inch or so was hacked off the skirt of one of them, and the remaining bit machined inside and out to change what had been a concave piston into a slightly convex cover. It has been made as narrow as possible, and in fact is only a few thou thick in places, but it will allow the exhaust pipe to be re-shaped to tuck in closer to the frame, and probably a neater gear change lever will be possible. If necessary, this arrangement will allow me to change a clutch cable in minutes, instead of half an hour or more, and has incidentally, reduced the frontal area of the bike which, if I should ever fit one, will allow a narrower fairing to be fitted.



I might even be able to tuck my foot in a bit closer. That should save a bit on the cobbler's bill!

I wonder if I can do something similar on the drive side.

Ray Wakefield

BARRY'S BIKES

The Tandon

Having sold the Calthorpe, I decided to try the world of trails also known as foot up or Mud plugging! Not that there were many trails bikes from which to make a choice but I had bought my first new bike a 125 Villiers engine TANDONS.

Brief History of the Marque: Tandon

Founded by Devdutt Tandon (b. India) in 1947 (or 1948), the Tandon Company produced [Villiers](#) engined machines from a factory in Watford, Hertfordshire for the home and export markets. Manufacture ceased in 1959.

Models included the Imp, the Milemaster, the Superglide and the Kangaroo.

Imp Supreme De Luxe 1954

The Imp Special of 1955 has leading link forks.



It was quite a revelation from the old Calthorpe but infinitely more fun. The Eastern Centre as Essex was known by the ACU was in spite of being statistically the driest Country in England, not up to standard during the winter months, and the Tandon suffered from two problems one solvable the other not.

The mudguards were too close to the tires and in muddy conditions clogged up between tyre and mudguard especially at

the rear end. The front mudguard clearance was almost as bad. The problem was solved by cutting off the front part of the front guard more or less in line with the wheel spindle at least it made the bike easier to steer. The rear guard required spacers between guard and support. This literally "pivoted" the guard at the swinging arm fixing point. It did help but I always carried a piece of wood to take out the mud etc. An additional plate was added to the tyre side of the rear chain guard. Another modification was to fit a proprietary "half oval seat" more or less an upholstered plank with a raised rear end. So how did the bike perform? Well it did its job quite well considering. On my first outing I won a Novice Cup & best 125, but performance in very muddy conditions was hard work to say the least. The front forks had a mind of their own depending on the stickiness of the mud. The rear swinging arm had some unusual movement at times. Something like being stressed from both ends! That was the unsolvable problem.

After one season and several class awards, I decided to sell the Tandon and go for something with a bit more going for it. The Tandon although reliable enough just did not have room on the seat for my then girlfriend, and to make reasonably speedy forward motion fun while it lasted. The replacement for the Tandon was a James Commando more of that next time.

Barry Jackson.

ECONOMY RUN RESULTS

	Name	Bike	year	spd	fuel	KM/LT	MPG	pass 5%	% imp	club	fuel
					2010			mpg		eligible	2009
1	Graham Sheard	Enfield 500	2008	80	3.33	31.83183	89.918877		112.3986		
2	Daven Baxter	Kawasaki 675	2007	100	3.57	29.69188	83.873911		139.7899		3.73
3	Jim&Marie kirkwood	BMW R80/7	1980	100	3.77	28.11671	79.424367	83.3955849	138.9926	yes	4.19
4	Brian Walker	BMW R75	1978	80	3.94	26.90355	75.997427		94.99678	yes	4.69
5	Roy Cartmel	BMW R60/6	1976	100	4.53	23.39956	66.099307		110.1665	yes	4.36
6	Dave&Delene Hawkins	BMW 1200LT	2005	100	4.71	22.50531	63.573219	66.7518801	111.2531		
7	Jon Edwards	BMW R69S	1968	100	5.46	19.41392	54.840634		91.40106	yes	
8	Winston Bennette&Annette	BMW 1200S	2009	80	5.61	18.89483	53.374307	56.0430223	70.05378		
9	Willem Pelleboer	BMW R100RS	1980	100	5.67	18.69489	52.809499		88.01583	yes	
10	Chris&Val Coctzee	BMW R65	1981	100	5.81	18.24441	51.536981	54.1138305	90.18972		
11	Miggie Nortje	Yamaha 1100	2004	80	5.92	17.90541	50.579369		63.22421		
12	Justin Manthe	AJS 500	1954	80	6.33	16.74566	47.303296		59.12912	yes	
13	Brian Smith	BMW R65	1984	100	7.23	14.66113	41.414919		69.02486		

The member who had the best % improvement was Daven Baxter with 139.79%, but in reality his improvement was 162.3%, Daven had filled up at home and had already done 17 kms before the start of the run.

2nd was Marie and myself with 138.99%

3rd was Graham Sheard with 112.4%
In terms of bikes the qualify for the trophy:

1st Marie and I with 138.99%

2nd Roy Cartmel with 110.16%

3rd Brian Walker with 94.4 %

Special mention must be made about a few of the competitors, Jon Edwards, managed to get 54.8 mpg on his newly restored BMW R69S, he was very pleased as he normally only gets 35 miles to a tube of chrome cleaner, having said that it was much admired by all present.

Brian Walker had to be reminded that there wasn't a 75 km/hr group, but on the plus side he didn't get lost.

Winston Bennette proved once again that new isn't always better.

Justin Manthe on his AJS 500cc, it's great to see someone actually riding a British machine and not just talking about them.

And of course special mention must be made of the motorized armchair all the way from Port Alfred, seriously, it was great to see Dave and Delene taking part.

As they say in the classics, a good time was had by all, it is good to have the clubs only competitive event well supported.

Jim Kirkwood

THE EDITOR made an error in the previous publication thus the correction posted here with full result.

My apologies for and inconvenience caused.

Letter To The Editor

To the Editor Kickstart Club,

I trust this finds you well. Please feel free to publish letter hereunder.

I read with concern the letter by Ray Wakefield in "Kickstart" and can vouch that his concerns are very real, as they have played out in exactly the same way with a local Cape Town club, which originally fielded a membership bristling with machines from the golden age of motorcycling. The club has now metamorphosed into a BMW/Rice burner riding club. Some years back, a committee member voiced his concern at the way the club was changing, asking me to encourage others with old bikes to come back and make a presence at their meetings. I thought long and hard about this, and even made an effort by arriving on a '58 SQ4 with a friend on a '59 Tangerine dream Bonneville. I have to report with sadness that not only were our machines and presence not acknowledged, but the meeting had for me personally a disappointing substance regarding motorcycling matters, with dirty jokes being the staple diet. Don't get me wrong, I have many good friends in the club, but the conclusions I drew from this resulted in my opinion that by trying to change it back to the way it used to be is going to prove fruitless, the old bikes won't return, and the status quo will to a degree feel challenged, creating resentment amongst some of the existing members.

So where do the old bikes go? In Cape Town they join an "old bike" dedicated club, where like-minded folks vigorously pursue their passion. I understand that this might be difficult in PE, but the reality in my experience is that a club only

becomes what its members want it to become.

Below is a one of the stories of what we "old bike aficionados" are actively doing in Cape Town.

Amid the boisterous frivolity which accompanies the annual motorcycle Toy Run, where motorcyclists turn out in their thousands, a small group of participants from the CVMC and TOC turned up with some very old machinery, all of which completed the run and provided a fascinating window into the motorcycling past for others on modern machines to enjoy. For the first time a 100 year old machine, a 500cc Bradbury participated in this well attended charity run, accompanied by a 96 year old 350cc Douglas. The 1910 Bradbury was the first machine to leave the Ottery starting venue, and was an object of intense interest at the Maynardville meeting place. Owner Mark Shaw had his work cut out by continuously being asked to demonstrate the starting procedure of the Bradbury, which has a set of bicycle pedals to turn the motor over until it fires. To start the machine on the road, the machine is first peddled with the exhaust valve lifter opened and once a suitable peddled speed is reached with the motor being turned over, the valve lifter is released and the engine fires into life. This single speed machine is capable of achieving a top speed of 70kph, and is stopped by brakes similar to the caliper type found on bicycles.

The old machines belong to members of the Cape Vintage Motorcycle Club, who ride these old machines on the first Sunday of each month (sometimes with up to 14 machines participating), and

Letter To The Editor

who took great pleasure in participating in this year's toy run, fielding several other "younger" machines, including 1930's and 40's Triumphs, a 50's Ariel Square Four and several 60's machines, all from the so called golden age of British motorcycle manufacture. The intention is to highlight the importance of embracing our heritage of historical machines, a target now being successfully pursued by encouraging younger folks to take an active role in preserving and riding old machines. A good example is the purchase of my old SQ4 by a 22 year old! More old machines will be brought to next year's run as and when they are restored or re-commissioned, including more 100 year old machines... upwards and onwards.

The Toy Run has been held every year for nearly 30 years, and each participant donates a toy of whatever form to be distributed to the underprivileged kids at Christmas. Not only is it a time for the City's motorcyclists to show their generous side, but motorcycle companies and stockists also provide support in the form of donations and sponsorships, one of which was a draw for a brand new Triumph Bonneville, kindly donated by Mike Hopkins motorcycles, and ridden home by a very appreciative winner.

Wishing you green lights and blue skies,
Jerry Day.

Letter Forwarded from Mike Wood

From: [John Austin-Williams](mailto:John.Austin-Williams@iafrica.com)

To: keithrae@mweb.co.za

Cc: mwpswood@iafrica.com

Sent: Tuesday, November 30, 2010 7:29 AM

Subject: The Kickstart Club

Greetings from Johannesburg,

I have recently been helping a friend update the Classic Motorcycle Club website here in JHB
www.classicmotorcycleclub.co.za

Whilst working on compiling the "links" page we noticed that there does not appear to be a website for The Kickstart Club

Do you cater for vintage and classic bikes or are you purely "modern/new/current" bikes

Are you interested in having your own website, for example www.kickstartclub.co.za

What contact details may I put on our links page for you

I work at Afrihost, supplier of ADSL and webhosting. I am an aviation enthusiast and run a number of aviation related websites, see below.

Kind regards

John.

Something perhaps we should consider and discuss at the next meeting.

UP AND COMING EVENTS

The **S.A. TT Classic series** kicks off with the East London round on 21/22 January, followed by Zwartkops 29/30 Jan and Cape Town 5/6 Feb.

This is when the UK. guys come out. I have a copy of the regs for the East London round, so you can see what the programme will be like at this event.

I don't know what the make up of the other two rounds will be, but they should be similar.

Should tie in nicely with Knysna (on the 18-20th?).

Please contact either Ray Wakefield or the Editor if you would like a copy of the Regulations and program.

AIMS AND OBJECTIVES

In 2005, a formal constitution was proposed by a committee formed for such a purpose. The objectives of this were *inter alia* To assist in the acquisition, preservation, exhibition and maintenance of Veteran, Vintage, Classic, and otherwise interesting motorcycles.

- 1) To restore and ride old and interesting motorcycles
- 2) To meet monthly at a fixed venue
- 3) To ride old and interesting motorcycles monthly from a fixed venue
- 4) To organise the club by the annual election of a club captain, aided by a voluntary editor and treasurer
- 5) Club activities to be discussed at meetings and information given in a monthly newsletter.
- 6) Members wishing to receive a newsletter are required to pay an annual newsletter fee.
- 7) To assist the editor with information, news and articles for publication
- 8) To assist fellow members
- 9) To be democratic
- 10) To accept the shortcomings of one another, particularly those of voluntary leaders
- 11) To notify club members first, in the newsletter, of bikes or parts to be sold.
- 12) To encourage and promote the club membership
- 13) To undertake some club task from time to time.

In looking back through my old copies, it is interesting to note that the Port Alfred run used to be for pre 71 bikes. It then became pre 80's when re-named the Chris Dean Memorial Run. I believe that on the last run all of the machines taking part were electric start models

BITS & BOBS FOR SALE

Motorcycle trailer, " Lazy Loader", 2 bike trailer with front box, galvanized and epoxy powder coated, almost new, R12,000 or nearest offer, phone Rob Main at 083 238 0003.



You will always know a happy Motorcyclist by the bug stains on his teeth.

The editor of this news letter accepts no responsibility for the actions of Schabir Shaik, Jacob Zuma, that idiot Melema, SA Rugby Administrators, Michael Jackson's death, Manto Tshabalala-Msimang's death, Marthinus van Schalkwyk, Elizabeth Taylor-Hilton-Wilding- the Department of Housing, George W. Bush, Prince Charles, the Axis of Evil, Winnie Madikizela-Mandela, or for any unexpected pregnancies. The writer is not responsible for those who are not responsible. This message may not be copied, forwarded, stolen, hijacked or duplicated by any other means without a bribe being paid to the sender. Failure to comply will lead to your personal details being handed to Al Qaeda, the Scorpions, the third force and the National Association of Tele-marketers. This message has been declared virus-free and fair and was created in Port Elizabeth - known as a crime-free city (murders are mostly restricted to weekends) in a malaria-free and Currie Cup-free province. No rain forests were damaged, animals harmed or low-cost houses delivered during the compilation or transmission of this message. Have a wonderful day. Save the Earth. It's the only planet with beer.



If undelivered please return to
The Kickstart club
33 Willet Street
Newton Park
Port Elizabeth