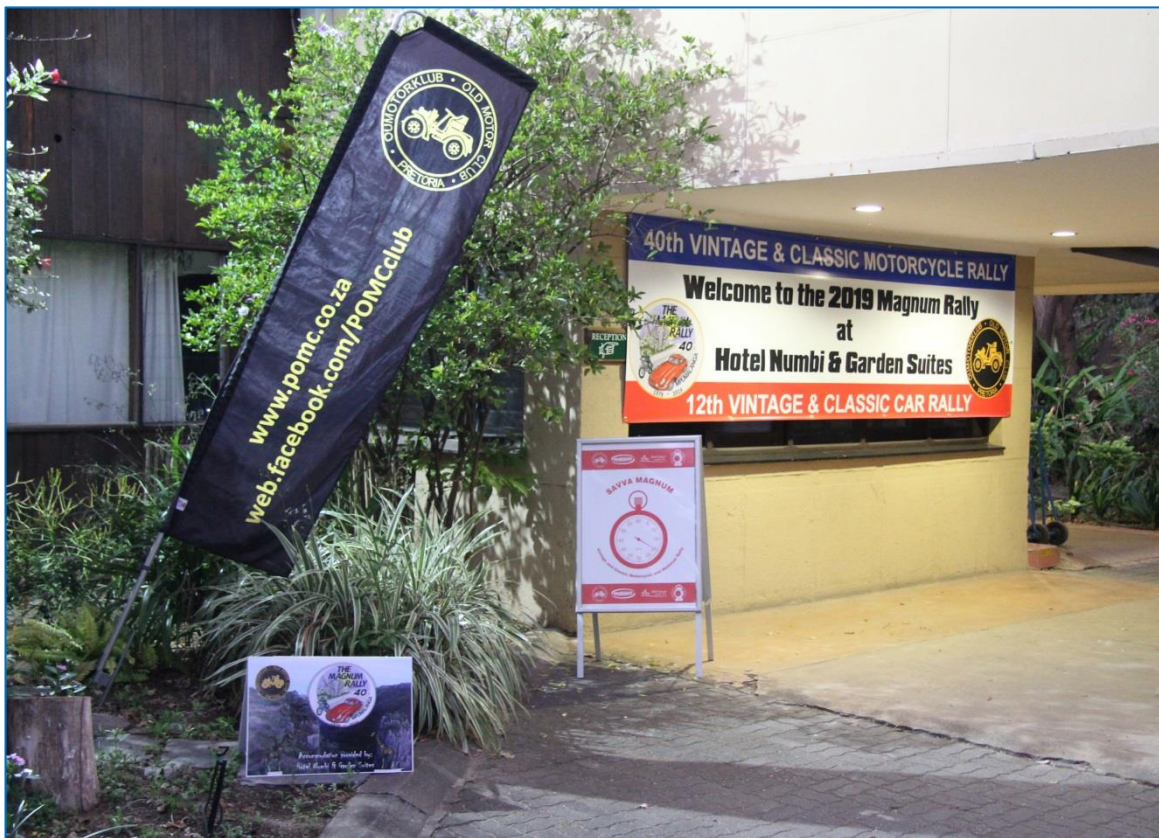




A-hoo-ah !

September 2019



Cover photo:

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POMC members meetings and braai are held at the POMC Clubhouse on the 1st Wednesday evening of each month: **19:30 for 20:00**

POMK lede vergadering en braai word elke maand op die 1ste Woensdagaand van die maand gehou in die POMK se klubhuis om **19:30 vir 20:00**.

POMC Clubhouse at the corner of Keuning Street and Fred Davey avenue,
Silverton/Meyerspark

POMK Klubhuis op hoek van Keuningstraat en Fred Davey laan; Silverton/Meyerspark

GPS Co-ordinates for POMC: S 25 44.159 E 28 18.652

Pretoria

Old Motor Club / Oumotorklub

PO Box 2014 / Posbus 2014

Silverton

0127

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www.pomccitp.co.za

www.facebook.com/POMCclub

Klubvergadering 4 September om 19:30 vir 20:00



Aanbiedings:

Brendan Seery from Citizen Motoring

Neels de Waal van Franshoek museum

**Hennie Rautenbach sorg vir die braaivleisvuur
vanaf 18h30**

**Opinies in die NUUSBRIEF is nie noodwendig die
siening van die Komitee of die Redakteur nie.**



FROM THE DRIVER'S SEAT..... UIT DIE BESTUURSSITPLEK

Hierdie maand is 'n baie besonderse motor aan ons voorgestel by ons Woensdagaand byeenkoms, toe ons die storie gehoor van Sakkie van der Wat se pragtige 1937 Cord 812. Die motor is herbou deur die vorige eienaar, Mike Otto van Vereeniging. Aangesien die motor destyds nie 'n bruikbare enjin en aandrywingstelsel gehad het nie, het Mike die inherente meganiese probleme en tekortkominge wat daardie Cords gehad het, oorkom deur die gebruik van 'n ander enjin en aandrywingstelsel. Die eindresultaat was 'n mooie, betroubare en bruikbare motor wat oral die oog vang. Vir die rekord, intussen is Sakkie besig met die restourering van 'n tweede Cord tot sy oorspronklike toestand. Baie dankie aan Taco Kamstra vir die samestelling van die skyfiereeks oor die motor en die aanbieding daarvan. Dié maand se tweede Sondag byeenkoms is vervang deur die suksesvolle Cars in the Park saamtrek waaroor reeds in die vorige A- hoo-ah breedvoerig verslag gedoen is.

This month's prime Club event was the POMC Magnum Vintage and Classic Motorcycle and Motorcar Rally, that took place on 15 to 17 August. It was a reliability and regularity trial that took place in the Mpumalanga Province with the Hotel Numbi & Garden Suites in Hazyview, being the headquarters and centre of the "spider" event. According to feed-back received, all participants enjoyed the Rally. After the rally the Clerk of the Course received at least fifteen complimentary WhatsApps in which participants thanked and congratulated him for a most enjoyable and fantastic event, as well as a positive write-up from Kevin Robertson in *Kickstart*, Journal of the VMC. Congratulations to the winners. Hotel Numbi and the Garden Suites owner and fellow motoring enthusiast, Willem Fick, once again ensured that participants received very good value for their money in the form of the very best accommodation, cuisine and service at the hotel during their stay. The Committee's thanks and appreciation goes to Leo Middelberg and his capable team for once again organising and presenting the Rally, which has developed into one of major old motor and –motorcycle rallies on the annual calendar.

Ons is tans besig om die Klubhuis netjies te kry met die oog op SAVVA se algemene jaarvergadering wat die naweek van 7 September by die POMK Klubhuis plaasvind, waarvoor ons klub die gasheer is. Die Komitee het ons gaste wat oumotorklubs vanoor die hele land verteenwoordig, uitgenooi om na afloop van hulle AJV 'n besoek per bus te bring aan Pierre Diedericks se versameling ou motors naby die Hartebeespoortdam. Klublede is welkom om die besoek mee te maak en om daarna sop en brood by die Klubhuis te kom geniet. Meer besonderhede sal verstrek word tydens ons komende Woensdagaand byeenkoms. SAVVA afgevaardigdes is ook uitgenooi na ons Lentefees uitstalling by die Klubhuis die Sondag. Klublede word versoek om asseblief te help om ons gaste tuis te laat voel hier by ons. Ons dank aan Frik Kraamwinkel en Ralph van der Merwe wat na die Klubhuis se gereedmaking omsien.

Many years ago the Club was donated a piano by well-known rally driver, the late Jan Hettema. This piano now is in disrepair and has become redundant to the Club's requirements. At a Committee meeting the matter was discussed. Vice Chairman Christo Ferreira said that he is acquainted with the well-known singer Helena Hettema, daughter of Jan and he wondered whether she would not be interested in the piano. Christo subsequently contacted her and she said that she will be delighted to obtain the piano. The Committee will therefore present her with the piano at an occasion to be arranged.

Lede word vriendelik daaraan herinner om hulle ledegeld vir die nuwe jaar voor die Klub se algemene jaarvergadering op 4 November te betaal (R440 vir plaaslike lede). Dit kan elektronies per bankkaart gedoen word, of per bankkaartmasjien inbetaal word tydens klubbyeenkomste. Andersins sal kontant ook aanvaar word.

Berto Lombard



Cars in the Park 2019

On Sunday the 4th of August, the Pretoria Old Motor Club held the 40th Cars in the Park event at the Zwartkops Raceway, and more than 2500 cars were on display.

One car stood out head and shoulders above the rest. In 1995, the McLaren F1 shocked the world by winning the Le Mans 24- hour endurance race at its first attempt. The car was driven by Masanori Sekiya from Japan and former Formula 1 drivers JJ Lehto and Yannick Dalmas from Finland and France respectively. It was the fastest production car for a decade. Danie Brough owns what is probably the only F1 GTR, the roadgoing version of the Le Mans winner, in South Africa and it attracted a lot of attention. This is actually a replica of the F1, but built to the specification of the F1. A unique feature of the F1 is the central position of the driver, which gives the impression of a Formula 1 racing car. Only five stripped -down roadgoing versions were manufactured, but since then, McLaren has introduced a range of sports cars that are more readily available.



This year is the 60th anniversary of the introduction of a small car that caused a revolution. The Mini, which was initially marketed as an Austin Se7en (sic) or a Morris Mini Minor was the first car to have front wheel drive and a transversely mounted engine. Eventually all manufacturers of small cars followed this trend.



The historian of the Mini Owners Club of South Africa, Ryno Verster, displayed what he has always considered to be his favorite version of the Mini. The Wolseley 1000 was an exclusively South African model. It combined the front end of the Wolseley Hornet, which had sedan bodywork, with the body of the Mini 1000. Ryno owns two of them, a modified version and a standard one, which was on display. The latter car was built in 1968; the Wolseley 1000 was introduced in 1967 and just fewer than 500 were built before it was discontinued in 1969.



Gerrie Everts has been a Mini enthusiast for many years and he owns several of them. He displayed two cars; both fitted with the original 850 cc engine. The older of the two cars was a 1960 Morris Mini-Minor in Porcelain Green, which he restored about eight years ago, and the second was an Austin Se7en in the same Old English White colour of 621 AOK, the first Mini, a Morris Mini-Minor that was manufactured.



Two cars that celebrated their 50th anniversaries were also on display. The Datsun 1600, known as the 510 or the Bluebird in some countries, were introduced to South Africa in 1969 and immediately became popular. The SSS was the performance version and was the only South African car to win an international rally. Dana van Vuuren owns a stunning 1971 model 1600 SSS; the car is completely original, but has been fitted with Rostyle wheels, which was a popular contemporary accessory. He is the second owner, and he has had it for 15 years. A very interesting feature is the original registration number, TK 129, that has been engraved into the windows. TK was the registration letters for Krugersdorp, on the West Rand of Gauteng. This car was built in the year when the Datsun 1600 range, which also consisted of a De Luxe manual and automatic, and a GL coupé, reached number three on the South African sales charts, just behind the VW Beetle and Chrysler Valiant, which were number one and two respectively.



In 1969, General Motors introduced the Chevrolet Kommando and Constantia, which were based on the Holden HK range, and these Chevrolet models replaced the Holdens two years later. Jacques van der Linde displayed a 1970 Kommando 230 LS. The 230 in its model designation denoted its engine capacity in cubic inch; its metric capacity was 3,8 litres. This car was fitted with a three-speed manual transmission. The most important change of this model compared to the 1969 model was that the strip speedometer was replaced by an instrument panel with circular dials. This Kommando was going to be exported to New Zealand, but the process was halted, which is a good thing because these cars are getting increasingly rare. Jacques is currently restoring a 1975 Constantia, based on the Holden HQ Statesman Custom, and he hopes to complete this project soon.



The Alfa Romeo Spider was a very popular affordable sports car in the 1960's and 1970's and appeared in several movies. Dustin Hoffman drove one in *The Graduate*, which was released in 1967. In the same year, Wouter Kruyshaar's 1600 Spider was manufactured. He is one of three brothers who displayed classic cars, and because of the 1600's rarity in South Africa, it drew a lot of attention among knowledgeable car enthusiasts. The car has been in their family for several years and has been restored to its original condition. The well-known Alfa Romeo specialists Signorelli Motors were responsible for the mechanical restoration; the brakes, suspension, transmission and differential were also restored. Only 300 right hand drive 1600 Spiders were manufactured.



A very special Mercedes-Benz 230 SL was on display; this 1964 model was originally owned by the well-known industrialist Harry Oppenheimer. This car has been kept in its original condition and is currently owned by Peter Sutton, its fourth owner.



Sometimes it happens that a derivative of a car is introduced without the intention of it being a limited edition, but eventually it turns out to be one. That was the case with what is probably the rarest version of the Toyota Corolla introduced to South Africa so far. In 1977 the Corolla range, which was introduced to South Africa for the first time two years before, received a minor facelift. Soon after that, towards the end of that year, a new four-door version was added to the range; the SR 4 was very similar to the SR 5 coupé; it had the Rostyle rims of the SR 5, and cloth upholstery, but the most important changes were the silver side stripes and a four-speed transmission. Nico Fourie displayed an immaculate 1978 version. Soon after this car was manufactured, it was discontinued and replaced by the 1600 5 speed, the forerunner of the original Sprinter. This car arguably attracted more attention than the two TRD models that were on display.

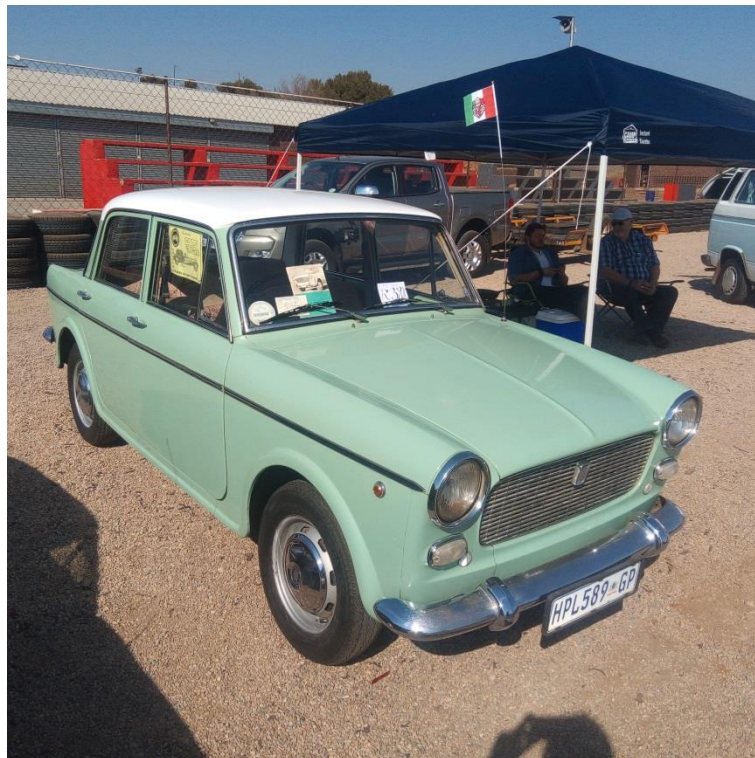




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The Fiat 1100 was a very popular light car in the 1960's and preceded the 124 in South Africa. Charné Bester displayed a 1965 model which has been in the same family since new, and even the original invoice and original service booklet is still intact. This car was for sale at the time of writing and is still in an immaculately original condition.



The next event on the Pretoria Old Motor Club calendar will take place on Sunday the 8th of September, when classic trucks, motorcycles and stationary engines will be on display at the club's premises in Silverton.

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Magnum Rally yet again a thrilling challenge

Matthys Ferreira

The 40th annual Magnum Rally took place over the weekend of August 15 to 17, its headquarters, as always, being the Numbi Hotel. This event is steeped in history and despite the economic challenges, it still boasted more than 45 entrants, many of whom have competed multiple times over the years.

Being a regular event, it offers many challenges to competitors in the various classes. For the motorbike competitors, it must be particularly challenging, as they are also their own navigators. Car competitors have the luxury of a navigator on board so the driver can focus on the road. Although most of the Mpumalanga roads are in an acceptable condition, a sudden protest action on any of the routes requires calm nerves and planning skills from the organisers. The danger presented in these instances, other than to life and limb, is the possible damage to many of these rare and valuable vehicles.

The routes over the three days average between 180 to 200km per day and allowed competitors to explore the beauty of the Lowveld. This may not sound like long distances, but drive them at no higher than 80km/h, and the picture changes somewhat. On one regularity stage, one local and well-known Nelspartan, Gary Edwards, bravely made his way through burning tyres so as to not lose time and incur penalties. He eventually finished fourth overall. Gary is a regular classic bike racer. So his biggest challenge is to, for this event, slow down from his normal racing at 180km/h plus, to the required speed of 57 to 80km/h. "It is killing me, but hey, it is an extremely well-organised and enjoyable event. And the food is excellent," said Gary.

For Fred Viljoen, another local, this was his 4th Magnum. Fred is more casual about his participation. "I compete, finish where I finish and enjoy the scenery and the wonderful friendships that are so characteristic of the Magnum."

Then there is the 84-year-old and spirited Johann Nel and his 1956 Beetle, all the way from Potchefstroom where he is still active as a part-time lecturer at the university. And yes, "my wife Lallie and I will drive back in the Beetle". Johann's first Magnum was in 1980 on a BMW motorcycle. In 1990 he did the Fairest Cape Rally. "I love the Lowveld. I used to bring schoolchildren here for walking trails around Pilgrim's and the Blyde River many years ago when I was still teaching." Johann also owns a 1963 1200cc Beetle which he bought for less than what it now costs to fill his BMW's tank.



For Allan Schonken, who participated in one of the deceased David Hoff's cars, a 1956 Austen-Healy, the Magnum always presents magic. "The scenery and the friendships are priceless."



Another well-matured and well-known biker, Kevin Robertson, in his mid-eighties, competed in a 1960 Velocette. "Reaction times are obviously not as sharp as they used to be, but I still enjoy these events. The Magnum is something special," he chirped with a serious twinkle.

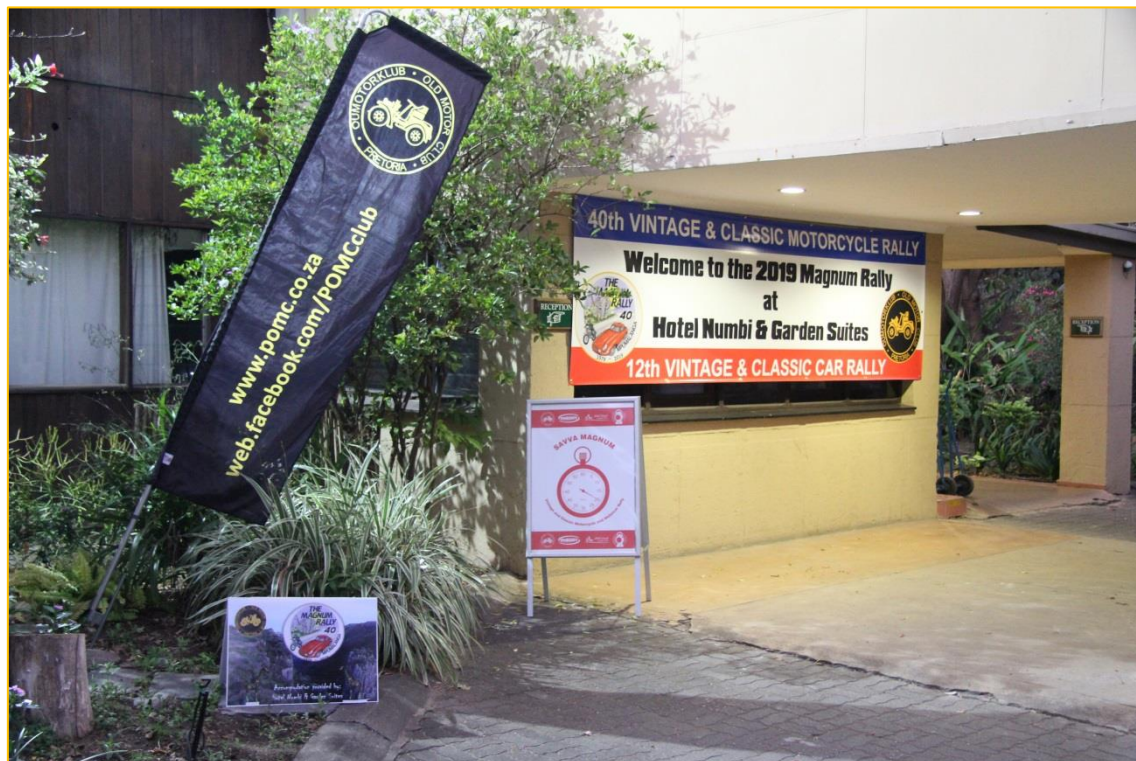


Whether you finish the Magnum or not, everyone is a winner and many trophies found new and repeat recipients, and yes, the general sentiment is that "if we are blessed with health, we will be back in 2020"

MAGNUM Regularity Rally 2019

Date: 14 August to 18 August

Venue: Hotel Numbi and Garden Suites





Neil Stander from POMC winner score group A motorcycles



Christo and Lorna Ferreira form POMC second in score group C motor cars

Magnum results

Score group A- Motorcycles:

		Name
Magnum Airlines Trophy	: 1st Overall	Neil Stander
POMC Trophy	: 2nd Overall	Kevin Walton
VMC Trophy	: 3rd Overall	Gerhard Bothma
Air Lingus Trophy	: Winner of the First Trial Day	Neil Stander
SA Airways Trophy	: Winner of the Second Trial Day	Neil Stander
Kempton Park M/cycle Cabin Trophy	: Winner of the Third Trial Day	Neil Stander

Score group B- Motorcycles:

BMW Club Motors Trophy	: 1st Overall	Gavin Walton
BTR Power Products Trophy	: 2nd Overall	Mike and Glenda Ward
MH Automation Trophy	: 3rd Overall	Rikki & Diana Maizey
Bepco Trophy	: Winner of the First Trial Day	Gavin Walton
Bepco Trophy	: Winner of the Second Trial Day	Gavin Walton
Goodyear Trophy	: Winner of the Third Trial Day	Mike and Glenda Ward

Score Group A & B Combined - Motorcycles:

Summerly Trophy	: Best performance by a team of three – Score Group A	<i>Not Awarded</i>
Ultimoil Trophy	: Best performance by a team of three – Score Group B	Gavin Walton, Mike & Glenda Ward, Rikki & Diana Maizey
The Combined Age Trophy	: Best performance by the youngest rider on the oldest machine	Neil Stander
BMW Trophy	: Lowest average score per control on a BMW	Neil Stander
VMC Australia Plaque	: Best performance by a first time rider	Gerhard Bothma

Score Group C – Motor cars:

Nash Trophy	: 1st Overall	Stewart & Larina MacGregor
Connocks Trophy	: 2nd Overall	Christo & Lorna Ferreira
1907/67 Benoni Trophy	: 3rd Overall	Syd & Brenda Brett
Harks Garage Trophy	: Winner of the First Trial Day	Steve & Hazell Eden
Rent-a Bakkie Trophy	: Winner of the Second Trial Day	Stewart & Larina MacGregor
	: Winner of the Third Trial Day	Stewart & Larina MacGregor

Score Group D – Motor cars and Motorcycles:

Rodger Pearce Trophy	: 1st Overall	Schalk & Susan Van Niekerk
Spotty Woodhead Trophy	: 2nd Overall	Michael Altona & alison Russel
Adri Van Den Berg Trophy	: 3rd Overall	Heath Hargreaves & Kevin Cronin
1st Day SARRA Trophy	: Winner of first day	Schalk & Susan Van Niekerk
2nd Day SARRA Trophy	: Winner of second day	Schalk & Susan Van Niekerk
3rd Day SARRA Trophy	: Winner of third day	Schalk & Susan Van Niekerk

Score Group A,B and C: Motorcycles and cars combined.

Ruterfoord-Jones Trophy	: Most zero's scored on the event.	Gavin Walton
Methusala Shield	: Best performance by a rider over 70	Christo & Lorna Ferreira
The Hotel Numbi Trophy	: Achievement on the Magnum Rally	



Gavin Walton on 1965 AJS winner of score group B Motorcycles



Stewart & Larina MacGregor winner score group C Motor cars



Schalk en Susan van Niekerk winner score group D motor cars and motor cycles



Herman Nel's Ou Motor Hawe



View along the route

The Mercedes Benz 219 story

The first six cylinder Ponton appeared in March 1954 as the 220a model at the Geneva show.

It was replaced by two six cylinder models in 1956, the luxurious 220S which was mechanically and esthetically more advanced and a basic 219. The 219 was in essence a 190 from the windscreen backwards, while it had the 220 nose to accommodate the 2.2 liter 6 cylinder engine. Just before release it was named 219 from 24-03-1956 to 07-04-1956, then changed to 220K (for "Kurtz" or "short") and three days later back to 219 again as the final designation for this hybrid model. The reasoning being 2 (from 220 front end) plus 19 (from 190 rear end). Production of the 219 started in March 1956 and ended in July 1959, being replaced by the new "Fintail" range.

The 219 was aimed at the buyer who wanted basic six cylinder performance rather than the prestige and luxury of the 220S. This was to counter the growing competition of medium sized six cylinder cars, especially the Opel Kapitän. The up market 220S had more chrome trim, a full wooden dash with a horizontal bar speedometer, wooden window surrounds and usually leather upholstery and wool carpets. The 219 had the basic interior of the four cylinder 190 with rubber mats, round speedometer and Bakelite window trim with a wooden capping on the dash board and MB-Tex vinyl upholstery. Ironically these basic materials stood the test of time much better!

The Mercedes Benz 219 did not prove to be very popular in Germany as it was looked upon as a poor man's version of the 220S and mainly used as a commercial workhorse, especially by the politizei. Therefore most of the 27 845 units were exported, specifically to the USA. The 219 has now become very scarce in Germany as local units were used up in service and not cared for as in the case of 220's.

The car is 2,7 inches (68,6 mm) shorter than the 220S as it has a narrower rear door and does not have a quarter panel in the rear door window. Therefore the rear windows of the 219 cannot wind down completely because of the wheel arch. It is consequently 132lb (59,9 kg) lighter than the 220S. It is fitted with the 190SL rear axle with a 5% lower final ratio to convert the power-to-weight advantage into a higher top speed. This, notwithstanding the single twin barrel Solex as opposed to the twin carburetors of the 220S which raised the power from 66 to 78 kW. All this made the 219 a popular car for rallies and its robust construction led to first places in the 4 day Coronation Safari (1958) over 3 200 miles (5 120 km) where 84 cars entered and only 27 finished. It also won the East African Safari's (1959

and 1960) over 3 400 miles (5 440 km) and locally won the “Total Rally” in class D out of 21 competitors during 1959.

In 1950 Daimler-Benz AG began to investigate the assembly of their cars in the Union of South Africa. It was only eight years later that the extremely high standards could be met. Jigs and other assembly equipment were installed at Car Distributors Assembly (CDA) in Port Elizabeth late in 1957 for the assembly of Mercedes Benz cars from imported Semi-Knocked-Down (SKD) material. All mechanical parts were supplied from Stuttgart and certain local materials including upholstery, paint, tires and batteries were of SA manufacture to meet the local content requirements. The first six units (four cylinder cars) were dispatched on 20 February 1958.

My particular 219 was manufactured in Germany in December 1958 according to the VIN numbers, shipped to South Africa in SKD form and assembled by CDA. It has fog lights as a factory option (as in the case of 60% of the 219 models), the color is white-grey (wiessgrau code 158) and it has red MB-Tex upholstery. Mine has a bench front seat, but separate single seats could be had at the same price,

The car was originally bought by Mr. George van der Linde who suffered from a serious heart defect and whose life expectancy was very short. He therefore searched for the best car he could afford at the age of 36 and treated himself with this newly introduced Mercedes Benz 219 which was registered in his name on 18 March 1959.



The price was £1 301, the equivalent of a V8 Chevrolet Biscayne and more than twice the price of a Volkswagen. It was still 13% cheaper than the MB 220S, but 9% more expensive than the four cylinder MB 190.

Just after he bought the car, he had open heart surgery and his driving license was subsequently revoked. From there on his wife acted as his chauffeur on long trips, while utilizing Volkswagens around town. Once a year they would have their annual holiday in Strand near Cape Town where the car was serviced by Dorington Motors. During the up and down trip George would take the steering wheel through the Karoo as his only bond with the vehicle. He had no children and therefore there was no strain on the interior! After the trip it would be placed on four newspapers under the tyres, under a cloth and with the doors on the first notch to preserve the rubbers. That was the position I found it in 1973 after my father-in-law introduced me about his college friend.

I immediately fell in love with the car as it reminded me of my first fabulous ride in a Mercedes Benz, a black 220s during 1960 at the age of ten. This belonged to Dirk Jurgens, the founder of Jurgens Caravans.

I frequently kept in contact with George over the years until his death in 2003 at the age of 81 from shingles – not his heart! His wife kept the car another two years for sentimental reasons and I acquired it after 32 years of waiting on 01 May 2005 against stiff competition.

By then the car had accumulated 95 743 miles (153 189 km) over 46,5 years. Although it stayed in the same municipality of Johannesburg, it carried registration numbers TJ 171-927, LSG 423 T and JKB 467 GP due to changing legislation over these years. When I bought it the number became 1958 MB GP as it now resides in Pretoria.

The car is rust-free, has never been re-sprayed, re-upholstered or the engine re-conditioned and is therefore in a total original condition, complete with its sales brochures, delivery paper, owner's manual, workshop manual, parts directory and special tools. Mostly due to the fact that the meticulous George was also a watch repairer/collector in his free time.

As the second owner, I use it regularly for recreation, shows and social venues and it serves as a valuable source of information for restorers. It featured in the limited edition Mercedes Benz SA calendar for March/April 2007, as well as the Pretoria Old Motor Club calendar for May 2009. It has received numerous awards during concourse competitions and competed successfully at various veteran car rallies. It has now done 108 000 miles (173 000 km) over 61 years.

Current owner and author: *Dr. Deke Tromp*

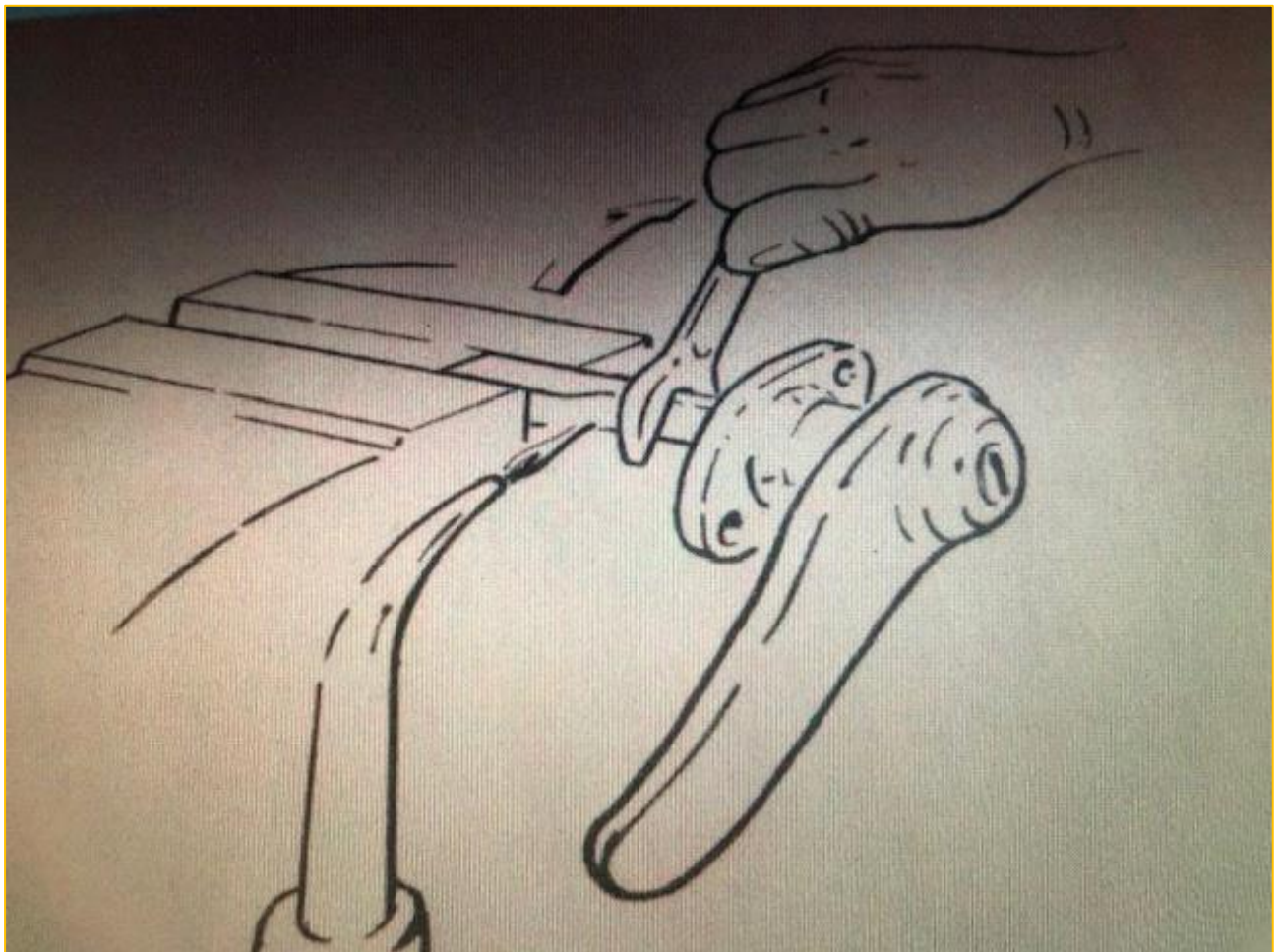
SAVVA Technical Tip 145 – Sagging door handles.

Some years back we touched on this subject, however, Alf Dolt recently submitted the following reminder which is worthy of repeating. Alf is one of those perfectionists who has rebuilt some magnificent cars.

From Alf:

Cars of the 20's to 60's used a square bar to support the door handles which with the passing of time together with miss-handling the bar tends to bend resulting in sagging handles. How often does one see concourse cars with drooping handles which is so easy to correct.

Simply remove the handle. Place one end of the square rod in a vice and heat it up with a gas flame until cherry red and carefully bend the handle up until it is horizontal. When it had cooled down replace in the latch. The trick is to play with the heat until the handle can be bent up without too much force. One can also attach a spanner to the square bar next to the handle to help the bending process.



SAVVA Technical tip 146 – Refilling spray cans

How often have you wished you had a spray can (rattle can to Americans) with paint the colour you need to do a touch-up rather than firing up the old compressor and using a conventional spray gun. I came across an article which could/may solve this problem. I don't think it's for the faint hearted but fun trying it out. The idea is to refill an empty spray can with the colour paint you require. This is how you would go about it.

Step 1. Go to your friendly paint shop and have them mix a quantity of the paint colour you require. It will have to be Duco or Enamel as 2K would harden in the can.

Step 2. Using an empty spray can, drill a hole in the top or side of the can. Pour in a quantity of thinners in the hole and wash out old paint.

Step 3. Take an old tubeless tyre valve, remove the rubber, insert it in the hole in the can and solder in position.

Step 4. Remove the valve core from the valve and insert a quantity of paint using a syringe. You would be well advised to visit your local Discem and purchase some disposable syringes. Replace valve core.

Step 5. Pump-up to a pressure of around 60 to 80 PSI

Step 6. In “theory” you will now have a working spray can with the colour paint you require.

Please note: if you end up with paint all over your face don't blame me – I'm only passing on what I read .

p.s. I tried it out using Sunbeam Alpine Yellow paint. Initially I thinned it out too much but on the second attempt it worked out fine. Is it worth all the trouble – not really, but fun!



Technical tip 147 – ZDDP oil additive

The more I read about which engine oils I should be using in my older cars the more confused I become. Straight oils, multigrade oils, oils with this or that muti? I must admit I use whatever is on special at the local stores and hope for the best. What I am aware of is that modern engines use roller lifters on the camshafts to open and close the valves where the early engines used lobes and mechanically pushed the valves open and it's a fact that the lobes on the camshafts of older engines are being damaged by modern oils because of the removal of a product called ZDDP.

I've just spent hours on the internet reading up about the product ZDDP (Zinc Dialkyl Dithiophosphate) which the experts tell us that prior to 1989 (in the USA) was added to oils to protect the sliding motion of camshafts and that modern oils don't use it any more as is no longer required. It also causes problems with catalytic converters in modern engines.

As we are aware special oils are available, for those who can afford them that is, designed for use in older engines with the correct amount of ZDDP. The question is, is it possible to add ZDDP to our typical super market oils?

At a recent discussion on the subject one of those knowledgeable chaps amongst us pointed out there was a product on the market designed to add to modern oils which will protect valve lifters in older engines - this obviously needed further investigation. A visit to the local Midas uncovered the product in question made by Wynn's called *Hydraulic Valve Lifter concentrate*. I contacted Wynn's and they confirmed that this product contains up to 5% ZDDP and is designed to assist with the sliding cam action in older engines. Is it the answer - could be, for a R110.00 an oil change it may be worth trying.

If anyone has any experience or anything to add to the above, or would like a copy of Wynn's Material Data sheet pertaining to this product, please let me know. Are there any other products available that can be recommended? What do the racing chaps use in early engines? Please let me know at eric@anatomical.co.za



Members' Enclosure

The newsletter for RealClassic subscribers only

I know how much you all enjoy my occasional forays into the science of statistics, so I thought you might like yet more good news (yes, I know; as ever RC swims against the tide), which this time is related to motorcycle safety in the UK.

As you'll recall from previous months and some snippets I've shared on the RC Facebook group online, the number of motorcycles registered for road use in the UK is healthily high at the moment at around 1.3million – more than double the number of road-legal bikes 25 years ago, and none too shabby compared to the glory days of the old Britbike industry which saw 1.5million motorcycles on the road in 1960. There is also an encouraging number of new riders taking their tests to join us on two-wheels. So far, so splendid.

Then the DfT's 'reported road casualties' report for 2018 drifted across my desk, and I braced myself for potential bad news. I'd assumed that more new riders plus lots of roadworthy bikes might well equal more accidents... but I'm happy to be wrong about that. Overall, the total number of casualties in any kind of traffic accident decreased by 6% compared to 2017. At the same time, the number of motor vehicles in use increased slightly, so the actual casualty rate decreased by 7%. Compared to a decade earlier, the numbers are even more impressive: total traffic up 4%, total casualties from traffic accidents down 31% between 2008 and 2018.

Break it down by user type, and the news is even better for bike riders. Year on year, the number of riders involved in reported RTAs fell by 9% between 2017 and 2018. Aha!, I hear you say, but what if the number of bike accidents has gone down because motorcyclists are riding fewer miles? It might be that the lower casualty rates just reflect lower annual mileages. You're correct: that is possible, but it's not reflected in the data.

The figures for distances travelled by mode of transport reveal that in 2009 the 'average person' rode 32 miles by motorcycle. Yes, of course that's a ridiculous figure, but that's what happens when you estimate the total number of motorcycling miles and divide that number by the whole population. Ignore the silly notion that everyone in the UK rode 32 miles in 2009 and instead take note that the same number for 2010 was 33 miles; then 31 miles in

2001... all the way to last year when it was 32 miles per person.

Upshot? Motorcycling mileages are pretty stable. My guess is that the increased number of riders in the UK comfortably compensates for people like me who don't ride so far as we once did – I used to be a 30,000 miles a year rider, and now I'm not.

Another personal observation may also be relevant to the lower number of reported bike accidents: I also used to be a right two-wheeled thug and now... I'm not. I'm far more conscious of potentially unsafe situations and do my level best not to get into them in the first place. In my case that's simply self-preservation and the benefit of experience, but I wonder whether the same dynamic is playing out among new riders who happen to be past the first flush of youth. If people typically now take up motorcycling in their 30s and 40s – rather than in their teens and 20s – then it seems entirely reasonable that these riders are a little less gung-ho than your typical teenage tearaway with a half-baked prefrontal cortex.

Other factors? Well, new riders and drivers also get a tonne more training than we used to, and maybe some of those much-derided rider / driver aids actually do contribute towards road safety...

Anyway. Spring is sprung and the grass is ris. Get out there and enjoy your motorcycling – and prove me right, please, by staying safe this season.

Rowena Hoseason,
Rowena@RealClassic.net

BIKER DOWN

- This seems like the ideal moment to mention
- that the emergency services run a free first aid
- course specifically tailored for motorcyclists, so
- you know what to do if you're on the scene of
- an accident. The course is ideal for clubs and
- groups, and includes a useful briefing on 'the
- science of being seen.'
- Details of your local course providers can be
- found at:
- www.kent.fire-uk.org/your-safety/road-safety/
- road-safety-for-bikers/biker-down-contacts/
- or look on Facebook for Biker Down UK

FROM THE BACK SEAT

Spring is in the air and a lot of little things has already been done in the kitchen and in the hall. I am sure you will soon start to pick up the changes .

To begin with, the kitchen and store room has been cleaned properly. The broken door handle of the door which leads to the storeroom has been fixed and the store room can now be locked. The fridge has been cleaned and repaired. The backdoor has been painted and a curtain has been put up. (A new curtain has been made for the men's bathroom and the bathroom curtain has been moved to the kitchen).

Regarding the recipe book idea I mentioned in the previous newsletter, I got the very positive feedback from Hylda Steenkamp, that her daughter, which is a graphic designer would be so kind to design and type the book for us with no cost involved for us. Thank you so much for that generous offer. May I therefore ask the ladies to email your recipes to me a.s.a.p

leoniathome@gmail.com. The recipes may be in English or Afrikaans and you may send as many recipes as you like. Just make sure to put your name with your recipe. We would like to have the book ready for sale before Christmas, if at all possible.

Please note that my cell no was printed wrong in the previous newsletter.
The correct no will follow.

Love, until next month.

LEONIE KRAAMWINKEL
CELL 082 820 0974
E MAIL leoniathome@gmail.com

MELT-AWAY SHORTBREAD

250	g	soft margarine
125	ml	castor sugar
600	ml	cake flour
150	ml	corn flour
Extra		castor sugar

Cream butter. Slowly add sugar, beating well until pale and fluffy. Sift flour with cornflour and slowly beat into butter mixture to make a soft and creamy dough. Press evenly into an ungreased, 33x20 cm swiss roll tin. Prick well, mark lightly into fingers, and bake at 150 g C for 45 minutes until a pale Biscuit colour. Remove from oven and cut through fingers. Sprinkle lightly with castor sugar and leave in tin until cold. Remove and store in airtight container. Makes 30.

The Smart Car

What we will be forced to drive quite soon.



But, look at all of the 'great new choices' we will have evolving from 'The SMART Car'....

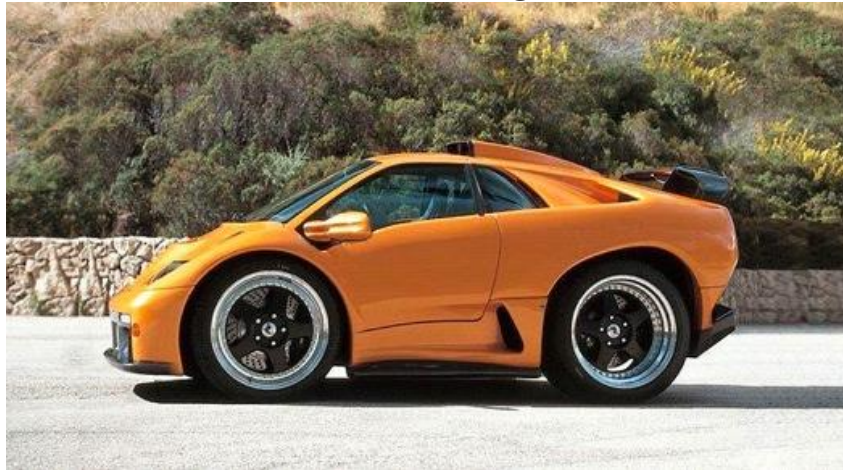
The Smorvette!



The Smaudi A3 AWD!



The Smamborghini!



The Smorsche!



The Smerrari!



And last, but not least,

The Smustang



**LAUGHTER IS GOD'S GIFT TO US TO HELP EASE THE
PAINS OF LIFE'S TOUGH TIMES**

Henry Ford

. "Competition whose motive is merely to compete, to drive some other fellow out, never carries very far."

"Competition whose motive is merely to compete, to drive some other fellow out, never carries very far. The competitor to be feared is one who never bothers about you at all but goes on making his own business better all the time. Businesses that grow by development and improvement do not die. But when a business ceases to be creative and becomes merely reproductive, that is, when it believes it has reached perfection and needs to do nothing but produce--no improvement, no development--it is done. The competition of life, motion, growth will overcome it. That is why Finance and Government are falling in public esteem--they have not grown in power to render service at decreased cost and risk. The Competition of life, motion, growth, is putting them behind."

2/15/1923

Ford News, p. 2.



Verjaarsdae/Birthdays

Indien u naam nie hier verskyn nie kontak Taco dat databasis bygewerk kan word.

01-Sep	Ernie	Jacobson	18-Sep	Roger	Houghton
03-Sep	Harvie	van Heerden	20-Sep	Len	Van Driel
03-Sep	Ria	Greyling	25-Sep	Ester	Marx
06-Sep	David	Alderson - Smith	25-Sep	Helen	Flynn
06-Sep	Hano	Bekker	27-Sep	Dammies	Damstra
08-Sep	Petro	van der Westhuizen	28-Sep	Alida	Boshoff
08-Sep	Minnie	van Schalkwijk	28-Sep	Cornel	Coetzee
14-Sep	Lynn	Marques	30-Sep	Paulette	Janssens
14-Sep	Konrad	Giering	30-Sep	Christo	Groenewald
16-Sep	Rosalind	Billson			
16-Sep	Marcel	Labuschagne			
17-Sep	Frans	du Toit			
17-Sep	Arcas	van Rooyen			
18-Sep	Mariana	Conradie			

Upcoming Events



Spring Festival

Classic Bike , Trucks , Sports car and Engine Day

8TH September 2019

10h00 till 14h30



POMC Club House
c/o Keuning drive and Fred Davey avenue,
Silverton/Meyerspark
Admission: Spectators R20,-
Children Free
Exhibitors and club members Free
Food and drinks available
Braai facilities and Picnic area available
Proceedings of the day donated to Sonitus school



Info:

Christo Ferreira 082 779 5703

Frik fotos



**POMC DIAMOND RUN
to
Classic Car Day in Cullinan
21 September**

8:00 - 9:00	Registration and coffee at POMC Clubhouse
9:00	Departure from POMC Clubhouse (Treasure hunt)
10:30	Arrive at Cullinan (THE ART OF SILVER)
11:00 - 12:30	Street browsing shops, museum and displays Motorised mine tour
13:00	Braai Cost R100,- per person for braai pack, pap and sous or rolls and salad Bring own cutlery and chairs
14:00	Prize giving

- Info and Bookings
- Cost R100 per person
- Ralph vd Merwe
064 745 4564
- Claude Stander
082 570 2498
- RSVP Before
- 18th September





**SAVVA
VETERAN and VINTAGE
TOUR
21 - 25 September**



Distance : 650 km
Tour of Bethlehem/Golden Gate area
Vehicles built before 1931
Accommodation @ Lavender Hill
Country Estate
Organised by: Model T Ford Club of SA
Registration : 20 September
Rally: 21 to 24 September
Price giving dinner: 24 September
Return home: 25 September
after breakfast



Info: Philip Kuschke
082 856 5152
philros@telkomsa.net

Membership Dues – Ledegelde

Ordinary Member:	R440 (most of us)	Student / Scholar:	R150
Country Member	R220		
Half Year: Ordinary member	R220	Country Member:	R110
Entry Fee:	R180		

Any new Student or Scholar member need not pay the Entry Fee.

Any new Ordinary or Country member needs to add the Entry Fee to the initial payment.

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