



# A-hoo-ah !

Desember 2019



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**Cover photo: Doeke Tromp Toyota Toyopet**

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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**Klubvergadering 6 November om 19:30 vir 20:00**



**Presentations:**

**WRC Wales Rally GB**

**Kyalami 9 hour Intercontinental Challenge**

**By Roger Houghton**

**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

Club activities are gradually grinding to a halt as the end of the year is approaching. We had a very productive AGM and I would like to thank everybody who contributed to it. The Japanese car and bike day went off well and it fills one with nostalgia to see how these “bread and butter” cars and bakkies of yore, as well as their classic brethren are treasured, cared for and nurtured by their proud owners. The Club’s end of the year party was a feast with the food as usual enjoyed by all. Thank you very much to Michelle Jeannes and her helpers for again organising it. It worked quite well to make it a lunch and members and their families had a great time enjoying the company of fellow members and their families. For 2019, only the last Wednesday evening meeting remains. We are looking forward to Roger Houghton’s presentation at the meeting on the recent 9 hour Intercontinental GT Challenge that took place on 22nd and 23rd November and the Wales Rally.

Tydens die jaarfunksie is die Klub se trofee, bestaande uit ’n klompie wisseltrofees toegeken. Gelukwense aan elkeen wat ’n trofee ontvang het. Die toekennings vir 2019 is soos volg gemaak:

| Trofee                      | Wenner                              |
|-----------------------------|-------------------------------------|
| Victor Ludorum: Motors      | Christo Ferreira                    |
| Navigator                   | Lorna Ferreira                      |
| Victor Ludorum: Motorfietse | Neil Stander                        |
| Restorer of the year        | Mario Coetzee 1969 Pontiac Firebird |
| Most desirable restoration  | Mario Coetzee 1939 Chevrolet        |
| Clubman of the year         | Christo Ferreira                    |
| Organiser of the year       | Frik Kraamwinkel                    |
| Voorsitterstrofee           | Taco Kamstra                        |
| Vice Chairman Trophy        | Ralp vd Merwe                       |
| Diamond run trophy          | Cancelled                           |

Following the AGM, the POMC Committee members for 2020 are as follows:

Berto Lombard (Chairman), Christo Ferreira (Vice Chairman), Taco Kamstra (Secretary), Frik Kraamwinkel (Financial Official and CiP Manager), Mario Coetzee (Treasurer), Danie du Plessis, Claude Stander, Gerco Kraamwinkel, Craig Jeannes and Jan Nel. Welcome to new members, Craig and Jan for re-joining the Committee. A workshop is planned early in the new year for the Committee to deal with the various portfolios to be filled by the members.

Hier teen die einde van die jaar is dit vir my aangenaam om lede in te lig dat na 'n lang en moeitevolle pad, ons Klub se dranklisensie uiteindelik goedgekeur is. Ons sal dit hopelik vroeg in die nuwe jaar ontvang en dan kan die kroeg weer ten volle operasioneel wees. Baie dankie aan elkeen wat op een of ander wyse met hierdie saak gemoeid was en daarmee gehelp het.

Die POMK Komitee wens alle lede en hulle gesinne graag 'n geseënde Kersfees en 'n baie goeie en voorspoedige Nuwe Jaar toe. Geniet julle vakansie en kom veilig tuis.

Vergaderingsdatums vir 2020 is soos hieronder uiteengesit.

*Berto Lombard*

| Woensdagaande | 2 <sup>e</sup> Sondag |                       | Ander          |                    |
|---------------|-----------------------|-----------------------|----------------|--------------------|
| 8 Januarie    | 11 Januarie           | Bonnets up            |                |                    |
| 5 Februarie   | 8 Februarie           | Bonnets up            |                |                    |
| 4 Maart       | 8 Maart               | American Day          | 21 Maart       | Summer Rally       |
| 1 April       | 5 April               | Veteran & Vintage Day |                |                    |
| 6 Mei         | -                     |                       | 30 Mei         | Cars on the Roof   |
| 3 Junie       | 14 Junie              | British Day           | 6 Junie        | Mampoer Rally      |
| 1 Julie       | 12 Julie              | European Day          |                |                    |
| 5 Augustus    | -                     |                       | 2 Augustus     | Cars in the Park   |
|               |                       |                       | 12-16 Augustus | Magnum Rally       |
| 2 September   | 12 September          | Bonnets up            | 26 September   | Diamond Run        |
| 7 Oktober     | 11 Oktober            | Lentefees             |                |                    |
| 4 November    | 8 November            | Japanese Day          | 22 November    | Afsluitingsfunksie |
| 2 Desember    | -                     |                       |                |                    |







## Japanese Classic Car and Bike day

On Sunday the 10<sup>th</sup> of November, the Pretoria Old Motor Club held its last event of 2019, with classic Japanese cars and motorcycles on display.

The first Japanese vehicle that proved really popular in South Africa was the Datsun 1200 bakkie of the early to mid-1960's, and when Car Magazine tested it for the October 1964 issue, it was given the nickname "Mossie maar man" (small but tough). They are getting rare but an immaculate 1964 model, owned by Derek Nell, was on display. He bought it from a farmer's son and is the third registered owner. The bakkie is still in an original condition, but its interior has been restored and its air cleaner and camshaft have been painted the original colour.



The only resemblance between this bakkie and the Datsun 1200 sedan was the model designation. The sedan was introduced in 1971 and became very popular; the range was also available in a coupé and a bakkie in South Africa. However, a very special version of the 1200 was on display. A two-door sedan was available in some markets, including the United States of America, but it was not available in South Africa. Andrew Langham owns one of the few that were imported to Zimbabwe and made it to South Africa. The 1200 two-door was based on the De Luxe and was known as the 1200 R, but Andrew's car is very different. He modified it according to the 1200 GX specifications, which means that his car has the twin-carburettor engine, the instrument binnacle containing a rev counter and the three-spoke sports steering wheel, to mention a few features. He also had disc brakes and 13-inch Minilite alloy rims fitted. The rear side windows were difficult to find; he had two that were intact but when one was broken, he had to find another one. Fortunately, he came across somebody who had stripped a similar car for motor racing and fitted the windows from that car. He also restored the differential. He used the spares from a GX sedan which he had bought. Andrew owns other Datsun models as well, including a 1200 GX Coupé and a 120 Y station wagon, another extremely rare model in South Africa.





The Mitsubishi Tredia Turbo was the first turbocharged car that was available in South Africa, but they are very rare nowadays. Willem du Plooy has owned one on more than one occasion and has since bought another one. This car has done 300 000 km and has proven to be totally reliable. It is one of about six that are still running, which is strange for a car that was supposed to be aimed at the mass market.





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Not all cars on display were in concours condition, and they don't need to be either. Bill Flynn's Toyota Hilux 4x4 double cab was manufactured in 1988 and is fitted with the very popular Toyota 2,2 litre 4Y engine that was used in the Hilux and Hi-Ace for many years. Although it has shown obvious signs of wear and tear, its engine is still original and has done 500 000 km. Bill uses this vehicle for work and has no intention of selling it.





A completely different Toyota bakkie that has attracted attention for a few years now, is Johan Stapelberg's 1972 Corona Mark II, which was based on the contemporary Corona 1900 Mark II sedan. It was a more refined alternative to the original Hilux. However, Johan's bakkie, which he bought for R 600 many years ago, has been heavily modified even though it looks just about original. Its engine has been replaced by the one fitted to the Toyota Corolla 1,8 TRD in the 1980's and its drum brakes were replaced with front disc brakes. This meant that the original rims could not be used, therefore he had Minilite rims fitted.



Johan Smith is a Mazda Rotary enthusiast, and he owns a Mazda Capella RS racing car, a model that has become very rare in South Africa. However, the car he displayed, was a 2004 Mazda RX8, fitted with the six-speed gearbox. The car is completely original and has only done 99 000 km. He bought the RX 8 from the first owner six years ago.



A few motorcycles were also on display, including three classic models owned by Meyer Erlank. The Suzuki GT 750 was a liquid-cooled model with a two-stroke engine and was manufactured until the mid-1970's. It was available in colours like blue, orange and green, but Meyer reverted to the original black colour. The only item he could not restore and had to replace, was the exhaust system.



The Yamaha RD 400 was a two-cylinder two-stroke model and built the 1976 model he displayed from three different motorcycles. As a result, the frame and engine numbers do not match. In those days, Kenny Roberts was a very successful Grand Prix motorcycle rider



who raced for Yamaha. The yellow, black and white livery of Roberts's racing motorcycles became iconic and Meyer painted his RD 400 in the same colours.



The third classic motorcycle Meyer displayed, was another two-stroke Yamaha, the legendary RD 500, which was developed for Grand Prix motorcycle racing. There was a very small difference between the RD and the RZ 500 that preceded it; the changes were mainly cosmetic. The RD came with a silver frame, but Meyer had his painted black. The motorcycle's fairing was in a poor condition, but that has been restored and painted, along with the fuel tank.



*Daantjie Badenhorst*



## POMC yearend

The yearend lunch was held on Saturday 23 November at POMC clubhouse.

Thanks to Craig and Michelle Jeannes for organising and setup the event which were well attended.







**Victor Ludorum: Motors Christo Ferreira**



**Navigator of the year: Lorna Ferreira**



**Victor Ludorum: Motorfietse Neil Stander**



**Clubman of the year: Christo Ferreira**



**Organiser of the year: Frik Kraamwinkel**



**Voorsitterstrofee: Taco Kamstra**



**Vice Chairman Trophy: Ralph vd Merwe**



**Restorer of the year and Most desirable restoration Mario Coetzee**



## London-Brighton Veteran Car Run

Vehicles that participate in the run



**1898 Peugeot**



**1899 Brown**





**1902 Darracq**



**1902 Westfield**

**BMW Bridgestone track day**

Some of the greatest BMW to seen on our race tracks, many a brilliant memory at Kyalami  
on 1 December



**BMW 530**



**BMW 745i**





**BMW 325IS**



**Batmobile**

## Police Have Never Seen Anything Like This

We all grow up digging around in sand boxes hoping to strike it rich and find some hidden ancient treasures. What we typically find is an old Matchbox car or a present left behind by a cat.

Either way it's very rare to find something desirable. Well, that's not quite the case with a young group of boys in California. They were digging in their back yard

when they found something that would make anyone's jaw drop and their mouth start drooling. In 1978, these kids were digging in their yard when

they came across something big, something metal, and something very very valuable. A buried Ferrari!



The boys actually discovered a 1974 Ferrari Dino 246 GTS buried just a few feet under the dirt in their yard.

The family had just moved into the house and immediately called authorities who came and roped off the area. A team of investigators arrived and unearthed the rare car.





After exhuming the Italian sports car, it was obvious that someone had planned on returning to retrieve the vehicle.

It was very crudely mummified with towels in the vents and tape on many of the seams however the windows weren't fully closed causing a lot of interior damage.

Farmers Insurance was contacted and because of the VIN number they traced the last owner.

After the investigation, it turns out that the owner of the car had actually hired thieves to steal the car and dump it in the ocean so he could claim insurance on it.

The thieves buried the car with the intention of returning to pick it up.



The buried Ferrari was then auctioned off after being on display with the incredible story being reported across the nation.

It was purchased by a young mechanic who owned his own shop in California. The going price was estimated to be between \$5,000 and \$9,000.



He fully restored the buried Ferrari and often enters the car into car shows. Here are the pictures of the car after the complete restoration.





Everything on the car has been restored to the exact factory condition. However, this car comes with some incredible history and an awesome story.



The car even has a vanity plate which reads “DUG UP”. How perfect is that?

### **SAVVA technical Tip 150 – 12 volt generators**

This is an old discussion point, however, a couple of enthusiasts have mentioned they would like to change their vehicles from 6 to 12 volts. The question asked is - is it a simple task and can it be done by the average DIY enthusiast.?

It isn't a difficult job but you have to be an auto-electrician, mechanic, and a machinist to complete the job. To start with you have to change all your light bulbs. You may also have to change the bulb holders as modern 12 volt bulbs don't always fit into the early 6 volt holders. Most 6 volt generators have a cut-out to control the charging rate, this will have to be replaced with a 12 volt regulator. Fit a 12 volt coil and make sure it doesn't need a resistor. Should you have headlight, hooter, or any other relays they must also be changed. Another problem will be your fuel gauge. These gauges are nothing more than voltmeters so you will have to replace it or fit a resistance in line to bring the 12 volts down to 6 volts. Your hooter should survive but don't "blow" it continuously or you will have an ex-hooter.

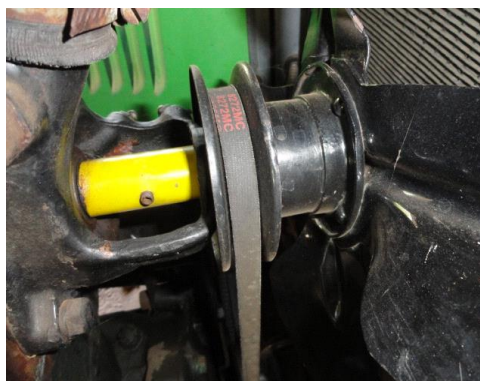
We suggest you find all the bits and pieces before starting the job. Items like original 12volt relays are in very short supply but one can always fit modern ones – as long as they are not visible!!!

One of the biggest problems (headaches) you could face is the drive pulley. Your current 6 volt generator will be fitted with a broad fan belt and to find a 12 volt generator with a pulley to take a broad belt could be problematic. Most US built cars went to 12 volt in 1955 and 1956 still using broad belts and in about 1957 they went to narrow belts. So ideally a generator from the 1955/56 would solve your problem. A few years ago these were freely available but are very scarce now.

With a bit of luck your old pulley may fit onto the shaft of the 12 volt generator. If not, the services of a good engineering shop will be required.

Incidentally, fitting a narrow belt to a broad pulley is looking for trouble – see picture. I was told by this vehicles owner he couldn't find a broad pulley for the generator so he just fitted a narrow belt and hoped it wouldn't give trouble. We've got news for him!

Last but not least, why not fit an alternator and get it over with! we'll discuss this next time.





## *Henry Ford*

"Be ready to revise any system, scrap any method, abandon any theory, if the success of the job requires it."

"The wrong kind of pride has wrecked many a career. It usually roots in the wrong thing. Observe for yourself and see if it is not so, that a man given to pride is usually proud of the wrong thing. Some men are so proud of their method, their system that they think it is more important than the job itself. Touch their method and they bristle with indignation although it may be that their method is ruining the job. The job is the thing. Become more job-centered and less self-centered and there will be less friction, less person 'touchiness' in business. Be ready to revise any system, scrap any method, abandon any theory, if the success of the job requires it."

1/15/1923

Ford News, p. 2.



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## Verjaarsdae/Birthdays



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

|                     |    |
|---------------------|----|
| Johannes van Velden | 5  |
| Daantjie Badenhorst | 6  |
| Graham MacPherson   | 7  |
| Pieter Neethling    | 8  |
| Robbie Feun         | 9  |
| Andre Richard       | 9  |
| Gume Oberholster    | 10 |
| Louise (Dadford)    | 10 |
| Werner Strauss      | 10 |
| Barry Stephanou     | 11 |
| Tina Kraehmer       | 12 |
| Cynthia Walters     | 13 |
| Frans Willemse      | 14 |
| Len van Driel       | 17 |
| Pierre Vermaak      | 19 |
| Pierre Diedericks   | 20 |
| Willie van Niekerk  | 21 |
| Martin Kohler       | 22 |
| Egbert Olivier      | 24 |
| Etienne Fourie      | 24 |
| Willie van Niekerk  | 26 |
| Pitman Combrink     | 28 |
| Ron Hibbert         | 29 |
| Johan Erasmus       | 29 |
| Loraine Venter      | 29 |
| Albert Etsebeth     | 30 |



## **FOR SALE**

### **1969 BSA Lighting**

Fully licensed and roadworthy R 35 000,- contact Robert Dadford 083 929 9533



### **Baine maries for sale**

Two unites Bain marie 5 for R4 500,- Bain marie 3 for R3 500,-

Contact Taco or Frik



## Upcoming Events



**RIDE IN MEMORY**  
with  
**Vintage Motor Cycle Club**  
to  
**LEMON TREE**  
in  
**Cullinan**  
on  
**8 December**



### Program

08:00 Meet at POMC club house  
08:15 – 08:45 Coffee and refreshment  
08:50 Start run  
09:30 Meet VMC at Total Jan Ellis Motors  
10:00 Breakfast at Lemon Tree  
Cost R100,- per person

**Book with Mario 084 517 4680**



*Frik*



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