

### **POMC celebrates 50<sup>th</sup> birthday with picnic at POMC Clubhouse**

The Pretoria Old Motor Club is celebrating its 50<sup>th</sup> birthday this year, and as part of the celebrations, a get-together was held at its club house in Silverton. Several classic cars were on display, and because there was no central theme, a wide variety of cars were on display.

One of the star attractions was a replica of the car that won the first of its four Le Mans 24 hour endurance races in 1966, the Ford GT 40. Original versions of these cars are just about impossible to find, but Africa GT 40 built 39 replicas of this legendary racing car. Fred Calitz owns one of these cars, and he has had the famous 302 cubic inch (5,0 litre) V8 engine from the Fairlane and Capri Perana in his car.



Two American muscle cars that are currently on the market drew a lot of attention. For the first time in just over 50 years, the Ford Mustang is available in right hand drive and it is officially available in South Africa. Pieter Hoyer bought his red 5,0 GT Fastback automatic about three weeks ago. The Mustang range is available with a choice of the 5,0 litre V8 engine or a turbocharged 2,3 litre four cylinder engine known as the Eco Boost. However, as Pieter rightly points out, a V8 engine is a must on a car like this. Car Magazine tested examples of both models in its February 2016 issue. Another American muscle car on display was one that few South African motoring enthusiasts have ever seen, even though they might have heard about it. The Dodge Challenger is a new version of one of Chrysler's legendary muscle cars of the 1970's. Jaco Holliday's 2012 model has left hand drive, the main reason why the Challenger cannot be marketed in this country. There are four of them in South Africa. Jaco's car is the Challenger R/T, which comes with the same 5,7 litre Hemi V8 engine available in the Jeep Grand Cherokee and the Chrysler 300 C, and is fitted with a six-speed manual transmission.

In 1970, Volkswagen South Africa achieved record sales for a single model range. Towards the end of 1969, the Beetle 1600 was introduced, and in its first full year on the market this model shattered all previous sales records, to such an extent that the 1500 was withdrawn from the market in the following year. Lance Rickson bought his immaculate 1970 model 1600 just about a year ago. He previously owned a 1976 model 1600, but that car was written off in an accident. His current car was a barn find and up to now, it has only done 86 000 miles, which is about 137 000 km. He uses the car every day and changes its oil every month. Another significant Volkswagen on display was Emil Kuschke's 1964 Karmann-Ghia Type 3. There is a misconception among some enthusiasts that

the Type 3 was the later model, but in fact it was marketed along with the original model which remained in production. About 42 000 of them were made between 1961 and 1969. When it was new, it cost about the same as two Beetles. Emil's car is a 1500, and has the same engine fitted to the contemporary VW Type 3 sedan and Variant. This car is in an immaculately original condition and is one of a few Type 3 Karmann-Ghias in the country. The Type 3 Karmann-Ghia was eventually replaced by the VW-Porsche 914.



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Although the Peugeot 504 sedan and station wagon were extremely popular in this country, few people have ever seen a Coupé. This model was one of several Peugeots designed by the Italian design house Pininfarina, which was also responsible for the 404, and later models like the 406 and 407 Coupé. Johan Leiding's 1973 Coupé bought seven years ago, was converted to right hand drive and it took him five years to restore it to its original condition. This particular model came with the same engine as the 504 TI, which was introduced to South Africa in that year. Later models were fitted with the 2,7 litre V6 engine from the 604, which was never available in this country. Another Peugeot on display was a car that has had the same owner for just over 58 years. Prof. D. country. Another Peugeot on display was a car that has had the same owner for just over 58 years. Dr. DaProf. an Goosen bought his 203 in 1957 and has owned this car ever since. It is still in an original condition, but the only changes that were made were a conversion to a floor gearshift and replacing the generator with an alternator.

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The great era of Triumph sports cars really started with the introduction of the TR 2 in 1953, and few people are aware of the existence of the Roadster that preceded this model. The Roadster was introduced in 1946, just after World War II. Albert de Vos' example was manufactured in 1947. In 1948, the 1800 Roadster was replaced by the 2000 Roadster, after 2 501 were manufactured. Although Albert's car is an 1800, it was retrospectively fitted with the engine of the 2000, which was later used in the TR 2 and the Standard Vanguard. There are only five Roadsters in South Africa, and apparently 450 are registered with the Triumph club in the UK. Apart from the engine, Albert's car is in its original condition, and the only fault with it is excessive play on the steering wheel.



The last of the "great" Triumph TR models was the TR 6, which was introduced in 1969. This had the 2,5 litre engine of the TR 5, but with a bodywork redone by Karmann. The engine was the same as that of the 2,5 PI sedan, but whereas fuel injection was fitted to cars for most markets, the American version still had twin carburettors. Although a version of the 2,5 litre engine with twin carburettors was later introduced for the Chicane, which was unique to South Africa, the American TR 6 came with Stromberg rather than SU carburettors. The chairman of the Triumph Sports Car Club, Nols Pienaar, bought his 1973 TR 6 in September 1978 and has kept his car immaculately original ever since.

This event was enjoyed by all present and the next event on the POMC's calendar is the Cars on the Roof display, which will be held at the Kolonnade Retail Park on the 22<sup>nd</sup> of May.

*Daantjie Badenhorst*

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