



a-hoo-ah!

AUGUSTUS 2021

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Voorblad: 1928 Model A Ford
Eienaar: Stefan Stander

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.

POMK lede vergadering en braai word elke maand op die 1ste Woensdagaand van die maand gehou in die POMK se klubhuis .

Hennie Rautenbach sorg vir die braaivleis vuur vanaf 18h30



August meeting cancelled – COVID regulations

WEDNESDAY MEETINGS, 2nd SUNDAYS & OTHER:

Woensdagaande	2^e Sondag	Ander
3 February	14 February Bonnets-up	
3 March	14 March American Classic Day & Mini Auto Pretoria	27 March Summer rally
7 April	11 April Vintage & Veteran Day	
5 May	9 May	23 May Cars and bikes at Loftus park
2 Junie	13 June British Classic Day	5 June Mampoer Rally
7 July	11 July European Classic Day	
4 Aug	8 August	1 Aug CARS IN THE PARK
1 September	12 September	8 – 12 Sept Magnum Tour 25 September Diamond Run
6 October	10 October Spring day	
3 November	14 November Japanese Classic Day	
1 December	12 December	

Cancelled due to Covid-19 pandemic

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 plasings moontlikheid na hannie@mailzone.co.za



POMK KOMITEE 2021 POMC COMMITTEE

Voorsitter Chairman	Christo Ferreira	082 779 5703 christo@blpta.co.za
Ondervoorsitter Vice-Chairman	Frik Kraamwinkel	082 444 2954 frikkr@gmail.com
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
Tydrinbeampste Rally Official	Claude Stander	082 570 2498 claudestander2.co.za
Dateringsbeampste Dating Official	Craig Jeannes	082 439 5902 craig.cars@hotmail.com
Koördineerder: 2e Sondagbyeenkomste Coordinator: 2nd Sunday Meetings	Jan Nel	082 442 3480 jannoddy@vodamail.co.za
Ledewerwing Member Recruiting	Gerco Kraamwinkel	079 916 6277 gercok@gmail.com
Nuwe komitee lid: New committee member:	Neil Stander	060 9846850 stander@gmail.com
a-hoo-ah! Compiler a-hoo-ah! Samesteller	Hannie Kuschke	072 242 8880 hannie@mailzone.co.za



2021



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



CARS on the ROOF
18 July
@ Brooklyn Mall

Cars & Bikes @ the Club
12 December
@ POMC Clubhouse



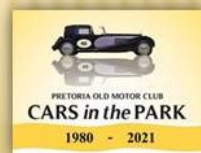
JAPANESE Classic
Car and Bike Day
plus Mini Auto Pretoria
14 November
@ POMC Clubhouse



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



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



40 year celebration
1 August
@ Zwartkops Race Track

MAGNUM Regularity
Rally
11TH to 15TH August
Hotel Numbi & Golden Suites
Hazyton Hotel
Mamalanga CR photos



Bonnets-up
14 February
@POMC Clubhouse



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



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



CARS at Loftus
23 May
@ LOFTUS PARK
Arcadia



MAMPOER Regularity Rally
5 June
Start: Willem Prinsloo Museum
Finish: Willem Prinsloo Museum



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



EUROPEAN Classic
Car and Bike Day
11 July
@ POMC Clubhouse

Magnum Tour
8-12
September



www.envirochainsaws.co.za

Tel No 012 653 2479
Fax No: 012 653 4352
VSP Complex Unit 8 & 9
Cnr Theuns & Tobie Rd
Hennopspark
Centurion





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

Nadat ons die afgelope paar maande regtig 'n aantal baie lekker maandvergaderings en ander aktiviteite beleef het, het die Covi-pandemie se derde vlaag al ons pret weer heeltemaal kom bederf. Ons was genoodsaak om alle vergaderings en ander aktiwiteite vir Julie en Augustus te kanselleer.

Ons moet egter positief bly en hoop dat ons in September weer volstoom aan die gang sal kan kom. Hou maar Frik se kennisgewings dop.

Leo Middelberg is still awaiting more entrants for the Magnum Classic car and bike Tour. This is planned for 8 to 12 September. This can be a very enjoyable event for everybody involved in old cars and bikes and we would really appeal to you to take part in this event.

Wat Lief en Leed betref is ons baie hartseer oor die afsterwe van 'n ou en geliefde lid van ons klub, Frans du Toit. Ons het verlede maand gerapporteer dat hy en sy dogter positief getoets het vir Covid-19. Ons is bly dat Nicci intussen herstel het en ons wens haar alle sterkte toe in hierdie hartseer tye.

Ek hoop die res van ons lede is en bly nog gesond.

Daarmee groet ek tot volgende maand

POMK Groete

Christo Ferreira



Raai watter klub reël sulke goeie geleenthede?





UPCOMING EVENTS



EUROPEAN Classic and Vintage car and bike day



**12th September
2021**
10h00 till 14h30



Classic and Vintage cars and bikes on display

@



POMC Club House
c/o Keuning and Fred Davey avenue
Silverton/Meyers Park



Admission: Adults R30, -

Children Under 12 Free

Exhibitors and POMC members Free

Gate takings donated to Sonitus School.



Food stalls by :

**Sonitus School , Coconut Groove
and POMK koffiehuis**

Braai facilities and Picnic area available



Info:

**Jan Nel 082 442 3480
Frik 082 444 2954**

Frikfotos



2021 MAGNUM TOUR

8th to 13th September 2021

Invitation to Enter



Thank you to all interested and prospective participants in this year's Magnum Tour.

Arrangements for the tour are almost complete. We are thrilled with the rates we have been given for accommodation and all meals.

We have planned an interesting tour and, in addition to the excellent cuisine and hospitality we receive from Hotel Numbi, you will have an enjoyable and social time away with like-minded friends.

Attached is the entry form and a financial form showing the itinerary, accommodation available and cost.

There are 6 different options. Select whichever option suits you and insert the amount in the end column.

Please pay the amount into the Magnum account.

MAGNUM MOTORCYCLE RALLY

NEDBANK CENTURION 1621

ACCOUNT 1621 097854

using your name as the reference

Please send completed entry form, finance form and proof of payment to

rallymagnum@gmail.com

A confirmation of receipt will be sent to you

We look forward to seeing all of you at Hotel Numbi and further newsletters will keep you up to speed

Regards

Leo and Tom



2021 MAGNUM TOUR

8th to 13th September 2021



ENTRY FORM

File No:

Entrant/Driver

SAVVA Indemnity No.

Cellphone number

E mail address

Passenger 1.

SAVVA Indemnity No.

2.

SAVVA Indemnity No.

3.

SAVVA Indemnity No.

If you don't have a SAVVA indemnity number, these will be available for you on arrival at Numbi Hotel

There is no charge for this. All we will need is your ID number and signature

Make and Model of Vehicle

Year of Manufacture

Registration Number

Colour

Signature of Entrant

Date

Please email completed form to together with Finance Form and proof of payment to rallymagnum@gmail.com as soon as possible



Opt.	Description			Rate	No	Total
1	Arrive Wednesday after lunch Thursday Kruger Park Friday - Visit Local Collector Saturday - Mountain Passes Sunday - at leasure Monday - Depart after Breakfast	Includes all meals from Dinner Wednesday to Breakfast Monday excluding Sunday Lunch	Per person 2 sharing room	R3 905,00	2	
			1 person per room	R4 900,00	1	
2	Arrive Wednesday after lunch Thursday Kruger Park Friday - Visit Local Collector Saturday - Mountain Passes Sunday - Depart after Breakfast	Includes all breakfasts and lunches Wednresday to Saturday. Per person no accommodation.		R1 590,00		
		Includes all meals from Dinner Wednesday to Breakfast Sunday	Per person 2 sharing room	R3 270,00	2	
			1 person per room	R4 100,00	1	
3	Arrive Thursday after lunch Friday - Visit Local Collector Saturday - Mountain Passes Sunday - at leasure Monday - Depart after Breakfast	Includes all meals from Dinner Thursday to Breakfast Monday excluding Sunday Lunch	Per person 2 sharing room	R3 160,00	2	
			1 person per room	R3 990,00	1	
4	Arrive Thursday after lunch Friday - Visit Local Collector Saturday - Mountain Passes Sunday - Depart after Breakfast	Includes all breakfasts and lunches Thursday to Saturday. Per person no accommodation.		R1 130,00		
		Includes all meals from Dinner Thursday to Breakfast Sunday	Per person 2 sharing room	R2 425,00	2	
			1 person per room	R3 060,00	1	
5	Arrive Friday after lunch Saturday - Mountain Passes Sunday - at leasure Monday - Depart after Breakfast	Includes all meals from Dinner Thursday to Breakfast Monday excluding Sunday Lunch	Per person 2 sharing room	R2 425,00	2	
			1 person per room	R3 060,00	1	
6	Arrive Friday after lunch Saturday - Mountain Passes Sunday - Depart after Breakfast	Per person no accommodation. Includes all breakfasts and lunches Friday and Saturday.		R900,00		
		Includes all meals from Dinner Friday to Breakfast Sunday	Per person 2 sharing room	R1 830,00	2	
			1 person per room	R2 100,00	1	
Additional Dinners p/person not staying at Hotel Numbi and G/Suites				R260,00		
Total Submitted with entry						



POMC SUMMER
Vintage and Classic
Car and Bike
Regularity Rally
9 October 2021



ZWARTKOPS
INTERNATIONAL WORLD OF MOTORING

Start and Finish
@
Zwartkops Raceway



Arrival time: 13h30 - 14h30

Light lunch: 15h15
2 Persons per vehicle
free attendance



Registration: 8h00 till 9h30
Coffee: 8h15 till 9h55
Start time: 10h00
Cars /Bikes leaving at 1 minute intervals
Entrance fee: R350,- per vehicle
Vehicles build before 1998
Parking for trailers will be arranged

Distance: 200 km
Tar roads
Fourspeed groups:
A 65 km/h
B 75 km/h
C 90 km/h

Competition classes
Sealed ODO
Open ODO

Entry forms avail

0.CO.ZB

Contact:

Claude Stander 082 570 2498 claudestander2.co.za
Frik Kraamwinkel 082 444 2954 frikkr@gmail.com



Prize giving: 16h30

104.2 FM
Dstv KANAAL 887

Pretoria FM
hoop, glo, leef
in Afrikaans



HULDEBLYKE - Frans du Toit – 1935 - 2021



IN MEMORIAM: FRANS DU TOIT 1935-2021

Ons vriend van baie jare, Frans du Toit is daar nie meer nie. Ek ken vir Frans van die vroeë 1980s af. 'n Mens kan 'n boek skryf oor Frans se lewensverloop, want hy was altyd besig met 'n plan – party suksesvol, ander minder so. Sy lewensfilosofie was kennelik ontleen aan die spreekwoord wat lui: 'wie nie waag nie, sal nie wen nie.' Hy kon nogal goed 'scheme'. Met sy innemende persoonlikheid, oorspronklike idees en innoverende planne, was 'n kuier by hom en Martie en 'n geselsie met hom oor motors en model motors altyd 'n plesier.

Frans was vir baie jare lank 'n stoere- en erelid van die Pretoria Oumotorklub en het min POMK geleenthede misgeloop. In die beginjare van die POMK se Cars in the Park was hy gemoeid met die reëlins en aanbieding daarvan. Sy selfaangestelde werk tot onlangs was om alle nuwe klublede welkom te heet en tuis te laat voel by die klub. Verder het hy die klub se verjaarsdag lys bygehou en alle klublede jaarliks persoonlik gebel en geluk gewens met hulle verjaarsdae. As senior klublid het hy voortgegaan om heelwat werk agter die skerms te doen. Hy het nie gehuiwer om sy idees en voorstelle as 'instruksies' deur te gee aan die klub se voorsitters en bestuurslede nie. Oor die jare heen was hy bevoorreg om 'n groot aantal besondere motors te besit en het hy ook 'n bietjie met hulle gespekeleer. Enkele voorbeelde hiervan is 'n paar Jaguars, waaronder sy geel E Type, 'n paar Mercedesse, waaronder 'n 190SL, 'n 356 Porsche, 'n Porsche Targa en sy blou Mazda Miata. Hy het ons dan ook dikwels vergas met interessante staaltjies oor sy motor wedervaringe.



Frans was ook 'n versamelaar van model motors. In die vormingsjare van Mini Auto Pretoria (MAP), die Pretoriase model motorklub, was hy ondervoorsitter van die klub en ek die voorsitter. Sy idees en voorstelle het dikwels goed te pas gekom in die reël en aanbieding van interessante klubaktiwiteite. Frans het oor tyd 'n goeie versameling model motors opgebou waarvan sommige uit sy kinderdae dateer. Die versameling het hoofsaaklik bestaan uit modelle van sportmotors. Toe die nood op 'n stadium gedruk het, het die versameling handig ingekom. Die afgelope paar jaar het hy goed gevorder om 'n tweede versameling modelle bymekaar te maak.

Voor sy aftrede was Frans 'n makelaar by Volkskas. Hy was lank gestasioneer in Potgietersrus. Later is hy na Pretoria verplaas en op 'n stadium was hy in beheer van Volkskas se makelaarskantoor te Kemptonpark. Toe ek in op 'n keer dringend 'n bekostigbare gebruiksmotor nodig gehad het, het ek deur sy bemiddeling 'n Nissan Skyline by Volkskas gekoop. Die motor het lank goeie en betroubare diens aan ons gelewer. Op 'n persoonlike vlak, is ek baie dankbaar vir Frans vir die oordeelkundige en goeie wyse waarop hy my uitdienstredings pakket wat ek in 1992 van die Atlas Vliegtuigkorporasie te Kemptonpark ontvang het, belê het – die vrug waarvan ek nou as 'afgetredene' geniet.

Ons dink in hierdie dae aan Frans se dogter Nicci, haar broer Andre en sy twee kleinseuns Jayden en Cohen wat hy ook by sy stokperdjies ingelyf het en bid hulle sterkte toe.

Berto Lombard

Ek het oom Frans vir sowat 40 jaar geken. Hy was oor die jare heen 'n motorentoesias van formaat. Of dit nou skaalmodelle (Mini Auto Pretoria) was, 1:1 motors, of enige iets oor motors. As jy van motors praat, het jy sy aandag.

Per geleentheid kla manne oor brandstofpryse... Hy het die gekibbel so gestaan en uitluister, vir lank nie 'n woord gesê nie. Toe sê hy met groot oortuiging : "manne, kom ék sê nou vir julle - daar is twee goed wat altyd 'n "bargain" sal wees, maak nie saak wát dit kos nie! Dis petrol en whisky!"

Die manne het nie gestry nie.

Hy was voorts ook 'n liewe mens wat sy groot "afwyking" ruitelik erken het

- alles met WIELE!

Van sy spogmotors wat ek onthou, was o.a 'n paar Alfas en 'n baie mooi E Type Jaguar. Hy was ook 'n jarelange Alfaklublid.

My vir jare lank "my ou seun" genoem, selde op my naam.

Johan N Stapelberg

Die Volkskas tak in Ellisras open Jullie 1975. Dit is 'n groot gedoente.

In die Bosveld, die volk se eie bank word nou hier verteenwoordig. Dit is hier en net hier waar ek hierdie man ontmoet.

Frans du Toit magtig watter man. Die hand druk laat jou dadelik weet hierdie is 'n man.

Dadelik is daar 'n band tussen my en oom Frans. Nou ek ek ook vertel dat ek 'n makelaar het.



Hy bly in Potgietersrus maar bedien die hele Noord Transvaal.

Bosveld is mos warm en so gaan mens maklik daar rond sonder om aan baadjies of goed te dink.

Die mooi les wat oom Frans my leer jy kan altyd sonder 'n warmding in die Bosveld wees. Daar moet net in jou kar 'n baadjie wees.

Wilhelm Steijn

Toe ek met my eerste veteraanmotor, 'n 1938 Hillman, gaan proviant koop, het oom Frans my by die winkel se parkeerterrein ingewag en oortuig om by die POMK aan te sluit. Dit was die begin van 'n meer as 20 jaar lange verbintenis waartydens hy my stiptelik op elke verjaarsdag gebel het.

Tydends een Sondagbyeenkoms wou oom Frans graag 'n modelkarretjie vir sy kleinseun koop. Hy het egter sy beursie tuis vergeet en vra my toe vir 'n bedrag vir die dag, wat hy onmiddelik met ons volgende ontmoeting vereffen het. Hier het ek gesien hoe hy self 'n verleentheid sal ervaar om 'n ander te bevoordeel. So het hy altyd vriendelikheid uitgestraal, ten spyte van ouderdom of pyn en deurgaans sy opregte belangstelling in ander se wel en weë getoon met sy kenmerkende lag.

Ek gun hom die ewige rus,

Doeke Tromp

Frans du Toit, my groot maat wat nie meer met ons is nie. Hy laat soveel herinneringe agter. En soveel stories wat hy vertel het. Natuurlik veral ou kar stories... En hy het van die mooiste ou karre besit... Jaguar E type, Porsche en vele ander. Maar hy het altyd mooi herinneringe van sy Valiants gehad. Hy het 2 van hulle vir duisende myle gery.

Die dag toe ek my 1968 Valiant koop, was Frans in vervoering. Hy het my vertel hoe lekker die Valiant 'n lang pad kan ry. Ek se toe vir Frans dat ons dan maar 'n "road trip" moet maak en vra waarheen hy wil ry. Sy antwoord was dadelik "Klerksdorp" en 'n week later vertrek ons met my Valiant Klerksdorp toe. Daar het ons vir verskeie ou vriende gaan kuier en hulle ou motors besigtig. En Frans het die trippie terdee geniet. Ons het ook "road trips" gedoen na Reitz en Heilbron. Mooi herinneringe aan Frans en ek is so bly ons kon dit doen terwyl hy nog hier met ons was.

Frans het natuurlik vir jare die Cars in the Park georganiseer en was instrumenteel om dit sodanig uit te brei dat dit die grootste oukar skou in Suid Afrika geword het. En iets wat my altyd beindruk het is dat hy soveel mense se telefoon nommers en verjaarsdae kon onthou. By die POMK het hy altyd nuwe besoekers welkom laat voel en dadelik voorgestel aan die ander lede. Frans het ook elkeen van ons laat voel dat ons elkeen sy beste vriend is. Ek glo ek was Frans se beste vriend. Maar ek is seker daar is baie van ons wat dieselfde glo. Ons gaan Frans mis, maar die goeie herinneringe van Frans sal ons altyd bybly. Rus sag my vriend.

Taco Kamstra



In sake ons dierbare vriend Frans DuToit, wat ek ontmoet het in 1973 as Distriksbestuurder by Southern Life versekeringsmaatskappy, toe was Frans een van die groot makelaars in Potgietersrus wat ons gereeld besoek het.

Van daardie datum af het Frans presteer en later van Potgietersrus na Pretoria verhuis waar hy toe by Absa bank as versekeringsmakelaar n pos aanvaar het en Frans se vriendskap was altyd 'n baie mooi vriendskap al die jare. Later het hy ook na sy vrou wat baie siek geword het omgesien en sodoende het dit vir 'n klomp jare gegaan totdat sy afgesterf het. Daarna het Frans daarna weer so n bietjie begin beweeg tussen sy vriende.

In 2020 het Frans en 2 ander vriende van hom by die George skou aan my tafel waar ons gesit het by die Protea hotel aangesluit en ons het n vreeslike lekker kuieraand saam met Frans daardie aand geniet. Dit was ook ons laaste groot kuier saam.

Oor die 48 jaar wat ek hom geken het, het ek hom ervaar as n mens met warmte, deernis en insig tot sy familie, vriende en medemens.

Ons bid vir sy agtergeblewenes vir troos en dat God self hul hartseer sal hanteer.

Pieter Johannes Neethling

Een keer na Potch motor skou, sluit Frans per ongeluk die motor sleutels in die boot toe, na hy 'n dop vir ons gaan kry het.. 'n Ou met 'n visstok het deur die agter sitplek se rugkussings die sleutels gevang en ons kon verder lekker kuier. Frans was my opregte vriend. 'n Voorreg om sy maat te wees. Luv U

Hans Greyling



Lewensviering

van

Frans du Toit

Liewe Familie en Vriende

Julle is welkom om ons Pa Frans se Lewensviering by te woon, in persoon of aanlyn. Aanlyn informasie sal later beskikbaar wees.

Ons vra dat elkeen asseblief persoonlik bevestig teen

18 Augustus a.g.v. die covid toelatings.

Wanneer: 21 Augustus 2021

11:00 AM

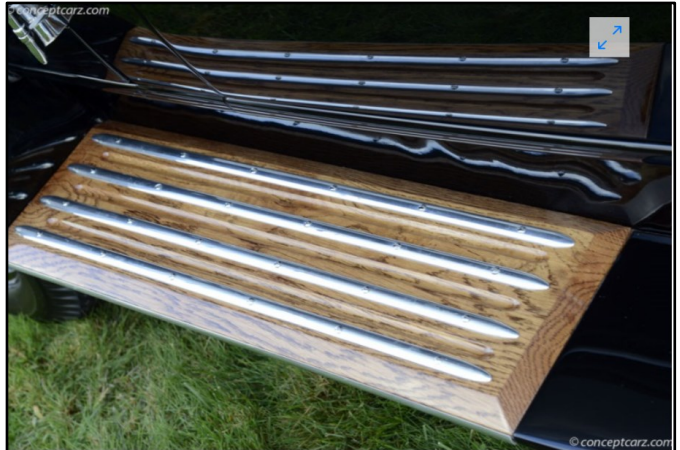
Waar: Pretoria Ou Motorklub (Klubhuis)
Keuning & Fred Davey Ave, Silverton

RSVP: 083 77 33 489 (Nicci)



Edsel's Model "A"

Article with curtesy from Leon Stander



To some at the time, it likely seemed impossible for Ford to follow up the commercial success of the Model T. However, he would immediately hit another home run with the Model A. But while the Model T was produced for the explicit purpose of making the motorcar accessible to everyone, the Model A would be Ford's attempt at combining mass production with exclusivity. The Model A would be an absolute hit with the public. The marriage of aesthetics and mass production has seemed to work as one million examples would be built by February of 1929. By



July, just a few months later, production would top two million. Ultimately, by the time the Model A became superseded by the Model B and production ended in early 1932 nearly five million Model As would roll off the Ford assembly lines.

The Model A had been the idea of Edsel Ford. He was not interested in mass produced cars that were nothing more than appliances for people to purchase and use. Captivated and well-versed in the details of European coachwork, Edsel would champion the idea of mass produced cars that still had some character, some soul. Undoubtedly, this approach to the Model A's design would leave an impression upon the public. And the fact the Model A would be made available in nine different body types over the course of its production would certainly reflect this pursuit of Edsel's.

However, for Edsel himself, if he were to have a Model A of his own, no mass produced body, no matter how elegant and evocative would do. Therefore, when Edsel determined to have his own Model A produced he would turn to his love of European coachwork and would contract LeBaron to create something majestic in the eyes of the son of mass production. The result would be chassis number A2079701.

Edsel certainly enjoyed fine automobiles, but he too had a trained eye and would be intimately involved in many details, including model design, when he assumed the role of president in 1922. Therefore, owning fine automobiles was not anywhere near as exciting to him as the process and the challenge of building one.

Therefore, the Model A he would set out to have built wouldn't be by any means a standard Model A. Documents go to show that Edsel had initially planned to use a standard chassis but an experimental European chassis would peak his interest. And so, the standard would be cast aside for the unique.

Unique would only begin to describe what would end up being fashioned. Leaning upon the expertise of the coachbuilders LeBaron, Edsel would not be disappointed. The finished product would be a dual-cowl Sport Phaeton that was simple, and yet, very handsome.

Boasting of sweeping fenders, shortened running boards and a metal-covered rear spare the Sport Phaeton creates an illusion of having a lengthened profile. The narrow track and custom radiator, however, would certainly please Edsel's love for the artistry of master coachbuilt chassis.

The coachwork, however, would manifest an aggressive character with its raked windscreen and the lack of embellishment. To top it all off, the open body style immediately caused thoughts to run toward the ultimate luxury cars of the period, cars like Duesenberg and Lincoln. It would seem LeBaron had succeeded in marrying the two worlds together, but it shouldn't be at all surprising when Edsel, himself, had been intimately involved in just about every stage of the car's formulation.

When completed, Edsel would certainly own perhaps the most desirable Model A ever produced. Overflowing with such amenities and elegant appointments as custom-tailored splash aprons, leather, chrome door hinges and swept-back door handles, the dual-cowl Sport Phaeton certainly fit the definition of a one-off design.

Finished in 1930, the Sport Phaeton would remain in Edsel Ford's possession until his passing in 1943. Then, in the 1950s, the car would be sold to Vernon Jarvis. Jarvis was a pioneer in antique cars and had a remarkable collection. Considering Jarvis' extensive collection, it wouldn't be all that incredible that he would store the Sport Phaeton away. However, a dairy barn in Springfield, Illinois would certainly not be most peoples' first choice.



The Sport Phaeton would be all but forgotten, locked away in the dairy barn. In time, the Edsel Sport Phaeton took on something of a mythical status. Documents proved of its existence, but the actual whereabouts left many to ponder the car's fate. Even Ford Motor Company commenced a search, but would come up empty.

Decades would go by, and it seemed certain the Sport Phaeton had befallen upon some unfortunate and calamitous fate. But then, in 2007, some unsuspecting discoverers would enter the now derelict barn on the Jarvis property. Low and behold, still there, in somewhat faded glory, was Edsel's Model A Sport Phaeton.

The condition of the car, despite its decades being stored away in a dairy barn, was still surprisingly splendid. In spite of the years, the car would be found, still, in a highly original state with many of its body panels, fenders and mechanical components intact. Upon further inspection, the LeBaron body number, LB-4093, would confirm what everybody was hoping would be the case. Edsel's Sport Phaeton had been found!

Purchased by its current owner, the Sport Phaeton would then undergo restoration, which would be handled by Manns Restoration & Maintenance of Festus, Missouri. When finished, the Model A Sport Phaeton would be of concours quality and would retain all of the unique features that had made the Edsel Sport Phaeton one of a kind.

The Gooding & Company auction in Scottsdale, Arizona in 2013 will mark the car's first appearance since completion of the restoration work and is certain to attract a number of interested buyers just waiting to own this important piece of Ford history. Estimates before the event have the 1930 Ford Model A Sport Phaeton drawing between \$325,000 and \$400,000.





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Brake	Front Disc, Rear Drum
Horsepower	5 KW
Controller	CURTIS/INPOWER
Battery	6*8v/150Ah
Max Speed	30km/h
Endurance Mileage	100km
Full Recharger Time	8–12hours
Loading Capacity	350kg
Suspension:	Parabolic spring with shock absorbers
Steering	Rack-and pinion
Tires	155R13

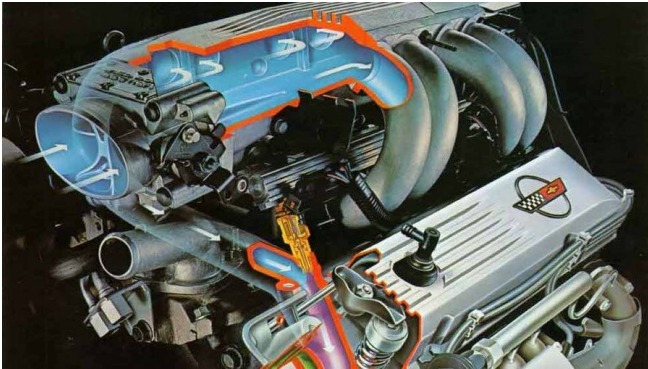
IT MAY EVEN GO FASTER THAT A “T”. EVEN HAS FRONT BRAKES!!!!

Thank you Leon Stander for the article.



Not just black boxes: Five things to know about electronic fuel injection

By [Daniel Strohl](#) from July 2021 issue of [Hemmings Motor News](#)



Mid-1980s Corvette TPI cutaway. GM brochure image.

For something with as simple a purpose as delivering the right amount of fuel to an internal combustion engine, electronic fuel injection remains a cultural flash point for quite a few people in the collector car hobby. To many, the transition from carburetor to EFI marks the transition from classic, DIYable cars to modern vehicles on which regular Joes can't turn a wrench. To others, though, EFI simply represents the best method for extracting greater efficiency from an engine.

Whatever one's preference, EFI became a mainstay of automotive engineering 40 years ago, long enough for an entire generation or two of EFI-equipped cars to pass into collectordom. And as it turns out, many of the people who work on those cars of the Eighties and Nineties and beyond - not to mention restomodders who have taken to adapting EFI to older cars and engines - have found EFI capable of producing powerful engines that retain street manners and even return decent mileage.

Not all EFI systems are created the same, however, and the past few years have seen multiple advances in fuel delivery systems. Here's what you need to tell the various options apart and to make the most of your particular EFI system.



Mercedes-Benz 300 SL six-cylinder engine with mechanical fuel injection. Hemmings file photo.



1. Mechanical versus electronic

While experiments in creating a force-fed fuel delivery system (as opposed to the carburetor's more passive venturi-based method) [date back as far as the late 1800s](#), the need for a pressurized nozzle squirting fuel into the engine arose with the diesel engine in the Thirties; hot rodders and racers then started to adapt it to gasoline engines shortly before World War II, leading to greater development - largely by GM and Mercedes-Benz - throughout the Fifties. These mechanical systems, as pioneered by Ed Winfield and [Stu Hilborn](#), typically ran at constant fuel pressure, used complex air and fuel meters to achieve the desired mixture, and were built for all-out power. Electronic fuel injection systems, on the other hand, [introduced electronic solenoids](#), an engine control unit (ECU), and an array of sensors to operate as a closed-loop engine, in which the EFI system is able to self-calibrate for changing atmospheric conditions and engine loads and thus negate the need for constant adjustment throughout many different driving conditions.



Ford 5.0L V-8 with multipoint electronic fuel injection. Hemmings file photo.

2. Single-point versus multi-point versus direct injection

What separates single-point EFI systems from multi-point and direct injection systems is where the fuel is injected in the engine's intake air path. Single-point systems typically have one or two centralized fuel injectors - along with some or all of the sensors required for the system to operate - located in a throttle body placed upstream of the intake manifold. Though not as efficient as multi-point EFI systems, the single-point systems proved useful during the Eighties and Nineties for carmakers [looking to replace carburetors](#) without entirely redesigning their engines. Multi-point systems, on the other hand, distribute the injectors throughout the intake manifold as close as possible to the intake valve to provide more precise fuel metering and to prevent the fuel from dropping out of the air-fuel mixture. In recent years, more gasoline engines in the



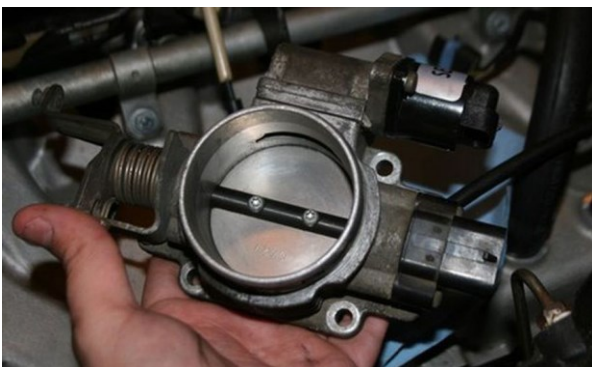
United States have adopted a direct injection system, which places the fuel injector in the combustion chamber itself.



OBD-II ports are usually found somewhere under the driver's side of the dashboard. Photo by the author.

3. OBD-I versus OBD-II

With closed-loop systems came the ability for the customer to more closely monitor engine operations, so starting in the 1980s, carmakers began to offer on-board diagnostics (OBD) that reported trouble codes. This first iteration, known as OBD-I, was not standardized across the auto industry, so each carmaker had its own different scan tool ports, trouble codes, and procedures. Then in 1996, federal law required all vehicles sold in the United States to have a standardized [diagnostics system](#) known as OBD-II, under which all carmakers used the same scan tools, ports, and codes to report on the operation of the engine and other systems throughout the car. Specific OBD-I scan tools are becoming more expensive and more difficult to find these days, but most, if not all, OBD-I vehicles can display trouble codes via [check engine light flashing sequences](#); consult your vehicle's user or repair manual for the process of retrieving those codes.



A Jeep 4.0L straight-six throttle body with idle air control and throttle position sensors. By clipping a multimeter's leads to the throttle position sensor's prongs and manipulating the throttle plate, you can see the resistance range for the sensor and determine if it's faulty. Photo by the author.



4. Maintenance

Though far from faultless, trouble codes and check engine lights do help determine when a sensor or other component is failing, theoretically making maintenance simply a matter of replacing the failing components. Closed-loop self-adjusting EFI systems also largely eliminate the need to adjust the components for proper engine operation. That said, sensors can often become dirty, affecting their operation, and wiring can become brittle or broken. With a basic multimeter and the correct voltage/amperage/resistance range for the EFI system's sensors, a DIYer can then determine whether those components are indeed operating correctly or whether a fault lies elsewhere in the system.



Mopar Hemi wiring kit. Photo via Stellantis Media.

5. Tuning

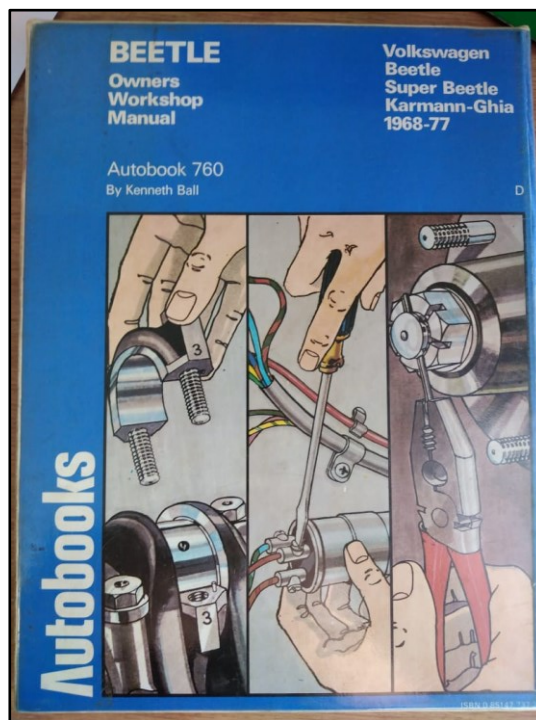
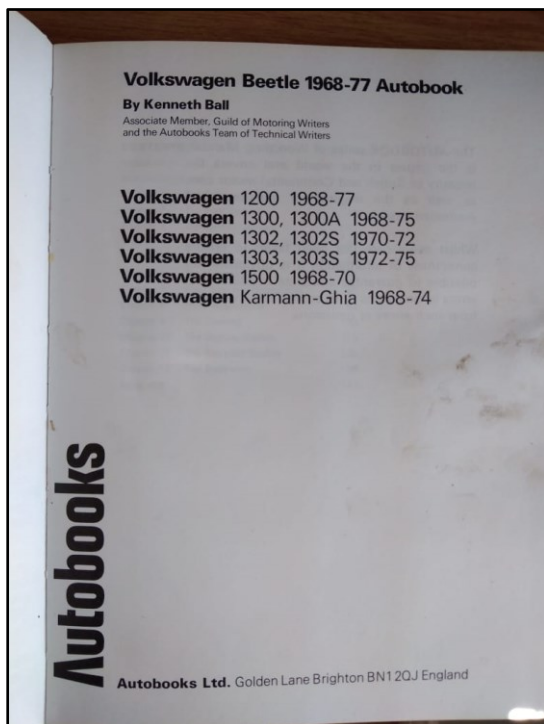
While the ECUs of most modern EFI systems come from the factory sealed and unable to be altered, that doesn't mean enthusiasts can't tweak their EFI cars for more horsepower, better mileage, or for custom enhancements. [Adjustable fuel pressure regulators](#), larger injectors, and larger throttle bodies can increase output, while aftermarket companies offer reprogrammed ECUs for many popular performance vehicles, standalone devices between the vehicle's ECU and the rest of the EFI system, or even high-performance retrofit kits. For the hardcore DIYer with some programming skills, there are also multiple open-source EFI kits like MegaSquirt that replace part or all of a vehicle's stock fuel system. While the Clean Air Act [prohibits eliminating or altering any emissions-related equipment](#) - which includes EFI systems - many aftermarket companies have, with the help of the Specialty Equipment Market Association, obtained exemptions showing that their products can improve performance and not adversely impact an engine's emissions.



FOR SALE & WANTED

The following cars, parts, odds and ends etc. are listed in our monthly magazine. The purpose of this page is for the advertisement of items by private individuals and not for businesses/dealers. If you are interested in something, please contact the person directly. The POMC do not take any responsibility of sale/wanted goods.

TE KOOP



Kontak: Melanie: 0685237935



FOR SALE



Honda Jazz 2005



Ford engine 1938 V8 flathead 24 stud



1935 Buick



Wolseley sedans, circa 1952

- 1) Two Wolseley sedans, circa 1952, original 6-cylinder overhead cam engines. Both are licensed and were running when parked 10 years ago. R45,000 for both. Buyer must take both.
- 2) Honda Jazz automatic, red 2005 model, one owner from new, high milage but very reliable and runs well, uses no oil or water, has tow- hitch. Paint a bit faded on back. Interior immaculate, a few dents on bumpers which will be repaired prior to sale, gearbox a bit scratchy on take-off otherwise runs fine on freeway at 140kph. R35,000.
- 3) 1935 Buick, straight 8 engine, 6-wheeler, one owner for 20 years, an award-winning car in good mechanical condition, converted to hydraulic brakes, Interior immaculate, could do with a bit of paint here and there. Excellent wedding car, R275,000.
- 4) 1938 Ford V8 flathead 24 stud engine complete with gearbox, carburetor, starter, generator, clutch, new water pumps etc. reputedly to be in very good condition. R15,000.

All the above situated at Centurion. For photos or info on any of the above contact Eric 0837000171 or eric@anatomical.co.za



FOR SALE



5 x Brand new stainless 1956 Ford Fairlane Wheelcovers (wieldoppe).

Immaculate condition, new old stock.

4 needs the centre Ford plastic medllion.

Buyer takes 5 at R4,500.00 no offers.

Contact: Bill

Cell: 082 728 5528



Trimmings for 15" wheels.

I have five (5) 3 as new trimmings as per photograph, and 2 slightly different brand new

trimmings for 15 inch wheels in stainless, all very rare.!

Perfect for 1955 / 1956 Fords as well as other cars with the common same hubcap diameter.

3 for R1,500.00 the other 2 for R1,300.00 *(can be bought in USA)

R2,500.00 for all three....bargain.

They can be used together.



5x 14inch wire wheels for sale with some adapters unknown, and tube protectors.

Missing one (1) spinner knock one. (Can be bought from England).

Wheels (wire) in fairly good condition but will need sand blast and repainting in silver.

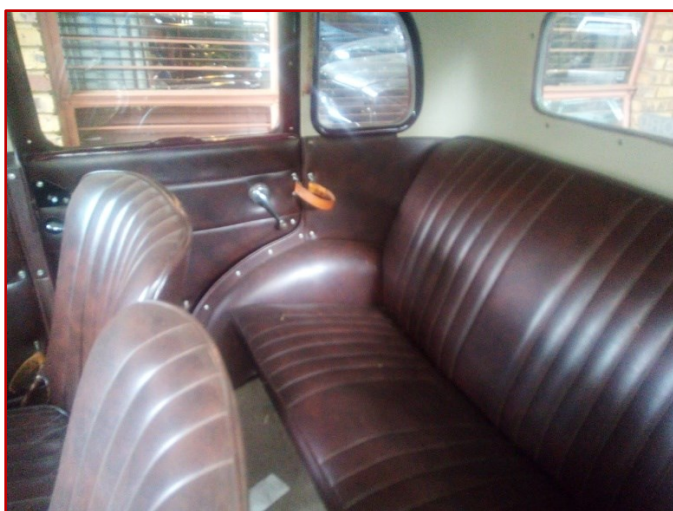
Price R4,850.00 or nearest offer..bargain...!

Call Bill at 082 728 5528.



TE KOOP

Baby Ford



Prys R102 000

Kontak Gerco 079 916 6277



SAVVA technical Tip 168 – Windscreen wipers blades

So often one sees a well-prepared car spoiled because it is fitted with black replacement wiper blades? It's understandable, because the original stainless-steel ones are very difficult to find. They are available from the UK – at a ridiculous price, but with the Rand to Pound exchange as it is, and the non-existent postal service it's not a proposition to try and import them. The question is – what is the alternative?

Last week I was faced with this problem and had to find an alternative. The black wiper blades fitted to chrome arms looked terrible. The only alternative was to paint them with Silver Chrome paint and a comparison of a the black and a newly painted one can be seen in the photo - the result was successful and very pleasing.





FROM THE DESK OF SAVVA No.21

To All Club Committee's, SAVVA Delegates & Club Members

As you are aware, we recently finalized negotiations with Cross Country Insurance Consultants/Puma Insurance Brokers – Renasa, for an extremely affordable new “SAVVA Car Collector's Insurance Scheme”, which is now available to all SAVVA Affiliated Club Members

This new scheme's premiums are extremely competitive at favourable rates, with vastly improved terms of use, such as 8,300 kilometers per annum, as well as cover for:

- Occasional use
- Weddings & Matric Dances
- Displays
- Historical Re-enactments & Film Shoots
- Discounts for larger Collections
- Waiver of Policy Excesses on Claims for Member / Spouse over 65 x years of age

The former FNB Insurance offering – is no longer linked to SAVVA – nor is it described as or known as “The SAVVA Car Collector's Scheme”.

However, the FNB Scheme currently available and being offered to SAVVA Affiliated Club's and their Members - in no way whatsoever detracts from any current policy you may hold, in your personal capacities with FNB Insurance Brokers. Such Policies will remain in full force and effect for the duration of the period of Insurance - until renewal date.

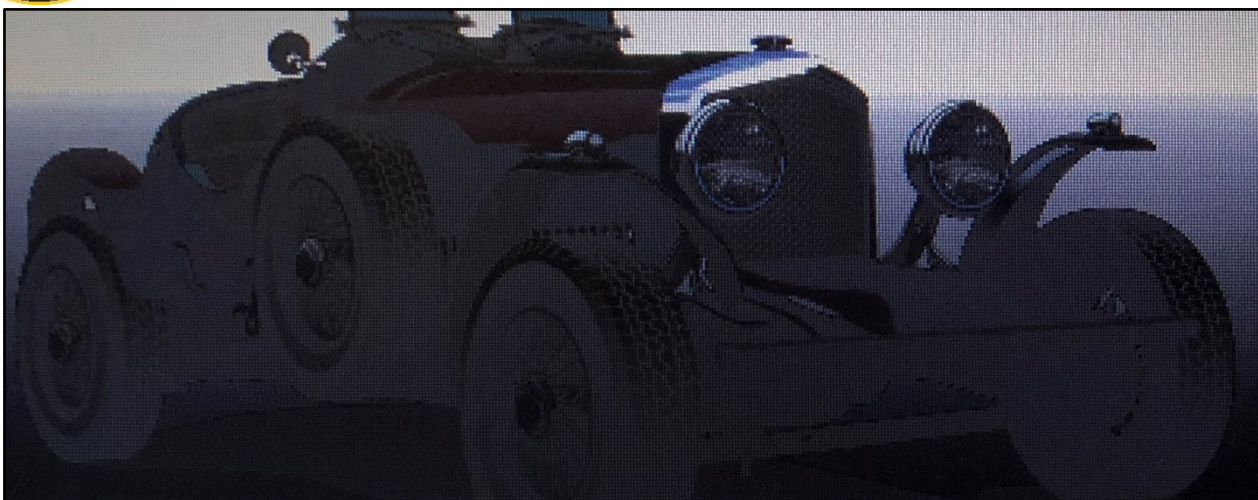
Thereafter, you may wish to exercise your personal preference, of remaining with FNB – or switching to the “New SAVVA Collector's Insurance Scheme” via CCIC/Puma.

For ease of reference, we have attached an Advert for the “New SAVVA Scheme” – which we would appreciate you featuring in your Club Newsletter – thereby informing your Members of the option available to them.

Your understanding, and assistance in advertising the “New SAVVA Scheme” is appreciated.

Gavin Allison 16th July 2021

President



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VAN DIE SAVVA LESSENAAR – 22

Many clubs have been asking about their club's requirements going forward associated with the latest POPI Act. If any member needs more information regarding the POPIA Act, you are welcome to contact one of the club committee members regarding the notice.

SAVVA CALENDAR OF EVENTS 2021

May 2 CANCELLED DUE TO COVID-19 PANDEMIC	Knysna Motor Show	Garden Route Club
May 6 - 8	Natal Classic	CMCN Durban
May 8	Vryheid Car Show	VVCC
May 23	Cars in the Park	VSCC Ashburton
June 5	Mamopoer Rally	POMC
June 13 – 16	Milligan	EPVCC
June 19	VDubs Harvard Drive	Jacaranda Beetle Club
June 26	Golden Oldies Car Show	Golden Oldies Rustenburg
July 25	VCC Hillcrest Car Chow	VCC Durban
August 1	Cars in the Park	POMC
August 6 – 9	Prowl	DECC
August 9	Cars in the Park	OFSVCC
August 11 - 15 SEPTEMBER 11th	Magnum Rally SAVVA AGM QUEENSTOWN	POMC Queenstown Automobile Club
September 19	Piston Ring Swap Meet	Piston Ring
September 24	National Drive It - Heritage Day	All SAVVA Clubs
September 24	Heidelberg Great Train Race	VVC
September 25	Diamond Rally	POMC



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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.)



04-Aug	Mak	Deon
05-Aug	Gerrit	Murray
06-Aug	Jacco	Halliday
09-Aug	August	Appel
10-Aug	Juan	Burger
11-Aug	Pieter	Koelewyn
14-Aug	Jurjen	Kamstra
15-Aug	Ken	Walters
16-Aug	Craig	Jeannes
18-Aug	Erin	Naude
20-Aug	Inus	Dreckmeyr
23-Aug	Heleen	Duffey
24-Aug	Ju-an	<u>Massyn</u>
25-Aug	Daleen	Millard
26-Aug	Willie	de Groot
28-Aug	Melicia	Du Toit
29-Aug	Dennis	Velcich



“Partners in restoration”

With on-going restoration of our club members motor vehicles, the club decided to start a “recommended list” of people that can assist in any kind of help with restorations:

This first list is made up from Albert & Carin Etsebeth’s restoration of their 1957 BMW 503 503 V8 COUPE

You are welcome to send your “dedicated suppliers” info to hannie@mailzone.co.za to extend our list of partners.

The POMC only place the recommended names and do not take any responsibility for any work or advise you receive.

Name	Surname	Business name	What can be done	contact cell
Willie	Grobler	Willie Car Rebuilds	Stripping, painting and Rebuilding	079 030 3998
Uli	Retter	Kare Productions	Manufactureing stainless steel fuel tank	082 467 7858
Sulli	Mohammed	Bemow Motor Spares	Supplier of BMW 503 parts	082 551 687
Leatitia	Watson	Northen Hardware & Glass	Manufactured a new windscreen	012 333 0440
Gavin	Oliver	Buff King	Electroplating	083 403 3803
Gert & Wife	Victor	Upholstery	Upholstery, carpeting and roof lining	078 664 5006
Grant	Denshaw	Natal Resleeving	Re-sleeving rear wheel cylinders	082 449 3074
Sakkie	van der Wat		Stub axles on suspensions Ford Side-valve expert, assemble	072 298 9874
Kevin	Brink	Alan Y Brink Engineers	and re-conditioning Boring and fitting of pistons, bearings, ext	082 606 0442
Louis	van Tonder	NPA Sandblasters & Powder Coating	Sand blasting & Powder coating	081 564 4767
Lluwellynn	Venter	Action Auto Electrical	Electrical harness in cars and fitting	082 450 4081
Andre	Dempers	Silverton Brake & Clutch & Silverton Radiators	Re-sleeved the calipers for the front wheel disc brake pads	082 490 4311
Braam	Roux	VR2 Instruments	Checked and tested the radiator Scheming of pressure plates, rings gear and re-lining of clutch plates Dash board instruments	082 458 4576
Jacques		Ultimate Suspensions	Speedo meters & clock repairs Manufacturing gearbox rubber mounting,	012 335 0696
		Bearing Man Group, Silverton	Supplier of bearings and seals	012 849 1700
		Bearing Agent	Supplier of scarce roller bearings	012 326 2551



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

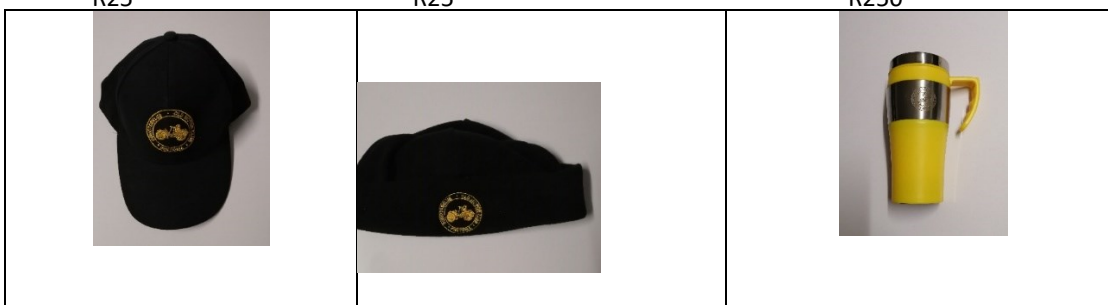
POMC – Motor wapen
R90



POMC – Hout sleutelring
R25

POMC: Staal sleutelring
R25

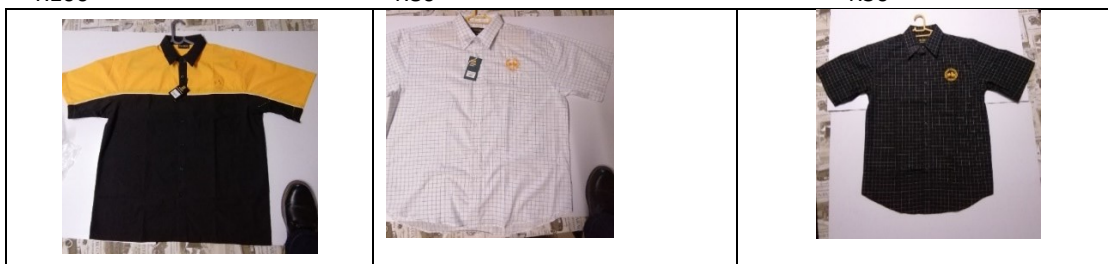
POMC – Horlosie
R250



POMC – Swart pet
R100

POMC: Swart Beanie
R80

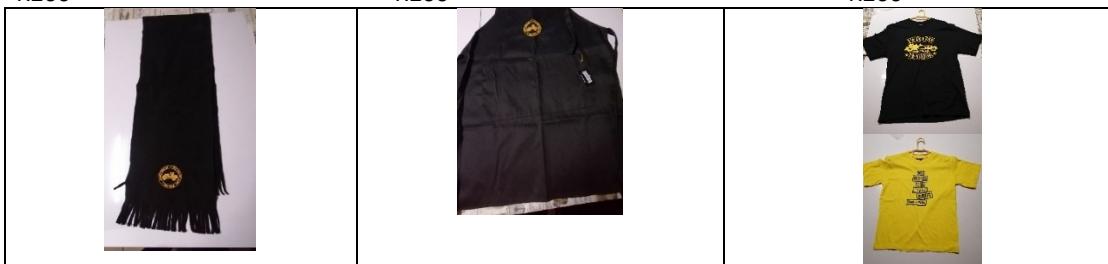
POMC – Geel koffiebeker
R30



POMC – Swart & Geel Lounge
R200

POMC: Wit Lounge
R200

POMC – Swart Lounge
R200



POMC – Swart Serp
R40

POMC – Voorskoot
R150

CIP – Assorted
Volwasse: R120 Kinders: R80



Membership Dues – Ledegelde			
Ordinary Member:	R450 (most of us)	Student / Scholar:	R150
Country Member	R225		
Half Year: Ordinary member	R225	Country Member:	R112
Entry Fee:	R180		

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