



a-hoo-ah!

APRIL 2022

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VOORBLAD: 1971 Mercedes Benz 280 S

OWNER : Dr Doeke Tromp

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 meeting and braai are held at the POMC Clubhouse on 12 January 2022. For the rest of the year meetings are held on the 1st Wednesday evening of each month.

POMK lede vergadering en braai word op 2 Februarie 2022 gehou, en elke maand op die 1st Woensdagaand van die elke maand in die POMK se klubhuis .



Hennie Rautenbach sorg vir die braaivleis vuur vanaf 18h30

WEDNESDAY MEETINGS, 2nd SUNDAYS & OTHER:

Woensdagaande	2^e Sondag	Ander
12 January	9 January Bonnets-up	
2 February	13 February Bonnets-up	
2 March	13 March American Classic Day & Mini Auto Pretoria	
6 April	10 April Vintage & Veteran Day Car & Bike Day	
4 May	8 May	22 May Cars and bikes @ Loftus park
1 Junie	12 June British Classic Day & Mini Auto Pretoria	4 June Mampoer Regularity Rally
6 July	10 July European Classic Day Car & Bike day	24 July Cars on the ROOF @ Brooklyn Mall 31 July CARS IN THE PARK
3 Aug	7 August	10-14 August Magnum Regularity Rally
7 September	11 September	24 September Diamond Run
5 October	9 October Spring day	15 October Summer Regularity Rally
2 November	13 November Japanese Classic Day & Mini Auto Pretoria	
7 December	11 December Cars & Bikes @ the Club	

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 2022 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
Pretritte Funruns	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
Tydenbeampte Rally Official	Claude Stander	082 570 2498 claudio@stander2.co.za
Dateringsbeampte 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
Nuwe komitee lid: New committee member:	Neil Stander	082 780 5333 neil@stander-za.com
Tesourier : Treasurer:	Kobus Ebersohn	082 366 2364 kobus@ebersohn.co.za
a-hoo-ah! Compiler a-hoo-ah! Samesteller	Hannie Kuschke	072 242 8880 hannie@mailzone.co.za



Bonnets-up
13 February
@ POMC Clubhouse



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



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



CARS at Loftus Park
22 May
@ LOFTUS PARK
Arcadia



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



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



EUROPEAN Classic
Car and Bike Day
10 July
@ POMC Clubhouse



CARS on the ROOF
24 July
@ Brooklyn Mall



CARS in the PARK
40 year celebration
31 July
@ Zwartkops Race Track



MAGNUM
Regularity Rally
10TH to 14TH August
Hotel Numbi & Garden Suites
Hazyview
Mpumalanga



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

2022



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 & Bikes @ the Club
11 December
@ POMC Clubhouse



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



SUMMER Regularity Rally
15 October
Start: Zwartkops Race Track
Finish: Zwartkops Race Track



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



**REMEMBER WHEN OUR MONEY
ACTUALLY ADVERTISED THAT
WE HAD ELECTRICITY 🤔**





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

Ons derde maand vergadering het op Woensdag aand 9 Maart plaasgevind. Dit was vir 'n week uitgestel gewees as gevolg van Tshwane Munisipaliteit se onregmatige optrede. Eers na 'n hof interdik wat ons teen hulle verkry het, kon die krag en water weer aangesluit word. Ons het egter n baie interessante voorlegging gehad deur Ettiene Coetzee oor sy Chev Comaro.

Although the show-up at our Second Sunday American day on 13 March was not as large as we anticipated, it was still a very enjoyable event.

Op versoek van die Voortrekkermonument om tydens hulle Antiekdag op Saterdag 21 Maart 'n paar ou motors daar op uitstalling te hê, het Emil goed daarin geslaag om ons lede te mobiliseer en was daar op die dag 21 karre netjies in 'n halfmaan geparkeer aan die onderpunt van die amfiteater.

Although Angela's Picnic is not a POMC event, Mario organized a fun drive to the new venue at Riversands Farm village on Sunday 3 April 2022. Quite a number of our members took part in the drive, or drove there on their own to visit the event. After two years that the event did not take place as a result of Covid, it was very nice to attend it again.

Wat tydens betref wil ons graag weer 'n versoek aan ons lede rig om in groter getalle aan ons tydens deel te neem. Dit is baie werk en tyd wat deur die organiseerders ingesit word om enige tydens te reël. Die volgende tydens is die Mampoer Rally wat beplan word vir 4 Junie 2022.

Ons hoor graag ook van lede wat sou belang stel om hulp aan te bied met die reël van tydens. Kom praat gerus met die komitee daarvoor.

Ons volgende maand vergadering vind op Woensdag 6 April. Soos altyd sal daar iets interessant aangebied word. Ons hoop om lede in groot getalle daar te sien.

Die volgende "Second Sunday" is die Vetaran and Vintage Dag en vind plaas op 10 April 2022. Die rit vir die ou motors wat Emil altyd vir ons reël, begin hierdie jaar by die Voortrekker monument, met 'n roete deur die stad tot by die POMC terrein.

Kyk maar op ons program vir die res van die jaar se aktiwiteite. Ons hoop regtig dat ons die program onbelemmerd deurgevoer sal kry, veral met betrekking tot die Cars in the Park en die Magnum Rally wat baie en lang vooruitbeplanning verg.

Ons wil ook graag lede aanmoedig om aanbiedings by ons maandvergaderings oor hulle motors of enige ander interessante relevante onderwerpe te doen.

Wat Lief en Leed betref wens ons graag vir Jan Nel sterkte toe met sy ongesteldheid.

As daar dalk iemand is waarvan ek dalk nie bewus is nie, en wie ook moeilike tye beleef, wil ek graag alles van die beste toewens.

Bly veilig en gesond. Onthou asseblief om vir Hannie, wat baie moeite doen met ons Nuusbrief, artikels en ander nuuswaardighede deur te stuur.

Daarmee groet ek tot volgende maand

POMK Groete Christo Ferreira



UPCOMING EVENTS



VINTAGE and VETERAN RUN

10 April
PROGRAM



Voortrekker Monument
7:30 for 7:45



Schanskop Fort
8:00 – 8:15



Groenkloof natuur reservaat
8:40– 9:00



Lollipop
9:30 – 10:00



Info:
Emil Kuschke 082 655 4879
Frik Kraamwinkel 082 444 2954

10:15 – 14:00

Frik Fotos



INVITATION
TO
VINTAGE & CLASSIC
CARS and BIKES
at
LOFTUS PARK



22 May 2022

08h00 till 14h00



Exhibitors please book with Frik
Refreshments will be provided for
exhibitors

Use Northern entrance to the centre
Covered parking available if it rain



Info:
Jan Nel 082 442 3480
jannoddy@vodamail.co.za
Frik 082 444 2954
frikkr@gmail.com

Frik fotos



MAMPOER
Vintage and Classic
Car and Bike
Regularity Rally
4 June 2022



Start and Finish
@
Willem Prinsloo Museum

Distance: 200 km
All tar roads
South and east of Willem Prinsloo
Registration: 7h45-8h45
Start time: 09h00
Finish time: 14h00

Regs will be
available by mid
April

Contact:
Claude Stander 082 570 2498 claude@stander2.co.za
Frik Kraamwinkel 082 444 2954 frikkr@gmail.com

SAVE THE DATES IN YOUR DIARY!!!



**2022
MAGNUM**
Vintage and Classic
Motorcycle and Motorcar
Rally & Tour
10 TO 14 AUGUST

Distance : 750 km
Regularity rally
&
TOUR
Registration : 10 August
Rally: 11 to 13 August
Price giving dinner:
13 August
Return home: 14 August
after breakfast

Info:
rallymagnum@gmail.com

Accommodation provided by:
Hotel Numbi & Garden Suites



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**YOUR ACCOMMODATION HOST FOR CLASSIC CAR ENTHUSIASTS IN HAZYVIEW
ONLY 12KM FROM THE KRUGER NATIONAL PARK**





MONTH EVENTS:

POMC American day 2022





American day Artikel geskryf deur: Daantjie Badenhorst.

The Pretoria Old Motor Club (POMC) hosted its annual American day on Sunday the 13th of March 2022.



It does not happen often that one of the newest cars on display attracts the most attention, but during this event the only 2020 Chevrolet Corvette in Africa was on display. Because these cars are only manufactured in left hand drive, they cannot be imported to South Africa. This car, owned by Jaco Buys and registered in Botswana, is the targa version with a hard retractable roof, so its mid-mounted engine cannot be seen the way it can in the coupé version. Its engine capacity is 6,2 litres and according to the American motoring magazine Car and Driver, its maximum speed is 290 km/h. He took delivery of this car from Signature Series Supercars a month ago.



Another modern Chevrolet that is not often seen on South African roads is the new Camaro, of which there are only three in South Africa. Wynand Britz has owned the only 2013 Camaro for the last three weeks, and bought it from the previous owner who imported it from the United States of America when he immigrated to South Africa. Wynand is also the owner of six Corvettes and he is a member of the Just Wheels club.



In 1968, Ford introduced the Mustang Mach 1 for the first time, and it was a regular production model until 1978, and then was only manufactured as a limited edition from 2003 to 2004. In 2021, the latest Mach 1 was introduced, and 90 were imported to South Africa. Marius Agenbag recently bought one of them, fitted with the ten-speed automatic transmission from the 5,0 GT, of which he owns an example as well. He is also currently working on two early Mach 1 models, one from 1969 and one from 1970, but they are not yet ready for display.

In 1963, the Ford Motor Company was ready to buy Ferrari, but after a disagreement on who would be responsible for the racing department, the transaction was cancelled. Ford decided to develop a car that was aimed at beating Ferrari on the racetrack, and the GT 40 was the result. It won the Le Mans 24 hour- endurance race four years in a row. A few companies have made replicas of this legendary model and Fred Calitz displayed his Edelbrook replica, built in Centurion and fitted with a Ford 302 cubic inch (five-litre) engine, with an aluminium head. The original company that built the replicas was KCC, but



Edelbrook took over after KCC went bankrupt. Another company that is currently building GT 40 replicas is CAV, which stays true to the original design, but has made a few changes to accommodate taller people.



When the Australian-developed Chrysler Valiant “Fastbody” models were introduced in 1972, Chrysler South Africa continued manufacturing the Valiant Charger, based on the American Dodge Demon and Plymouth Duster, for another year or two. These cars received their final facelift late in 1973, when the colour-coded wheel covers of the contemporary VIP were fitted. Herman Jooste displayed his immaculate 1973 model, which he has owned for about four years and is still totally original.

The Studebaker Lark was a popular car in the late 1950's and early 1960's but the company went bankrupt in 1966, two years after its successor, the Daytona, was introduced. Kobie de Ru displayed his 1961 Lark VIII, fitted with a V8 engine. It has been in his family since 1978 and for a long time, it was the daily family car. The car is in an original condition, but he says that spares are increasingly difficult to find and that he has had to manufacture those he has been unable to find. He is also currently working on a Silver Hawk and a GT Hawk.





Pieter Kuhn owns a few American cars and three were on display. One of them which attracted a lot of attention, was the 1955 Mercury Monterey which he has only owned for three months. This car is powered by a 292 cubic inch (4,8 litre) V8 engine with an automatic transmission, still something of a rarity in those days. It has been restored to its original condition and its unusual colour scheme is also completely original.

The Ford Galaxie was the American flagship of the South African model range, and was a favourite among enthusiasts, especially because it was successful in motor racing. A new generation was introduced for the 1965 model year, with vertically stacked headlamps as a distinctive feature. Only one model was available in South Africa; the 500, powered by a 390 cubic inch (6,4 litre) V8 engine and an automatic transmission. Pieter Kuhn has owned his Galaxie 500 for four years and it is in an immaculate condition.





Pieter's third American car on display was another rare sight on South African roads; a 1948 Buick Eight, powered by an unusual straight-eight engine and a three-speed manual transmission. Pieter is the second owner of this car.

A few American trucks were on display, the oldest of which was Robert Dadford's immaculate 1946 Chevrolet LDV, also known as the AK Series. It has been restored to its original condition, but it has been resprayed and its electrical system was upgraded from six to twelve volts. The generator was also replaced by an alternator. It has been in the same family since 1956, and Robert has owned it since 1992. It has been stripped and rebuilt after being stationary for a long time.





Another Chevrolet pick-up on display was Zach Landon's 1957 Chevrolet 3100. Although it looks original, he had a 350 cubic inch (5,7 litre) V8 engine fitted to it.

However, not all American trucks on display have been restored, and Stephan Buys has no intention to restore the two he displayed. One of them is a 1965 Ford F 100 which was a top seller in South Africa but has become rare. This truck was manufactured in South Africa and is still fitted with its original engine and transmission.





International Harvester is more known for heavy trucks nowadays, but the company manufactured pick-ups and sports utility vehicles for many years. Stephan Buys owns a 1958 A-series truck, which is in its original condition. For 1959 the radiator grille was changed and vertically tacked headlamps were fitted; this truck still has the single headlamps but with the 1959 grille.

In 1941, the first Jeep was developed for military use, but soon a civilian version was introduced by 1945 as the world's first mass-produced civilian four-wheel-drive vehicle. Willys was the first company to manufacture the Jeep, and the CJ 2A was the first model to be introduced for the civilian market. Carel de Nysschen has owned his 1948 model CJ 2A since June 2021; he is the third owner, but the history of the vehicle has been well-documented. He is in possession of the original purchase invoice and key ring. It is mechanically original, but the transmission has been overhauled.





The Ford Fairlane was available in South Africa throughout the 1960's, until the mid-1970's and the more compact models of 1964 and 1965 were especially popular. Steffan Stander bought a new Fairlane in 1964, and obtained a similar car in 1989, which he still owns. This car has been restored to its original condition.

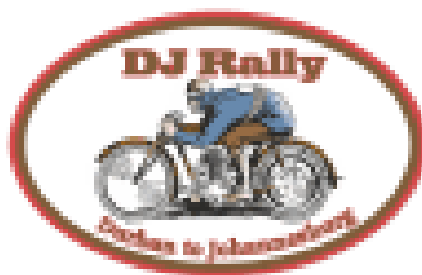


One of the oldest cars on display was Morné van Rensburg's 1936 Ford V8 two-door, fitted with a dickey seat. This car has been restored to its original condition, and Morné has owned it for three years.

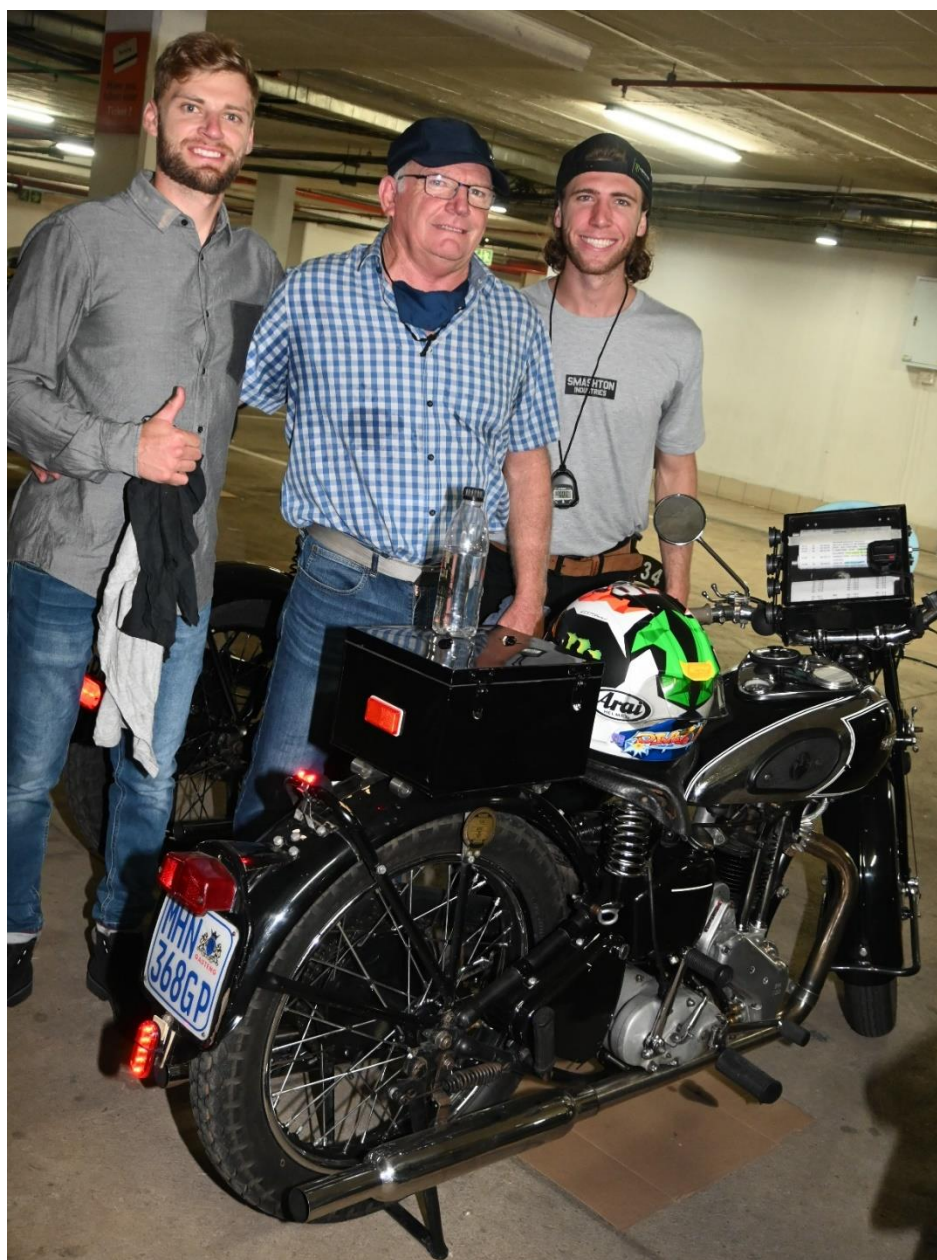


Only one American motorcycle was on display, and it was something unusual. Lenard Labuschagne's 2016 Harley-Davidson Softline Slim is painted in military colors inspired by the 1942 model. He has owned it for five years; he would have liked one manufactured during World War II, but he prefers the reliability and spares availability of the later models.

The next event on the POMC calendar is the Veteran and Vintage Day on Sunday the 10th of April.



The Binder family before the start in a Hillcrest shopping centre, outside Durban.



The Binder family with Brad's 1935 Sunbeam.



Brad pumps the rear tyre of his Sunbeam to 2 Bar before the start in Hillcrest.



The 2022 DJ Rally podium (from left) Gavin Walton, Mike Ward, and Martin Kaiser.



Hylton Allison (left), Clerk of the Course of the 2022 DJ Rally, presents winner Gavin Walton with the famous Schlesinger Vase at the prizegiving held at the Vintage and Veteran Club in Johannesburg.



Friday 11th March 2022 - Hillcrest to Newcastle
Saturday 12th March 2022 - Newcastle to Benoni

2022 VVC D-J MOTORCYCLE RALLY – FINAL SCORE

Position	Name	Comp No	Day 1	Day 2	Final
1	GavinWalton	16	132	96	228
2	MikeWard	97	151	107	258
3	MartinKaiser	22	134	137	271
4	KevinWalton	18	170	107	277
5	RalphPitchford	103	231	93	324
6	RyanDuncan	13	197	160	357
7	RyanVan Heerden	74	349	87	436
8	AllanCuninghame	98	311	128	439
9	NevilleNicolau	23	359	107	466
10	SamanthaAnderson	53	347	119	466
11	GrantVacy-Lyle	56	361	128	489
12	TonyLyons-Lewis	96	404	136	540
13	JustinSeager	32	410	174	584
14	KevinKohler	49	454	131	585
15	RikkiMaizey	85	600	99	699
16	HennieDe Jager	63	504	244	748
17	GawieNienaber	91	689	172	861
18	PeterVlietstra	99	813	196	1009
19	BillLance	10	535	595	1130
20	DavidPitchford	104	984	167	1151



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FUN DRIVE TO THE MONUMENT ON HUMAN RIGHTS DAY

A couple of the POMC members joined for a fun drive to the Voortrekker Monument and enjoyed the antique fair on Monday 21.03.2022



THANK YOU to each member that joined on the day - Your participation is much appreciated.





SAVVA CATEGORIES OF VEHICLES

Vehicles are categorised into the following groups



CLASS A – ANCESTOR - BUILT BEFORE DECEMBER 31, 1904



CLASS B – VETERAN - BUILT BETWEEN JANUARY 1905 & DECEMBER 31, 1918



CLASS C – VINTAGE - BUILT BETWEEN JANUARY 1919 & DECEMBER 31, 1930



CLASS D - POST VINTAGE - BUILT BETWEEN JANUARY 1931 & DECEMBER 31, 1945



CLASS E - POST WAR - BUILT BETWEEN JANUARY 1946 & DECEMBER 31, 1960



CLASS G - POST 70 - BUILT BETWEEN JANUARY 1971 & THE SAVVA AGE LIMIT AS DEFINED IN THE CONSTITUTION



50 JAAR WAGLYS VIR 'n MERCEDES!

Deur Doeke Tromp

My swaer het my in 1974 van sy oom in die Staatsdiens vertel wat 'n Mercedes Benz 280S besit het en weer in aanmerking vir 'n nuwe motor gekom het. Ek was gaande oor sy huidige motor en wou hom baie graag oorneem. As 'n jong man van 24 jaar het ek finansiering by my pa gaan soek omdat ek die vorige jaar 'n huis, asook 'n nuwe VW Beetle vir my vrou gekoop het. Hy wou nie help met 'n tweedehandse voertuig nie "want jy betaal net vir 'n ander man se probleme". Hy was wel bereid om te help met 'n nuwe voertuig, maar tot 'n maksimum van R2 500 as ek my Ford 20M koepee sou inruil.

Met hierdie finansiële vermoë kon ek toe nie 'n nuwe S-klas model bekostig nie, maar darem 'n nuwe E-klas model. So het my verbintenis met Mercedes'e dan begin met 'n 1974 230/4. Die indruk van hoë kwaliteit en goeie rygehalte het by my vasgesteek en vir die volgende 16 aankope gesorg.



Na twee jaar was my finansies in 'n beter toestand en wou ek steeds my eerste begeerte, naamlik 'n S-klas Mercedes bevredig. Die W108 reeks was intussen vervang met die W116 reeks. Ek moes toe laasgenoemde nuwe model gekoop, 'n 1976 280S. Die werkverrigting en rit was aansienlik beter!



Deur die jare het my eerste begeerte egter gedurig by my gespook - soos 'n vis wat weggekom het! Ek het altyd die opinie gehandhaaf dat die 1965-1972 S-reeks een van die mees suksesvolste ontwerpe van Mercedes was. As ek een êrens gesien staan of ry het, het dit my verlange maar net weer versterk en sodoende het dit altyd op my wenslys gebly. Onlangs het ek besluit dat ek nou daadwerklik iets daaraan moet doen, voordat my jare uitloop en ek na 'n

aftree-oord moet vertrek waar daar net 'n afdak vir een motor is!

Die Mercedes W108 reeks was altyd gewild en dit word moeilik om 'n goeie model teen 'n redelike prys te kry. Die nuwe prys in 1971 was R5 375 en die huidige waarde van 'n goeie model is vandag amper 50 keer hoër (R250 000+). Na 'n deeglike soektog het die gewenste kombinasie in my visier gekom, nl. 'n 1971 280S met goeie leerbekleedsel, 'n praktiese kleur en 4 handratte op die vloer. Daar was reeds baie tyd en geld aan die motor spandeer, maar kon nog doen met verdere aandag. Dit het nog so drie weke geneem om 'n gunstige prys te onderhandel - gelukkig was dit 'n kopersmark weens die Covid pandemie!



Ek is bly dat ek hierdie ideaal na 50 jaar kon verwesenlik en uiteindelik hierdie spesifieke Mercedes kan besit.

DOEKE TROMP



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

1938 MG Model TA

11924km, maar engin is oorgedoen en basies nog nie ingeloopt nie. Kar was heeltemal gerestoreer einde 2000's.

Hans Coetzee se Viend - Tel 0837421128





FOR SALE

6-cylinder 3-litre engine. Borg Warner gearbox. Rebuilt to original specification with imported Austin parts.

R100 000 or nearest offer, Contact Daphne McNeill, Kenton-on-Sea 073-824 7588



TE KOOP



Peugeot 404 bakkie.

Maak 'n aanbod. Sal met "bietjie" vroetel dalk weer lewe kry. Bakkie is in Pretoria.

Kontak Jan by

082 574 3966.



FOR SALE



MORRIS 8 SERIES ONE 918cc, 1936 - "Reggie" -

Price: R90 000

Contact: Johannes Basson – 012 667 6500



MORRIS MINOR 1932 MODEL: 847CC - "Archie"

Price: R90000

Contact: Johannes Basson – 012 667 6500



FOR SALE

Ford Capri Mark 1 (1970) 2.0 V4 GT Automatic XL

Papers all in order, licensed and driven regularly. The car is in Cape Town.

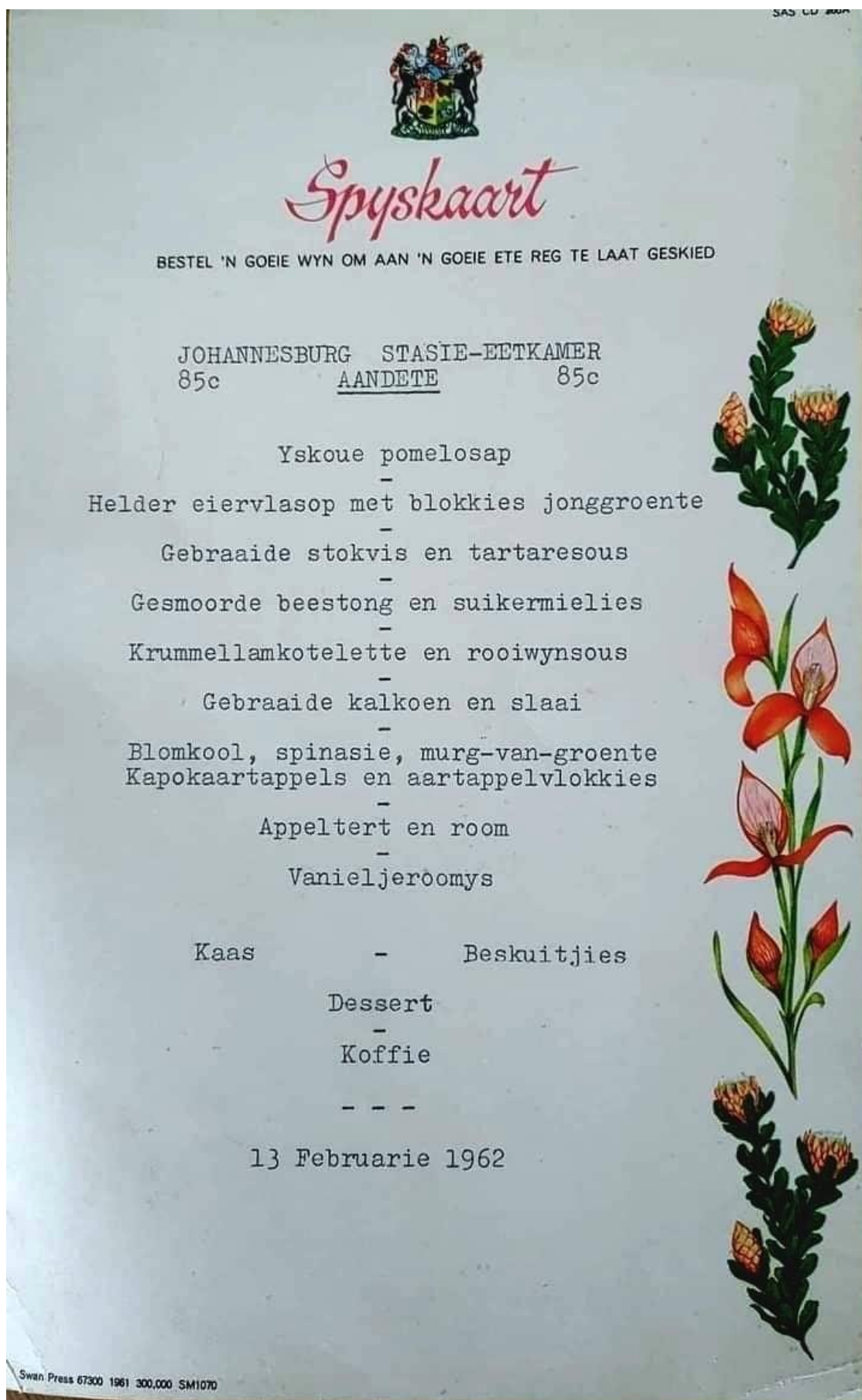
Offers in region of R150,000 ONO.



Text or call / WhatsApp Jane at –079 754 1109



SPYSENIERINGS NOSTALGIE.





SAVVA Technical tip 174 – 12 to 6 volt conversions

The following very informative article was sent in by Christo Tompson. Thanks Christo and apologies for taking so long to publish it – let's blame computers.

6 Volt Brandstof meters

Met die onlangse aanskaf van 'n 1946 CJ2 Jeep, het die evaluering van wat alles oorgedoen/reggemaak/werk gemaak moet word, begin.

My Jeep is met 'n Toyota 2C diesel enjin toegerus maar verderaan heeltemal standaard. Die enjin voel nogals 'n plus maar aan die minus kant was die oorspronklike meters wat nou op 12 volt funksioneer (of nie funksioneer nie!)

Die ampere meter word nie deur die 12 volt geaffekteer nie. Net so werk die oliedruk- asook die temperatuur meters. Hoe, weet nugter maar die hitte dui 'n konstante 70 grade celsius aan wanneer hy warm is en die oliedruk wys maksimum wanneer koud, wanneer warm laag wanneer hy lui en lekker hoog op spoed.

Soos dit op die oog af lyk, het die "ombouer" bloot die Jeep se meters aan die Toyota enjin se senders gekoppel en siedaar...niks het opgeblaas nie.

Die brandstof meter het egter glad nie gewerk nie. Ek het die "sender unit" uit die tenk gehaal om te kyk of daar nie dalk fout gekom het nie (hy moes nou diesel aandui in plaas van petrol). Die (kurk)flotter het losgekom van die armpie af en het in stukkie bo-op die diesel gedryf. Dit is vervang en skoongemaak maar nog steeds niks.

Toe kom die stroombaan aan die beurt ...en Latie [Lategan] se boeke wat toe aandui dat die metertjie 'n volt sensitiewe een is. 12 volt sou hom dus uitbrand! Gelukkig was die ombouer nie elektries vaardig nie (ek ook nie) en het die stroombaan totaal verkeerd gehad...soveel so dat die stroom nooit by die "sender unit" uitgekom het nie. Daar het dus gelukkig nerens stroom gevloei nie.

Maar hoe nou gemaak....sodra die stroombaan gekorrigeer sou wees, sou ek verseker die meterjie beskuldig het.

'n Goeie vriend (en kundige) van die (ou) Kaapse tegnikon (cput), het met 'n pragtige idee vorendag gekom. Volgens hom was hierdie ou tipe voertuie almal met 'n tipe van stroom balanseerder toegerus. Dis om te keer dat die brandstof meter nie meer (of minder) wys wanneer mens anders dan gelyk ry nie of wanneer die battery pap is nie.

Maar om dit te bou vir 'n 12 volt na 6 volt aanwending, is nie onmoontlik nie, maar dis nie koste effektief nie. Wat hy voorgestel het was 'n verstelbare weerstand. Ek het verneem dat daar 'n raat is in die vorm van 'n vaste 39ohm weerstand tussen die battery en die meter. Dog die kundige het bevestig dat dit nie oor die weerstand waarde gaan nie, maar hoeveel volt aan die meter kant van die weerstand uitkom.

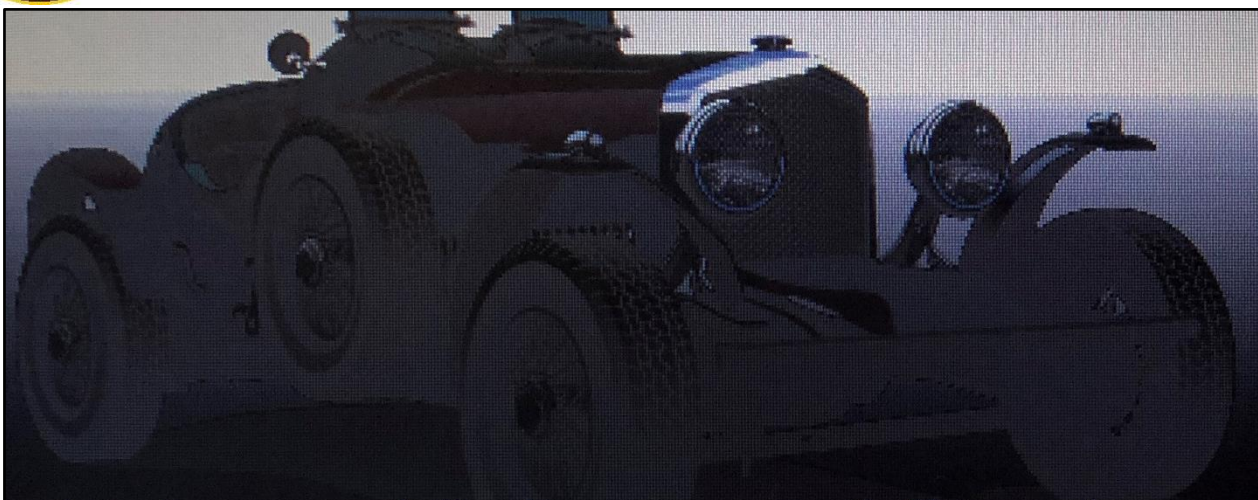
Ons het besluit op 'n 47ohm weerstand as begin. Koppel die stroombaan op soos wat hy veronderstel is om te werk met die weerstand tussen die battery en die meter ingebou en begin op die laagste verstelling (die weerstand werk en lyk, nes 'n radio se volume beheer). Dan draai jy hom stadig oop en hou die meter dop. (ek het die jeep se tenk vooraf half vol gemaak en seker gemaak dat die "sender unit" ooreenstem daarmee) Soos die weerstand dan oopgedraai word (maw weerstand word geleidelik verminder) vloei daar al hoe meer stroom deur. Ek het aangehou net totdat die brandstof meter half aandui. Direk daarna is die volt uitset aan die meter kant van die weerstand getoets. Dit het net kort onder 6 volt gemeet. Die weerstand is toe nog 'n knertsie oopgedraai om presies 6 volt te meet.

Die rede daarvoor was omdat die meter nie dadelik registreer met die aan en afskakel van die voertuig, indien die lesing onder 6 volt is nie. Maar nou is die "preset" van so aard dat die lesing effens styg (na 7 volt) wanneer die enjin loop maar met geen nadelige gevolge vir die meter nie. Dit wil dus voorkom asof mens dan, na gelang van eie keuse, die volt toevloei na die meter na 'n waarde onder 6 volt kan laat sak met die oog daarop dat dit sal styg wanneer die enjin aangesit is....net om die meter te beskerm.

Omdat die brandstof meter so min stroom trek, is die ander aspekte van die elektrisiteits formules, watts en ampere, glad nie van toepassing nie.

En dit werk goed vir my. Al wat nou pla is die feit dat die meter nie daal nie. Eers gedog daar is tog maar iewers 'n fout. Maar dis toe al die tyd die Toyota enjintjie wat so uiters suinig met die verbruik is.

Nou nog net om van daai lastige diesel vibrasie (op luierspoed) ontslae te raak.....



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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-Apr	Alex	Duffey
07-Apr	Chris	Roos
09-Apr	Annette	Jacobson
09-Apr	Lou	Bornman
11-Apr	Karmen	Swanepoel
12-Apr	Theo	Kraamwinkel
14-Apr	Ferdi	Loubser
15-Apr	Joe	Janssens
20-Apr	Frik	Kraamwinkel
20-Apr	Mario	Coetzee
21-Apr	Jan	Nel
23-Apr	Christo	Basson
25-Apr	Dieter	Vos
29-Apr	Andrea	Basson



MEMBERSHIP FEES:

Although the 2021 year were challenging for the club, not being able to present the "CARS IN THE PARK" for the second year, and numerous club events been cancelled, the committee urge members to contribute their membership fees.

SEPTEMBER 2021 – AUGUSTUS 2022.

You can deposit your membership fees into the POMC bank account:

Account name: POMC

Bank: Nedbank

Acc no: 1603 0550 96

Reference: Name and Surname

Thank you for the members that already paid their membership fees. It is important for members to pay their yearly subscription fee as according to the SAVVA regulations, - only paid-up members are allowed to participate in Club events.

IF IN DOUBT CONTACT-Taco Kamstra: 082 779 8800 tacokamstra@gmail.com

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:	R200		

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**

NEW SHIRTS FOR THE LADIES!!

Please support the Regalia and use the opportunity to buy the ladies their gift!



R400 sleeveless



R400 sleeves



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



“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



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