



a-hoo-ah!

JUNIE 2020

JUNE 2020





POMC Clubhouse: corner of Keuning Street and Fred Davey avenue, Silverton/Meyerspark, Pretoria

POMK Klubhuis: hoek van Keuningstraat en Fred Davey laan, Silverton/Meyerspark, Pretoria

GPS Co-ordinates for POMC: S25 44.159 E28 18.652

Old Motor Club / Oumotorklub

PO Box 2014 / Posbus 2014

Silverton, 0127

www.pomc.co.za; www.pomccitp.co.za; www.facebook.com/POMCclub

Klubvergaderings om 19:30 vir 20:00

POMC members meetings and braai are held at the POMC Clubhouse on the 1st Wednesday evening of each month – *June's meeting is canceled due to the Covid-19 pandemic.*

POMK lede vergadering en braai word elke maand op die 1ste Woensdag aand van die maand gehou in die POMK se klubhuis -

Junie se vergadering is gekanseleer weens die Covid-19 pandemie.



Opinies in die NUUSBRIEF is nie noodwendig die siening van die komitee of die redakteur nie.

Alle lede word aangemoedig om 'n motor verwante artikel/nuuswaardigheid aan te stuur vir plasing moontlikheid na hannie@mailzone.co.za



POMK KOMITEE 2019/20 POMC COMMITTEE

Voorsitter Chairman	Berto Lombard	078 116 8018	berto@woodcarving.co.za
Ondervoorsitter Vice-Chairman	Christo Ferreira	082 779 5703	christo@blpta.co.za
Sekretaris Secretary	Taco Kamstra	082 770 8800	tacokamstra@gmail.com
Tesourier Treasurer	Mario Coetzee	084 517 4680	mario@mariocoetzee.co.za
Projekbestuurder Project Manager	Frik Kraamwinkel	082 444 2954	frikkr@gmail.com
Batebestuurder Asset Manager	Danie du Plessis	083 676 0130	carlpen@mweb.co.za
Tydenbeampste Rally Official	Claude Stander	082 570 2498	claudio@stander2.co.za
Dateringsbeampste Dating Official	Craig Jeannes	082 439 5902	craig.cars@hotmail.com
Koördineerder: 2e Sondagbyeenkomste Coordinator: 2 nd Sunday Meetings	Jan Nel	082 442 3480	jannoddy@vodamail.co.za
Ledewerwing Member Recruiting	Gerco Kraamwinkel	079 916 6277	gercok@gmail.com
a-hoo-ah! Compiler a-hoo-ah! Samesteller	Hannie Kuschke	072 242 8880	hannie@mailzone.co.za

POMC CLUBHOUSE:

WEDNESDAY MEETINGS, 2nd SUNDAYS & OTHER: **Cancelled events**

Woensdagaande	2 ^e Sondag	Ander
1 April	5 April Veteran & Vintage	Canceled due to Covid-19
6 Mei	- Canceled due to Covid-19	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	-	



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

I trust that you are making good progress with whatever you are doing to be productive in the unexpected free time most of us now have as a result of the enforced lockdown situation due to the Coronavirus. Although the lowering of the restrictions of the Country's lockdown to level 3 has made it a bit easier for some of us to carry on with our business, it is quite clear that we will not be able to hold any POMC meeting or Club activity in the near future. Therefore, all Club activities have been put on hold until further notice, including the Cars on the Roof (30 May); Mampoer Rally (6 June); British classic car and bike day (14 June); European classic car and bike day (12 July); Club member meeting (3 June); Club member meeting (1 July); and Cars in the Park (2 August).

Wanneer ons eendag weer as klub kan begin bymekaar kom en ons weer ons normale klubaktiwiteit kan hervat, gaan dit waarskynlik in 'n wêreld wees wat baie verander het. Die Coronavirus gaan nie verdwyn nie en het 'n langdurige en 'n omvangryke invloed op die wêreld en die samelewing as sodanig. Klaarblyklik lê die hef-aan daarvan nog vir ons voor! Mens kan nie help om te wonder hoe 'n klub soos ons s'n in die toekoms gaan funksioneer nie. Hopelik sal dinge weer normaal, soos ons dit ken en voor die grendeltydperk gewoon was werk, of dalk sal ons gewoon moet raak aan en aanpas by 'n nuwe "normaal." Dit sal net die tyd ons leer.

Although all formal Club activities are suspended for the time being, the electronic communication media play an important role for members to keep contact, to share thoughts about the hobby and keep the Club alive. For this purpose, members are referred to the POMC's Facebook and web site (enquiries about this can be taken up with Frik Kraamwinkel 082 444 2954). Members are advised to become participants of the "POMC Social" WhatsApp group (contact Hennie Rautenbach at 082 556 1191). In addition, one can join the "Fun Run" WhatsApp group run by Mario Coetzee (084 517 4680). Furthermore, the Club's monthly newsletter, the A-hoo-ah! is a valuable communication means. Compliments and sincere appreciation to the compiler Hannie Kuschke, for the sterling job she is doing with it. Letters from members as well as contributions by them relating to the hobby, will be greatly appreciated for inclusion in it. Kindly contact Hannie at 072 242 8880 in this regard and send any contribution to her at hannie@mailzone.co.za.

Ons Klub is bevoorreg om 'n kunstenaar van naam wat ook die Klub se historikus is, as lid te hê. Hy is prof Alex Duffey, wat die Klub se geskiedenis geboekstaaf het en wie se kunswerke in die vorm van periode handgeskilderde advertensieborde van motorvervaardigers se logo's en ander motorverwante advertensies reeds die mure van die klubhuis ophelder. Ons is so dankbaar dat Alex van die ekstra tyd wat hy in hierdie dae beskikbaar gehad het nog 'n aantal advertensieborde geskilder en aan die Klub geskenk het. Foto's hiervan is elders in hierdie Nuusbrief. As Komitee probeer ons om die Klubhuis so in te rig dat dit 'n spesiale atmosfeer wat verband hou met ons stokperdjie uit te straal. Hierdie geskenk van Alex, tesame met dit wat ons reeds van hom ontvang het, slaag presies daarin. Baie dankie Alex!

Tot

wederom

Berto Lombard



2020



Bonnets-up
9 February
@POMC Clubhouse



AMERICAN Classic
Car and Bike Day
plus Mini Auto Pretoria
8 March
@ POMC Clubhouse



Summer Rally
21 March



VINTAGE & VETERAN
Car and Bike Day
5 April
@ POMC Clubhouse



CARSON THE ROOF
30 May
@ KOLONNADE RETAIL
PARK
Montana Park



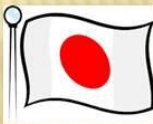
MAMPOER RALLY
6 June
Start: Willem Prinsloo Museum
Finish: Willem Prinsloo Museum



BRITISH Classic
Car and Bike Day
plus Mini Auto Pretoria
14 June
@ POMC Clubhouse



EUROPEAN Classic
Car and Bike Day
12 July
@ POMC Clubhouse



JAPANESE Classic
Car and Bike Day
plus Mini Auto Pretoria
8 November
@ POMC Clubhouse



SPRING DAY FESTIVAL
classic cars, bikes, trucks,
stationary engine and super car day
11 October
@ POMC Clubhouse



POMC DIAMOND RUN
26 September
Start: POMC Clubhouse
Finish: The Art of Silver
Cullinan



MAGNUM RALLY
12TH to 16TH August
Hotel Numbi & Garden Suites
Hazyview
Mpumalanga
FCR photos



Pretoria Old Motor Club
home for enthusiasts
interested in the preservation
of older vehicles
since 1966

POMC Clubhouse
c/o Keuning street & Fred Davey avenue
Silverton
Info: www.pomc.co.za
www.facebook.com/POMCclub
082 770 8800 / 082 444 2954



CanAm Firenza V8 admin and workshop Chev Dealer Team

This
photo was
posted by
Jimmy
Burt on
the
Messenger
CanAm
group



THE POMC CLUBHOUSE:

Due to the cancellation of all events at the club, the clubhouse and grounds were empty. It was autumn when lockdown started, the season moved to winter. We are fortunate to start moving slightly to our day to day duties in June 2020 with care and building our new normal.

However, the club grounds and -house were taken care of through the 69+ days. The club grounds were closed, but the clubhouse got artwork in the form of period hand-painted billboards of car manufacturers' logos and other car-related advertising. The library received new books, the grass was cut and trees were pruned.



'n blik van die klub terrein hierdie week.

Staatmaker, Frik Kraamwinkel het seker gemaak die gronde bly versorg en mooi.





Die biblioteek het interessante nuwe motor boeke ontvang van **Lucius Ford**. - Dankie Lucius.

Lede kan gerus die biblioteek besoek en rustig hul kennis verbreed.

Alex Duffey het sy kuns en skilder talent gebruik om hierdie handgeskilderde advertensieborde van motorvervaardigers se logo's te skilder en dit aan die klub te skenk.





The **Indian Scout** is a motorcycle built by the Indian Motorcycle Company from 1920 to 1949. It rivaled the Chief as Indian's most important model. The 101 Scout, made from 1928 to 1931, has been called the best motorcycle Indian ever made.





Baie dankie Alex!!

Drive Away Your Quarantine Blues with Key Motorsport Moments from Ford Performance

- Ford has turned to racing to prove its products and technologies against the best in the world
- Ford's podium lockout during the 1966 24 Hours of Le Mans race with the GT40 has been described by company executive chairman Bill Ford as "the defining moment in Ford's race history"
- The Ford Capri Perana V8 was SA's fastest locally produced road car and was unbeatable on the track in the 1960s and 1970s

PRETORIA, South Africa, 07 May 2020 - Racing is in Ford's DNA and it all started with company founder Henry Ford whose only ever race and race victory led to the subsequent formation of the Ford Motor Company.

Ford's remarkable upset victory over Alexander Winton, then considered America's greatest racer, came during the 1901 Sweepstakes Race at Grosse Point in Michigan. The win brought investors, inspired by Ford's ability to engineer and build a more superior car than his experienced rivals. In 1903, eighteen months after the race, Henry founded the Ford Motor Company and put his dream of making a mass-produced automobile into action.



Since then, Ford has turned to racing to prove its products and technologies against the best in the world. At last count, the company has 176 Formula One, 676 NASCAR, 91 World Rally and 330 V8 Supercar wins to its name, and countless other victories and podium results at grass roots, national and international level racing.

We've gathered a few highlights and included some unforgettable moments from South Africa's own unique racing heritage. It's guaranteed to bring back some warm and fuzzy nostalgia among motorsport fans, old and young.

Ford and the making of the NASCAR Mustang

Ford has had a long association with NASCAR. In fact, a Ford piloted by Red Byron and run by Raymond Parks, won the very first NASCAR race at Daytona Beach and Road Course in 1948. The following year, the first Strictly Stock Division race - the category which went on to become the premier NASCAR Cup Series - was won by Jim Roper at the Charlotte Speedway in North Carolina in June 1949. Roper drove his Lincoln, Ford's premium brand, straight off the showroom floor to North Carolina to compete and claim the famous victory.

Ford announced in 2018 that the Ford Mustang would compete at NASCAR's highest level for the first time, starting in the 2019 season. While the Mustang has had a long history of racing - starting in 1964 with the Tour de France Automobile - it had never been used at NASCAR's top level. [This link](#) will take you to one of two videos that highlight the work that went into developing the car.

Ford at Le Mans

Ford's podium lockout during the 1966 24 Hours of Le Mans race, where Ford finished first, second and third in the same race with the GT40, has been described by company executive chairman Bill Ford as "the defining moment in Ford's race history". Half a century later, the company returned to France to attempt victory again, this time with the Ford GT. [This documentary](#) tells the story behind that historic victory in the 1960s, and the team's successful return in 2016.

The Ford Escort

The iconic Ford Escort is loved by motorsport fans worldwide, chiefly through its association with rallying and names like Björn Waldegård, Ari Vatanen, Roger Clark, Carlos Sainz, Didier Auriol, Marcus Grönholm and Mohammed Ben Sulayem. The Escort's rallying legacy shines equally bright in South African motorsport, especially in the hands of Sarel van der Merwe and co-pilot Franz Boshoff.

The Escort MkII BDA went on a consecutive championship winning streak from 1979 to 1982. Sarel came close to championship glory in 1992 and 1993, this time driving an all-wheel drive Ford Laser. The Ford Laser won its fair share of races, eventually ending runner-up in both seasons. The Ford Laser also opened the door for a young South African rally superstar named Enzo Kuun who went on



to become a multiple champion. [This short video](#) gives you a taste of the excitement that the Escort MkI and MkII engendered.

World's fastest Mustang

[Get behind the wheel](https://www.youtube.com/watch?v=4s0OKQaMIXo) (<https://www.youtube.com/watch?v=4s0OKQaMIXo>) of Bob Tasca III's 8,200kW Mustang NHRA Funny Car and experience the sheer explosive power of hitting 530km/h in under four seconds.

Ford and the World Rally Championship

In January 2020, Ford's partners in the FIA World Rally Championship (WRC), M-Sport celebrated its 250th consecutive points finish. The record started with Carlos Sainz and Colin McRae in 2002, and since then 22 drivers and 28 co-drivers have contributed to the achievement which includes seven world titles, 50 victories and 185 podiums. [This video](#) takes a look back at some of the most poignant moments over the past two decades.

Ford Mondeo in SA Touring Cars

The AA Fleetcare Series and Touring Car Championship in the early 1990s is often considered the high-water mark of SA circuit racing and attracted international drivers and bespoke machinery that really gave credibility to the phrase 'Race on Sunday, Sell on Monday'. Sarel van der Merwe was once again back at the wheel of a Ford, in the form of the Mondeo entry, pairing up with Steve Wyndham and later with Ben Morgenrood. International driver flavour was added by New Zealander Paul Radisich and British driver Kelvin Burt, competing in the 1994 International Touring Car Championship held at Kyalami.

Ford Mustang wins Australian Supercars

Kiwi-driver Scott McLaughlin dominated the 2019 Australian Supercars Championship in his DJR Team Penske Racing Mustang. McLaughlin won 18 of the season's 36 races, including the iconic Bathurst 1000, to hand the Mustang its maiden championship. You can view behind the scenes action on the team's official YouTube channel [here](#), and catch some of the action on the Supercars channel [here](#).

Ford Sierra XR8 was a homegrown hero

The Sierra XR8 was locally developed by Ford's Motorsport department using the Mustang's carburettor-fed 5.0-litre V8. In order to qualify for the championship's rules, around 200 production versions needed to be built and just like that the fastest production Sierra in the world was instantly born, right here in South Africa in the early 1980s.



The car was raced in the 1985 Group 1 championship by John Gibb and Serge Damseaux, and later a wilder version known as "The Animal" was raced by Willie Hepburn in the Modified Saloons series.

Ford and Ken Block

Ken Block's flamboyant driving and exploits with his highly modified rally and rallycross Ford Fiestas and Focus models, and his wild 1965 Mustang - the only four-wheel drive version in the world - have made him a YouTube sensation. Often spectacular, Block's commitment to entertaining fans is unparalleled. His Climbkhana video, filmed at the famous Pike's Peak hillclimb course, was one of the most spectacular pieces of performance driving ever produced, and has more than 27-million views on YouTube! You can watch a behind the scenes snippet [here](#).

Block's breathtaking array of fast Fords also includes a very special RS200 from the legendary Group B rally era, a modernized version of the iconic Escort Cosworth which he competes with in rallies around the world, and a wild 680kW 3.5 EcoBoost V6-powered F-150 Hoonitruck that he raced up another of the world's most dangerous roads for Climbkhana Two - Tianmen Mountain in China, which you can watch [here](#).

Ford Capri Perana with secret SA sauce

Johannesburg businessman and SA Hall of Fame inductee Basil Green is synonymous with modifications to Fords and his meticulous work was enough to have them approved and sold through Ford's countrywide dealer network with a full factory warranty. Of all his creations, everyone comes back to the iconic Ford Capri Perana V8, which was SA's fastest locally produced road car and was unbeatable on the track in the 1960s and 1970s.

The Perana V8, which was raced locally with its distinctive orange Gunston livery and driven by Bobby Olthoff in the Group 5 category, won 13 of the 14 races in the 1970 season. With a lightweight V8 from the Mustang it was capable of over 270km/h on the old Kyalami circuit's long main straight, and topped the saloon car lap records at every one of South Africa's tracks. Around 500 of these Peranas were built by Basil Green Motors, and their rarity is catapulting their value both on home soil and abroad. They also produced a variety of other fast Fords, including the Escort and Cortina.

Ranger hits top gear in South African Cross Country Series

The V8-powered Ford Ranger has been a front-runner in the South African Cross Country Series (SACCS) for several years, winning on its debut in 2013 with the young Lance Woolridge behind the wheel, along with co-driver Ward Huxtable. Numerous race victories followed over the ensuing years, culminating in Woolridge and Huxtable scoring back-to-back Class T Production Vehicle titles for the Ford Castrol Cross Country Team in 2018 and 2019.



Last year, the team, which is run by Neil Woolridge Motorsport (NWM), won six of the season's seven races in Class T, including an impressive overall victory in Heat Two of the Toyota 1000 Botswana Desert Race.

Earlier this year it was announced that the team would campaign the race-prepared Ford Ranger in the premier FIA-class of the SACCS. NWM made the jump to the top-tier with its current V8-powered Ford Ranger, but an all-new Ranger powered by a twin-turbocharged 3.5-litre EcoBoost V6 petrol engine is currently being built, and is due to make its debut in the second half of the year. Here's the link to the NWM Ranger in action. https://youtu.be/EzactkNd2_I

Sarel and the 'Stang

In the early 1990s Sarel joined forces with Ford for South Africa's most powerful, loosely regulated era of WesBank Modifieds. To get their hands on a competitive car they contacted Jack Rousch who was campaigning a Ford Mustang in IMSA and NASCAR in the US, even winning the IMSA GT Championship in 1993. In his book *Supervan and I*, Sarel remembers buying the car for R500 000, 'a bargain' he describes.

The Mustang arrived in Port Elizabeth for the last round of the 1993 championship and in 1994 the Mustang with its 450kW 6.0-litre V8 and spaceframe chassis, as well as Sarel at the wheel, won the championship. It was just the beginning of Sarel's glorious relationship with the 'Stang.

In 2000 and 2001 he raced the Mustang alongside the ever-popular Gugu Zulu as a mentorship programme. Sarel picked up the championship silverware in both those years as Gugu Zulu adapted to the raw power of the V8 Mustang. Sarel re-emerged from retirement in a Mustang for the inaugural 2009 Simola Hillclimb event, piloting a widebody silhouetted 'Stang produced by Owen Ashley. The car demonstrated profound agility and speed on the narrow 1.9km course and was unbeatable with 'Supervan' behind the wheel, taking the overall victory on debut.

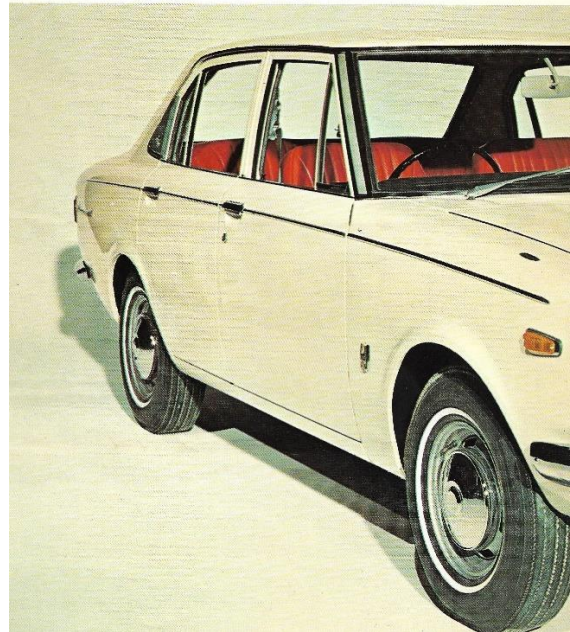


CORONA



MERK II

in Wêreldprestasie in ingenieursvernuif





TOYOTA se ingenieurs het die gerief van passasiers voorop-gestel. Hulle het die ideale binneruim ontwerp waarin 5 persone met gemak kan ontspan. 37 duim beenruimte agter is voorsien. Diep opgestopte sitplekke, 'n magdom toebehore, vloermatte en veiligheids-bekleding is bygevoeg. Daarna

het hulle 'n sierlike, slanke bak gebou, aangedryf deur 'n kragtige 1900-cc-enjin wat 100 m.p.u. kan haal. Die resultaat is 'n meesterstuk met die vuur en fut van 'n GT, gepaard met skitterende binneweelde en foutlose afwerking. Hulle het dit die Merk II genoem.





- 1 Holrugsitplekke met volterugslaan-leunings.
- 2 Opgestopte instrumentbord.
- 3 en 4 Varsvloei-ventilasiestelsel.
- 5 Weelderige bekleding.

Weelderige rygerief



Weelde net waar mens kyk: Opgestopte paneelbord met versonke, glansvrye instrumente. Sagte, postuurgevormde sitplekke. Volterugslaan-rugleunings voor. Geperforeerde vinylbekleedsel vir koel, aangename ritte in alle weers-toestande. Gestoffeerde armleunings aan alvier deure. Volvloermatte. Verwarmer en ontwasemer. 'n Varsvloei-ventilasiestelsel, versterk deur 'n 3-spoed-waaier, sirkuleer 'n volgehoue stroom vars lug. Twee hortjies om die rigting van die lugstroom te beheer.





Kwaliteit · Weelde · Veiligheid

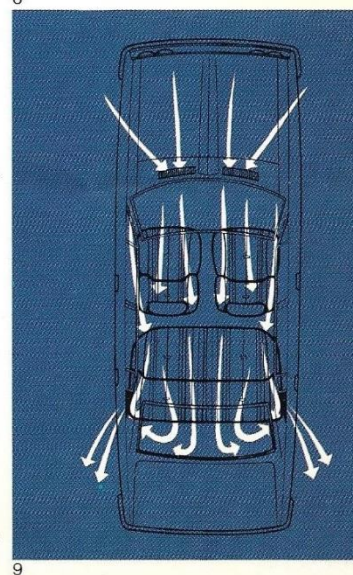
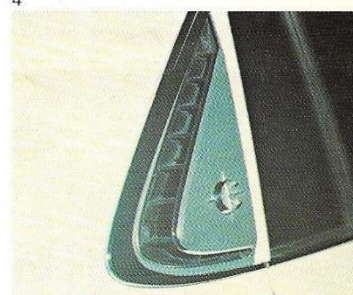
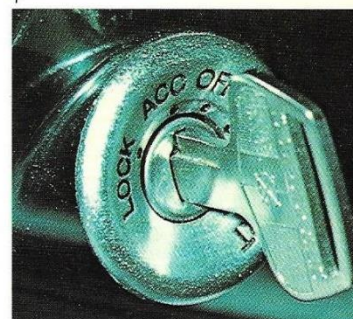
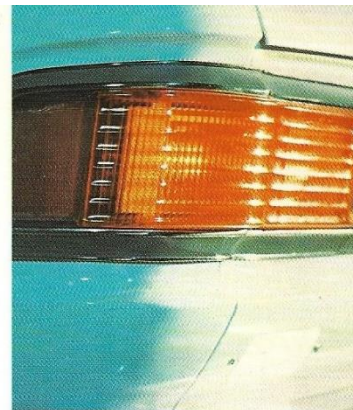
PRESTASIE.

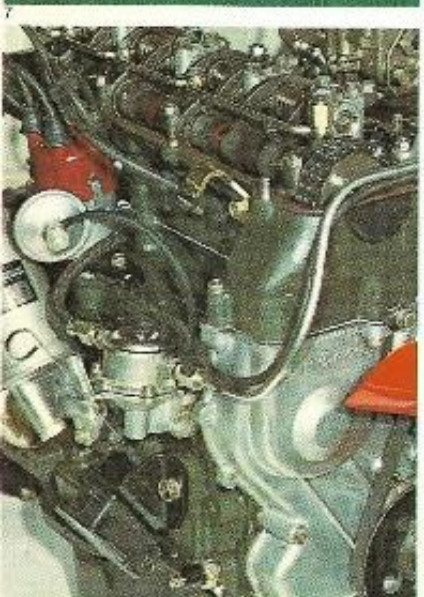
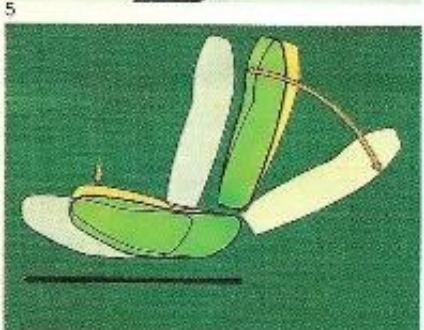
Onder die kap is daar 'n flinke 1900-cc-enjin met 5 hooflaers, wat 108 voortstuwende perdekras ontwikkel. Die Merk II het 'n topsnelheid van 100 m.p.u. en 'n kruissnelheid van 80. 'n Positiewe, ten volle gesinchroniseerde ratkas stel u in staat om binne sekondes tot 60 m.p.u. te versnel. Die kragversterkte, hidrouliese skyfremme voor bring die Merk II vinnig en veilig tot stilstand.

RUIMTE IN OORVLOED.

37 duim beenruimte agter om drie volwassenes met gemak te laat sit. En 39 duim beenruimte voor. Geronde syvensters vir ekstra skouerruimte. Groot bagasiebak met 24 kub. vt. pakplek. Wydoopswaai-deure om in- en uitklim te vergemaklik. Daarby het die Merk II 'n draaisirkel van slegs 31.8 voet vir maklike parkering.

- 1 Agterligpaneel.
- 2 Tweespoed-ruitveërs.
- 3 Voorrooster met dubbele koplampe.
- 4 Stuurslot/ontstekingskakelaar.
- 5 Skyfremme voor.
- 6 Ontlugter agter.
- 7 Verstelbare voorsitplekke.
- 8 Bagasiebak van 24 kub. vt.
- 9 Deurstroom-ventilasiestelsel.
- 10 Kopnokas-enjin van 108 pk.





STANDAARD-TOEBEHORE.

Gekombineerde ontstekingskakelaar/stuurslot. Sigaaraanstecker. Asbakkies voor en agter. Verwarmer/ontwasemer. Veiligheidsgordels. Stewige domkrag en volledige greedskaapstel.

VEILIGHEID.

Komvormige stuurwiel met opgestopte speek. Dik gestoffeerde paneelbord met versonke instrumente. Die terugkykspieëltjie is ontwerp om gevaarloos af te knak by botsing. Versonke deurhandvatsels en verwarmer/ontwasemer-kontroles. Veiligheidsgordels, op drie plekke geanker. Sterk dubbelkoplampe met afsonderlike sekerings. Eenstuk-bakkonstruksie met skokbrekseksies. Duidelik sigbare rigtingwysers en remwaarskuliggies.

BESPARING.

Brandstoftenk vir 11.4 gelling. *Smering elke 24,000 myl. Diens elke 3,000 myl.

GERUISLOOSHEID.

Die Merk II het 'n stewige, rammelvry eenstuk-bakkonstruksie. Geruislose kopnoka-enjin. Klankdempende, rubbergemonteerde vering. Skuins dakpilare om windgesuis te verminder, groter sigbaarheid te verleen.

DUURSAAMHEID.

Hamer gerus die Merk II — hy kan straf verduur. Padtoets van miljoene myle versker jarelange, moeitevrye bestuurs-gnot. Die stewig gesweiste, dig verseelde eenstuk-bakkonstruksie voorkom gerammel en waterlekassie. Puik verfwerk en onderlaag hou die motor volkome roesvry.

* Raadpleeg dienshandboek.



SPEKIFIKASIES.

Model RT62 (Vier deure, vyf sitplekke)

AFMETINGS: Asafstand 98.8", Totale lengte 169.1", Totale breedte 63.2", Totale hoogte 55.3", Grondvryhoogte 7.1".

ENJIN:

4-silinder, in gelid, met kopnokas en 5 hoeflaers. Boring en slag: 3.39" x 3.15" (86 mm. x 80 mm.). Slagvolume: 1,858 c.c. (113.4 kub. dm.). Drukverhouding: 9.0—1. Maks. perdekrag (SAE): 108 pk. teen 5,500 o.p.m. Maks. draaimoment (SAE): 117 vt.-lb. teen 3,600 o.p.m. Kraggewigverhouding: 20.7 (bruto). Prestasie (seevlaktoets): Wegtrek — $\frac{1}{4}$ myl: 19.3 sek. Topsnelheid: 100.6 m.p.u. Gemiddelde brandstofverbruik: 28.08 m.p.g. Lisensieperdekrag: 18.9.

Brandstofstelsel:

Tweekeel-valstroomvergasser met outomatiese smoorleëp. Meganiese tipe diafragmapomp. Lugfilter met papier-element. Brandstofstelselinhoud: 11.4 gell.

Smering (Lijn):

Voldruktoevoer deur trogoëdpomp. Volvloeiende oliefilter. Krukkasinhoud 4.3 kwarte.

Koelstelsel:

Waternverkoeling. Geriffelde vin-en-pyptipe drukverkoeler met sentrifugale pomp, en vierbladwaaier met hidrouliese koppeling. Waterinhoud: 7.8 kwarte.

Elektriese Stelsel: Battery—12 volt, 40 ampère-uur. Alternator—12 volt, 480 watt. Aansitter—12 volt, 1.0 kW.

Koppelaar: Enkele droëplaat met diafragmavoor-drukplaat. Hidrouliese bediening. Voeringdiameter—7.9" (200 mm). Voeringoppervlakte — 49.6 vk. dm. (320 vk. cm.).

Ratkas: 4-gang, alle vorentoeratte gesinchroniseer. Heffboompousie — middel, op die vloer. Ratverhoudings—1ste—3.673, 2de—2.114, 3de—1.403, 4de—1.000, Tru—4.183:1.

Agteras: Halfvry, hipoedrataandrywing. Verhouding: 3.7.

Vering: Voor: Onafhanklik, met kronkelvere en mikke, Wringstaafstabiliseerder. Agter: Asimettriese, halfelliptiese bladvere. Dubbelwerkende, hidrouliese skokbrekers voor en agter.

Stuur: Hersirkulerende koeftipe. Stuurkasverhouding: 19.5:1. Draaisirkel: 31.8 vt. Stuurwieldiameter: 15.6".

Remme: Tipe: Kragversterkte, hidrouliese skyfremme voor. Trommelremme agter.

Diameter: Voorskyf—9.6 dm. (244 mm). Agtertrommel—9 dm. (228.6 mm). Voeringoppervlakte: Voor—17.4 vk. dm. Agter—60.3 vk. dm.

Handrem: Meganies, werk op agterwiele. Bandgrootte: 6.45-13, 4-laag.



Toyota-voertuie word vervaardig deur Motor Assemblies Beperk, Durban — 'n filiaal van Toyota Suid-Afrika Beperk, wat volkome besit en beheer word deur Suid-Afrikaners. Elke Toyota word gerugsteun deur fabrieksbeheerde versiening by meer as 200 handelaars oral in Suid-Afrika en Suidwes-Afrika.

*Toyota Suid-Afrika Beperk behou hom die reg voor om die prys en enige besonderhede van spesifikasies en toerusting sonder kennisgewing te wysig. Besonderhede van die spesifikasies en toerusting kan verander word na gelang van plaaslike toestande en vereistes.



Die wel en wee van die DKW

Hans Heese

Ouer lesers sal met nostalgie die ou swartspeekwiel-DKW's met hul tweesilinderenjins uit die 1930's goed onthou. Ook al die onweloweglike byname wat hulle toegevoeg is!

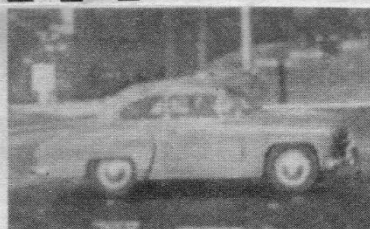
Reeds in 1939 het die ontwerpers van Auto Union in die ooste van Duitsland 'n nuwe vaartbelynde model, die F9, ontwikkel en in 1940 was daar reeds tien prototipes gereed vir die Autobahn. Die oorlog het egter die massavervaardiging van hierdie moderne ontwerp in die wiele gery.

Ná afloop van die oorlog het DKW uit die as herrys en is produksie van die F9, in effens gewysigde vorm, in 1950 in Düsseldorf hervat. (Tot in daardie stadium is pogings aangewend om die "nuwe" DKW in Suid-Afrika en Australië te bou, maar albei pogings het op die laaste oomblik deur die mat geval).

Die DKW, amptelik bekend as die F89, het die tweesilinder-700 cc-enjin van die vooroorlogse modelle gehad maar van 1953 het die bekende driesilinder-tweeslagenjin op die toneel verskyn.

Om goeie enjinsmering te verseker is sedert 1934 reeds gebruik gemaak van vryloopnawe. (Tweeslagenjins het nie normale oliebakke nie en is afhanklik van die olie wat met die petrol gemeng is om die suiers en krukas van olie te voorsien. Indien die enjin teen afdraandes moet rem, kom daar nie genoeg olie by hierdie belangrike komponente uit nie en kan enjins maklik vasbrand).

Indien die motor se remme begin faal het, kon die vryloopnawe wel met 'n hefboom gekoppel word om die enjin te help rem.



'n Graciela wat in Argentinië gebou is.

Die DKW het vanaf 1954 sy gesig op ons paaie begin wys en spoedig op renbane en in tydrenne 'n gewilde motor geword. Van tyd tot tyd is 'n paar visuele veranderinge aangebring om 'n vars en flinker voorkoms te bied. Die enjinkrag is ook opgestoot.

Die klassieke voorkoms van die DKW is egter basies onveranderd gehou en die Junior en F12 het in die 1960's ook hier hul gesigte gewys.

Agter die Ystergordyn het die kamerade ook oor die bouplanne en tegniese spesifikasies van die F9 beskik. In 1953 het die "nuwe" Oos-Duitse DKW herlewe, nou bekend as die IFA F9, en van die voormalige BMW-produksieband in Eisenach gerol.

Op die oog af was daar geen of min verskil tussen die Düsseldorfse en Eisenachse motors nie. Dit was onder die enjinkap waar die verskil gelê het: Die Oos-Duitser het van meet af die driesilinderenjin gebruik wat reeds in 1939 ontwikkel was.

Dit was eers in 1954 dat die Wes-Duitse DKW's ook met driesilinderenjins toegerus is en só sou bly totdat die laaste DKW die fabriek verlaat het.

Die enjins was egter nie identies nie. Die Wes-Duitse weergawe het 896 cc verplaas, terwyl die Oos-Duitser 'n mooi, ronde 900 cc



Motor Registrasie nommers.....

"Suid-Wes Afrika wat onthou jy?

(sien antwoord op bl 26)

SF	_____
SC	_____
SL	_____
SW	_____
SX	_____



SAVVA Technical Tip 155

Correct tyre pressures – second part of three upcoming sessions – by Rodney Idris

Tyre Pressure Build-up

As a pneumatic tyre rotates, the tyre pressure will increase, or build-up. This is quite normal.

There is a popular belief that tyres will burst if they build-up too much pressure. You need not concern yourself about passenger tyres bursting under these circumstances as the pressure at which the tyre will burst is probably 5 to 6 times the pressure at which it would normally operate – so don't worry.

However, what is important about pressure build-up is that it is controlled to no more than 20% of the cold starting pressure. In other words, if it started at 200kPa or 2.0 Bar, and the tyre builds-up to 240kPa, this would be quite acceptable. At this point the tyre would probably have a contained air temperature in the order of 70°C – which is well within acceptable limits.

The problems arise when the tyre pressure build-up is in excess of the 20% from the Cold starting pressure. As an example, should the tyre start at a cold pressure of 180kPa, or 1.8 Bar, and build-up to a hot operating pressure of 240kPa, this would in fact be a 33% pressure build-up. Under these circumstances, the tyre would be getting too hot, and the contained air temperature would now be in the order of 115°C. If the tyre gets too hot there is a danger and very good likelihood that the structure of the tyre will start to degenerate with the resultant tyre failure. This failure can either be in the form of a blow out or merely separation of the components – both of which can have disastrous effects on vehicle stability when it happens.

In order to prevent this happening, ensure that the tyre pressures are maintained at those recommended by the vehicle manufacturer. These are COLD tyre pressure recommendations, and should be checked every second week.

Rodney Idris

June 2020

Rodney has been involved in the tyre business most of his life, working in the tyre manufacturing industry and subsequently as a consultant.

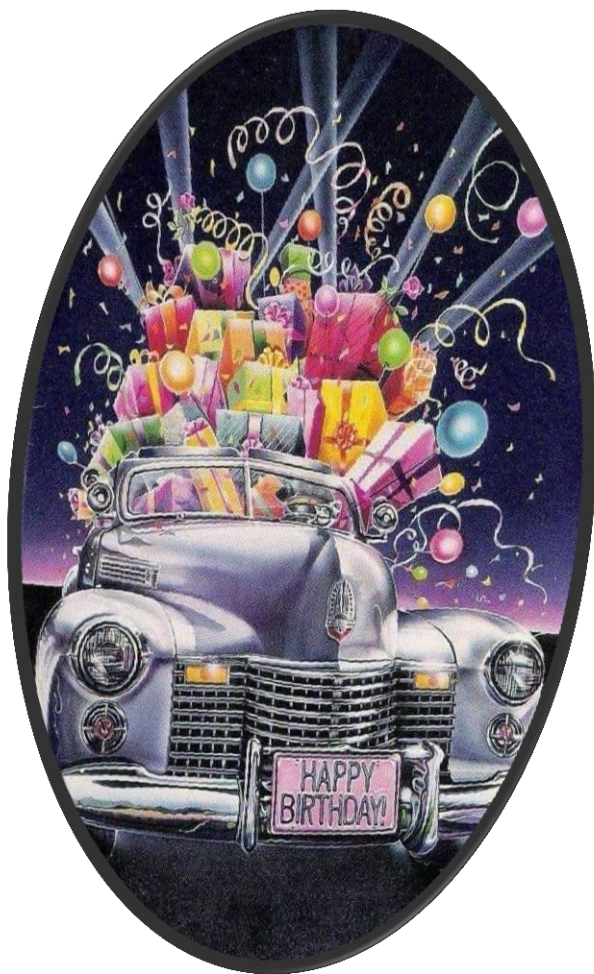
Thanks Rodney for your contribution



Verjaarsdae/Birthdays

On behalf of all the POMC members, we would like to wish the following people a happy birthday. May this year bring with it all the success and fulfillment your heart desires. *(Indien u naam nie hier verskyn nie kontak Taco dat databasis bygewerk kan word.)*

1 Junie	Damon	Nell
2 Junie	Zack	Marques
3 Junie	Gerhard	Pieterse
3 Junie	Ria	Eysell
5 Junie	Bill	Flynn
6 Junie	Claude	Stander
10 Junie	Theo	Ligthelm
12 Junie	Willem	Oosthuizen
12 Junie	Fanie	van Heerden
13 Junie	Berto	Lombard
15 Junie	Pieter	Kuhn
17 Junie	Lenard	Labuschagne
18 Junie	Tonie	Bouwer
20 Junie	Frikkie	Naude
21 Junie	Tracey	de Jongh
22 Junie	Richard	Peer
24 Junie	Gerco	Kraamwinkel
26 Junie	Christo	van Wyk
30 Junie	Sinelle	Rossouw





Upcoming Events



The MAGNUM 2020
Vintage and Classic
Motorcycle and Motorcar Rally
12 to 16 AUGUST

Distance : 750 km
Regularity rally
Vehicles built before 1998
Members of SAVVA and MSA
affiliated clubs welcome
Registration : 12 August
Rally: 13 to 15 August
Price giving dinner: 15 August
Return home: 16 August
after breakfast

Info:
Leo Middelberg leo@middelberg.co.za

Accommodation provided by:
Hotel Numbi & Garden Suites



PRETORIA OLD MOTOR CLUB

CARS in the PARK

We have been monitoring the impact of Covid-19 over the last few weeks with anticipation. Due to the uncertainty it has become almost impossible to plan ahead. The Management Team of *Cars in the Park* and Management Team of POMC has therefore decided to **postpone the event** for now until

we have more clarity on public gatherings. All bookings will be carried forward to the next event and we will keep you posted as soon as we have a decision on the new date. We appreciate the support and share in your disappointment. At this stage we feel that it is in the interest of exhibitors and visitors to postpone but you can be sure that we will have our event as soon as possible.



Membership Dues – Ledegelde Ordinary Member:	R440 (most of us) R220	Student / Scholar:	R150
Country Member			
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.
Annual subscription is from 01 September to 31 August.

REGALIA:

A great opportunity to buy POMC gifts! You can order your Regalia with **Hendrik Byleveld 079 912 4145**



POMC – Lap embroid badge:
Groot – R30, Klein – R20

CIP – Lap Embroid badge:
Groot – R30, Klein – R20

POMC – Motor wapen
R90



POMC – Hout sleutelring
R25

POMC: Staal sleutelring
R25

POMC – Horlosie
R250



POMC – Swart pet
R100



POMC: Swart Beanie
R80



POMC – Geel koffiebeker



POMC – Swart & Geel Lounge
R200



POMC: Wit Lounge
R200



POMC – Swart Lounge



POMC – Swart Serp
R40



POMC – Voorskoot
R150

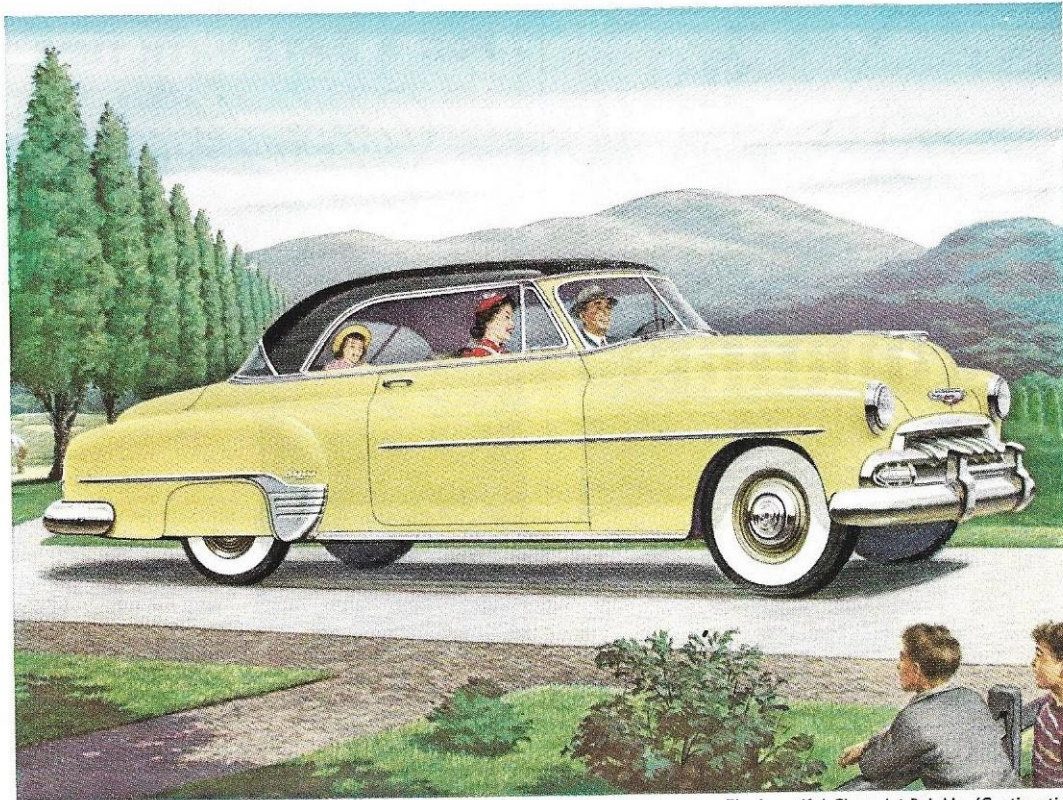


CIP – Assorted
Volwasse: R120 Kinders: R80

Antwoord op Registrasie quiz..

Grootfontein	SF
Oranjemund	SC
Luderitz	SL
Windhoek	SW
Gobabis	SX





The beautiful Chevrolet Bel Air. (Continuation of standard equipment and trim illustrated is dependent on availability of material.)

Why you'll prefer Chevrolet's Body by Fisher for styling, comfort and safety!

What does Chevrolet's world-famous Body by Fisher really mean? It means *beauty*—with styling that sets the standard wherever you go . . . as well as *deep-down quality and fine craftsmanship in every detail*.

It means *steel-welded-to-steel safety* with Fisher Unisteel Con-

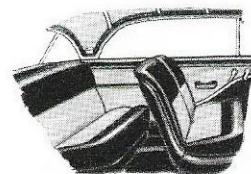


Styling that sets the standard wherever cars are known

struction. It means a choice of 26 solid and two-tone color combinations with spacious and splendid color-matched interiors—two-tone color combinations on all De Luxe sedans and coupes.

And, in addition, it means the extra protection of Safety Plate Glass all around. Or, if you prefer it, E-Z-Eye Plate Glass (optional at extra cost).

All these wonderful advantages of Body by Fisher are yours only with Chevrolet in the low-price field. And best of all, Chevrolet offers them in the *lowest-priced line in its field*. See your Chevrolet dealer and see *all* the advantages that only



Spacious and splendid color-matched interiors

Chevrolet offers you at such low cost. Chevrolet Division of General Motors, Detroit 2, Michigan.

The Only Fine Cars **PRICED SO LOW!**



MORE PEOPLE BUY CHEVROLETS THAN ANY OTHER CAR!



**Competitive Pricing | Largest Product Offering
Daily Delivery | Cutting Service | 23 Branches**



MAIZEY'S SUPPLIER OF THE FOLLOWING PRODUCT RANGES:

Signage Materials & Substrates

Large Format Digital Print Media

POP Solutions - Banner Stands/Frames

Aluminium Sign Systems

LED's for Signage & Displays

Engineering and Industrial Plastics

Rod / Sheet / Tube / Machined Parts



086 1100 420



nat.sales@maizey.co.za



www.maizey.co.za

