



TOOLBOX

Februarie 2013



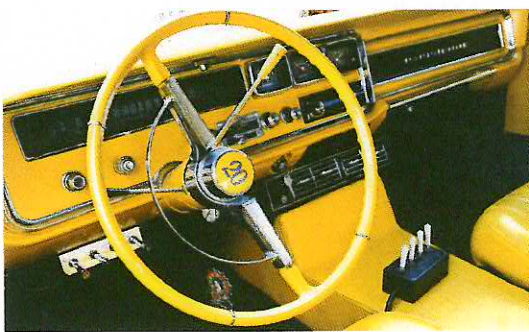
LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

Sedert Februarie 2004

Uitgawe nr 95

Dagsê Vriende

Dit is net nog n paar weke dan is dit tyd vir ons skou, ek begin nou al opgewonde raak. Ek hoop elke lid ervaar dieselfde en dat ons 'n groot sukses daarvan gaan maak en dat elkeen sy deel sal doen, ons is mos 'n span duisend.



AGTER DIE STUURWIEL...

Kom ons begin met goeie nuus... Volgens die nuwe wetgewing rakende publieke samekomste was ons genoodsaak om ons skou aan nuwe standaarde te laat voldoen. Groot was die verligting toe ons hierdie week verneem het dat die SAPS ons aansoek goedgekeur het. Nou moet ons net 'n suksesvolle skou aanbied sonder enige probleme!

Die nuus versprei soos 'n veldbrand met uitnodigings wat steeds elektronies versprei word. Die terugvoer vanoor die hele land is baie positief op hierdie stadium. Die afgelope naweek het ons Zwartkops renbaan besoek om bemarking te doen vir ons skou. Ons kan werklik baie van daardie organiseerders leer. Dit voel steeds asof lede nie almal hul kant bring nie. Sien hierdie skou as 'n lied wat voor 'n groot skare uitgevoer moet word. Ons is almal deel van die orkes. Elkeen op sy eie instrument.

Daar is die dromme, kitare, klaviere, blaas instrumente en simbale. Elkeen het 'n spesifieke doel en moet dit presies op tyd uitoefen om die lied te laat slaag. As een instrument uit tyd uit speel of glad nie gehoor word nie, afekteer dit die hele orkes en uitvoering van die lied. Dan gaan die skare ook nie applous lewer daarna nie.

Asseblief vriende, elkeen van julle is belangrik en moet sy deel doen om hierdie skou suksesvol te maak. Ons verdien die applous. Kom aan, ek weet ons kan!

Tot volgende keer...
Tertius

Jaarprogram

16 Februarie – Breakfast run na Paul Roux
21 Februarie – Skou vergadering
7 Maart – Maandvergadering
9 Maart -- MALUTI CARS AT THE AIRPORT

Gelukwensings



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Verjaarsdae

Baie geluk aan die volgende lede wat hierdie maand verjaar. Mag julle 'n vreugdevolle en geseënde jaar hê!

1 Febr – Wessel Naude
11 Febr – Marcelle de Beer
17 Febr – Duimpie Swart
18 Febr – Leon Badenhorst
23 Febr – Francois van Niekerk

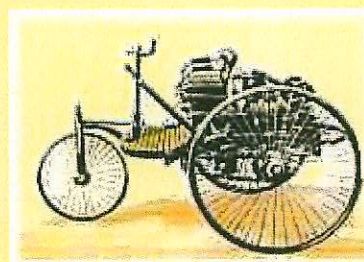
Ons wens elkeen van hierdie persone sterkte toe vir die jaar wat voorlê en verseker hulle van ons deurlopende ondersteuning!

Ou Motor klassifikasie : wanneer gebou?

Antieke – Voor Des 1904
Veteraan – Jan 1905- 31 Des 1918
Vintage – Jan 1919- 31 Des 1930
Post Vintage – Jan 1931- Des 1945
Post 1945 – Jan 1946 – 31 Des 1960
Post 1960 – Jan 1961 – 31 Des 1980

Die ontstaan van die motor

Dit is die uitvindsel wat die mens se lewe soos geen ander verander het nie... maar daar is geen spesifieke persoon wat die krediet daarvoor kan kry nie. Trouens, die motor het oor honderde jare heen stuk-stuk ontwikkel—uit die idees, drome, fantasieë en gepeuter van talle individue. Maar dit was die koms van die binnebrandmasjien in die 1800's wat die uiterst nuttige voertuig laat ontstaan het wat ons vandag ken. Hy was darem strate beter as die logge, stoomaangedrewe voertuie wat so gerook en geraas en die paaie verrinneweer het...





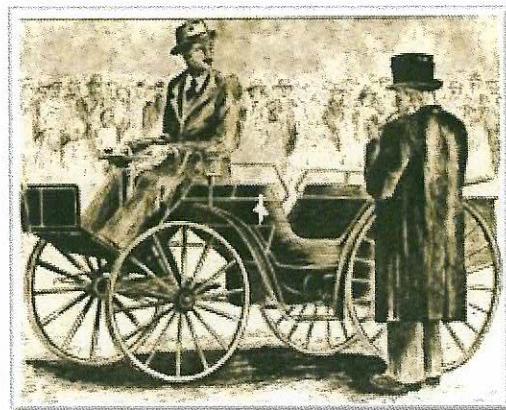
BO: Vasgeval in die modder... iets wat ons voorouers meer belewe het as ons vandag, want dit was 'n tyd toe teerpaaie nie so volop was of nog glad nie eens bestaan het nie.

Foto: Mesa Verde National Park / U.S. National Park Service

IS 4 Januarie 1897 en hoogsomer in Transvaal. Pres. Paul Kruger staan in 'n Pretoriase straat en kyk na 'n lawwe gevaarte wat pas uit Duitsland hierheen gebring is. Dit is 'n perdelose rytuig wat die Pretorianers John P. Hess en A.E. Reno vandag hier aan die waardige ou staatsman demonstreer—'n waentjie sonder trekdier wat sommerso op eie stoom voortsnork (*illustrasie hieronder*).

Hess, die eienaar van die vierwielige stofrapper, gaan ry so 'n entjie daarmee en kom dan terug. Hoe lyk dit, wil hy weet, wil Oom Paul nie dalk saamry nie?

Waarop die geamuseerde Transvaalse president met 'n wantrouige "nee, dankie" reageer en lakoniek byvoeg: "Netnou blaf 'n hond en dan skrik die ding en gooi my af! Hulle moet hom eers verbeter voordat ek daarin ry."



Afrikaanse Kinderensiklopedie

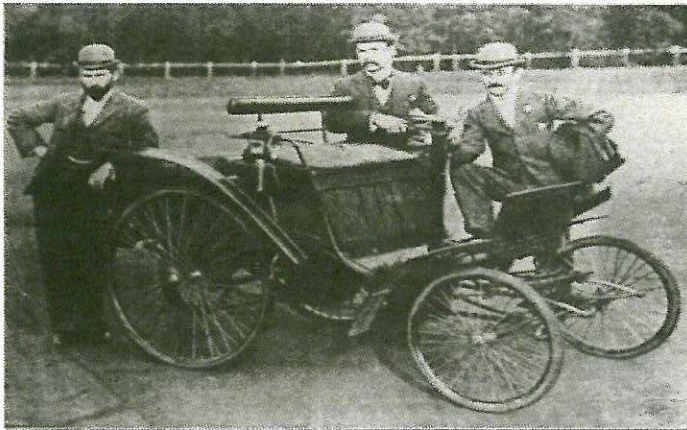
Pres. Kruger was destyds lank nie die enigste mens wat die nuwe soort ryding met 'n sekere mate van agterdog bejeën het nie. In daardie jare het mense nog in alle dele van die wêreld daarmee die spot gedryf en kon talle maar net nie aanvaar dat dit veel meer as 'n blote curiositeit en selfs 'n oorlas kan wees nie.

In Brittanje is tot 'n wet uitgevaardig dat iemand met 'n rooi vlag voor 'n bewegende motor moes loop om te waarsku dat 'n gevaarlike ding

in aantog is en om te keer dat perde skrik.

Tog het die versierende Oom Paul darem ook die belangrikheid van daardie eerste motor in sy land beseef. Hy het die eienaar Hess en die koerantbaas Reno (wat die demonstrasie gereël het) bedank deur 'n goue medalje ter herdenking van die geleentheid te laat munt.

Dié geskiedkundige motor uit Duitsland was 'n Benz. Dit het 'n enjin van een en 'n halwe perdokrag gehad en kon "dare" 'n topsnelheid van iets oor die 20 km/h haal. Dit het soos 'n perdewaentjie gelyk. Die bande was van soliede rubber en die wiele is met 'n ketting aangedryf. Trouens, as 'n mens na die foto HIERONDER kyk, lyk dit nogal half na 'n kruising tussen 'n fiets en 'n kar!



BO: 'n Foto van die geskiedkundige bekendstelling van die eerste motor wat in Suid-Afrika aangekom het. Van links is A.E. Reno, stigter en toe redakteur van die Pretoria News en ook die man wat die demonstrasie gereël het, dr. W.J. Leyds, staatsekretaris van die ou Transvaalse Republiek, en John Hess, die eienaar van die motor.

Wanneer 'n mens vandag—net iets meer as 'n eeu later—die magtige dreunings van motorvoertuie en die massiewe verkeersopeenhopings op ons paaie ervaar, is dit moeilik om jou 'n wêreld voor te stel waarin motors nog die absolute uitsonderings eerder as die reël was.

Waar het die omwenteling dan begin? Hoe het die motor ontstaan? Interessant genoeg is daar geen spesifieke persoon wat die krediet kan kry vir die uitvindsel wat die mens se lewe soos geen ander verander het nie. Die motor het oor honderde jare stuk-stuk ontwikkel—uit die idees, drome, fantasieë en gepeuter van honderde individue.

Só het Engelse wetenskaplike Roger Bacon (1212?-1294) reeds in die

Middeleeue voorsien dat 'n perdelose rytuig nog ontwikkel sou word. "Cars can be made so that without animals they will move with unbelievable rapidity," het hy voorspel.

En die Italiaanse kunstenaar Leonardo da Vinci (1452-1519) het op sy beurt sketse van stoomaangedrewe masjiene gemaak en die moontlikheid oorweeg dat sulke masjiene aangepas kon word om voertuie aan te dryf.

In die sestiende, sewentiende en vroeë agttiende eeu het ingenieurs in Europa met verskeie soorte kragbronne geëksperimenteer om wielvoertuie sonder perde of ander diere te laat beweeg, waaronder met stoom, wind en saamgeperste lug.

Terloops, die rede dat ons vandag van motorkarre of kortweg karre praat, lê genadiglik by die perdekarre van weleer, maar ons kon ewe goed 'n ander naam vir hulle gehad het. Ene Oliver Evans het byvoorbeeld in 1792 in Philadelphia aansoek gedoen vir die Amerikaanse patent van 'n stoomaangedrewe voertuig wat hy die "*oruktor amphibolos*" genoem het. Ons kon dalk vir altyd met daardie naam opgesaai gewees het, as dit nie vir redeliker individue was wat aan dieselfde konsep gewerk het nie

SAVVA TECHNICAL TIP 69 – Door Handles

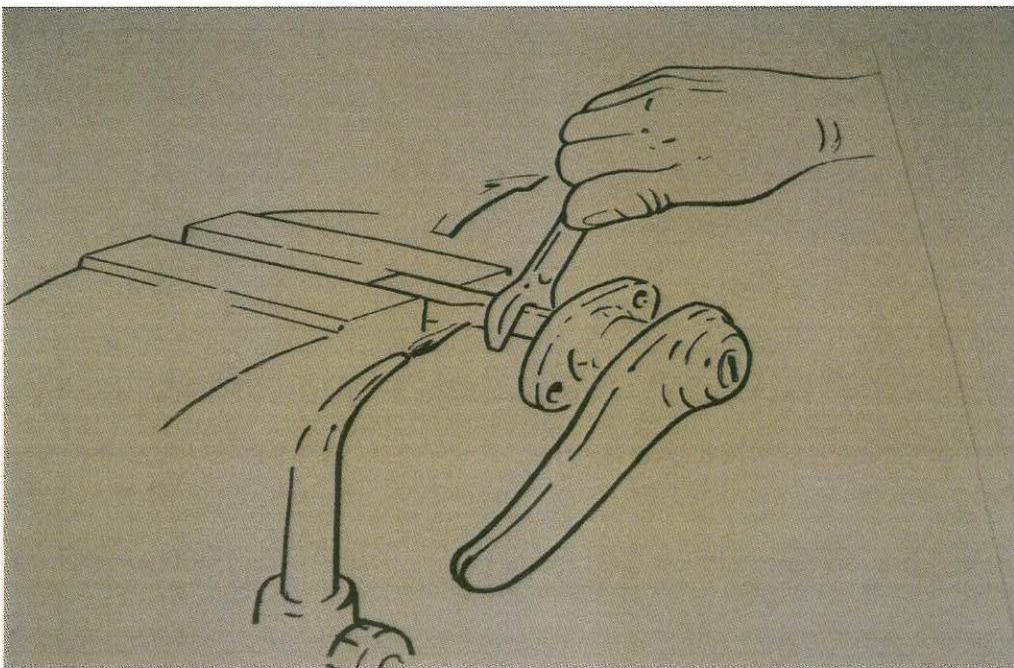
So often one sees a beautifully prepared car spoiled by "hanging" door handles. This is especially noticeable on cars that have a chrome strip running along the waistline and the handle should fit in with the sweep of the strip.

The question is why are these handles hanging down? Simple. Over the years people have been over enthusiastic when opening doors to the point they have bent the square metal shaft that goes from the handle to the lock.

The next question is how do we sort it out? Very simple. Remove the handle, place the square shaft in a vice, heat it up and gently straighten it.

It will make such a difference to the cosmetic looks of the car.

Thanks to Colin Brauteseth for this tip.



Die inligting is ongelukkig slegs in Engels beskikbaar

Cortina



The Lotus-Cortina, the car sometimes known as 'the original fast Ford', appeared in January 1963. There was an increasing demand for sporty cars, and in the USA the relationship between racing success and sales success was being realised. In the early '60s Ford implemented a worldwide policy of 'Total Performance', and each Ford division was left to its own devices. The Lotus-Cortina was the brainchild of the Ford of Britain Public Affairs chief at the time, Walter Hayes. He went on to take part in the founding of the Ford Advanced Vehicle Operation (FAVO), which was later responsible for such efforts as the GT40 and the Escort RS models. The Lotus-Cortina was conceived and developed rapidly, as anyone who owned one and had the rear suspension collapse will tell you.

So how did Lotus fit into the scheme of things? At the time Lotus were developing a twin-cam engine based on the bottom end of Ford's 1499cc powerplant for their Elan, and Hayes knew Lotus boss Colin Chapman personally. Hayes put forward the proposal to Chapman of assembling 1000 Cortinas with the Lotus-Ford engine, so the car could be raced and rallied as a Group 2 production car. Group 1 cars had to be virtually the same as the average family car, but Group 2's could have modified engines, steering and suspension. The thumbs-up was given, and the Type 28 Lotus was born, eventually to be called 'Cortina developed by Lotus' by Ford, and the 'Lotus-Cortina' by the rest of us. You could get yourself one for £1100.

The car succeeded magnificently in lifting Ford's performance image, with its rapid performance and taut and grippy handling making it a great success on both race tracks and rally courses. But it didn't do so much for building a reputation as a producer of reliable cars...



The Mk.I Lotus-Cortina was replaced by the all-round less tempestuous Mk.II in March '67, after 2894 were produced. Of these, it is estimated that about 1300 had the first suspension type. Lotus-Cortinas, especially the Mk.Is, are highly sought after now, and are still regularly used in historic racing events, such as Group N touring car racing in Australia (where they weren't sold), where you can see Lotus-Cortinas mixing it

with cars such as Mini Cooper S's, EH Holdens, Ford Mustangs, and Alfas Giulias. It should be noted that the Lotus-Cortina was available in the USA. It became available on September 1, 1965, at the rather imposing price of \$3420, clearly an attempt to sting those who wanted nothing more than to emulate Jim Clark at the Indy 500. However, when the Mk.II model arrived the Lotus-Cortina version was no longer officially available.



Body

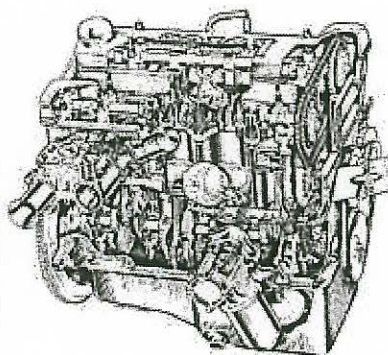
Unlike the Mk.II Lotus-Cortinas, the Mk.I Lotus-Cortinas were developed and assembled by Lotus at their Cheshunt factory in North London. Lotus started with two-door sedan shells, to which was added lightweight alloy doors, bonnet, and boot lid, to aid racing success. To the boot area over the wheel arches tubular stiffening braces were added, to suit Lotus' rear suspension, and the boot also became the new home for the battery. The spare was also fitted to the boot floor, rather than in the wheel well. The alloy panels became optional equipment from October '64, when Ford gave the Cortina range an updating, and so the Lotus-Cortina picked up the same changes, including the wider grille, and a revised dash with flow-through 'Aeroflow' ventilation and the accompanying air outlets in the C-pillar. The bracing in the boot was discontinued in June 1965 with change to the more conventional Ford rear suspension.

And of course it would be remiss of me to say that all these cars were turned out in Ermine White with Lotus-green (Sherwood Green) striping and rear panel. The other feature of the paint job that set it apart from the standard Cortinas was the lack of rust protection measures, meaning fun and games for restorers down the track. Lotus-Cortinas also sport small 'bumperettes' up the front, and Lotus badges on the rear quarter panels and on the blacked-out front grille.

Engine

The Lotus-Cortina story the real interest is the donk. As mentioned, it was based on the five-bearing bottom end Cortina engine, and used many Ford parts, but it sure doesn't look much like the standard Cortina engines. The conversion was designed for Lotus by Harry Mundy. Initial designs were based on Ford's 1340cc three-bearing block as used in the Anglia Classic 109E, but the 1499cc (116E) was decided on for the Elan, which was bored out 82.55mm to give 1558cc, to suit the 1600cc competition class limit. Retained from the 116E was the crankshaft, connecting rods, and pistons. To this was added a Lotus-designed camshaft drive and aluminium cylinder head assembly.

"The engine's exceptional breathing and the reduction in reciprocating mass inherent in the overhead camshafts mean this diminutive Street Hemi cranks up frightful revs as a matter of course."



The twin-cam cylinder head used valves operated directly from the cam lobes by inverted bucket tappets enclosing coil springs, with two valves per cylinder. The head was a crossflow design, with the inlet manifolds being part of the same casting. Technically this was actually a three-camshaft engine, as the original Ford camshaft was retained to drive the oil pump and distributor, which resulted in a near impossible to reach distributor. Camshaft drive was by a long single-stage roller chain.

The juice was slurped in through two touchy horizontal double-barrel Weber 40DCOE carbies, and the engine was also fitted with a 6500rpm rev limiter, so the standard Ford bits wouldn't pack it in. The official Lotus performance figures were 105bhp at 5500rpm, with maximum torque of 108lb ft at 4000rpm. It's generally held that these figures are a bit hopeful (90bhp is quoted for the same engine in the Lotus Elan), but nevertheless, the Lotus-Cortina was and is renowned for its poke. The figures don't sound too shabby even now - top speed of 105mph, 0-60mph in just under 10 seconds, nearly 50mph in 1st, 70mph in 2nd, and 90mph in 3rd.

Gearbox

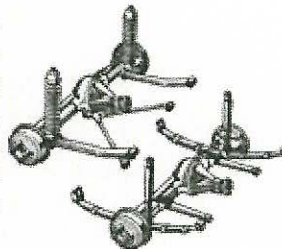
Again Lotus started with standard Ford equipment, using bits and pieces from Cortinas and Corsairs, and the Lotus-Cortinas sported a four-speed floor shifter, with synchro on all four gears, and a hypoid bevel design rear axle. Like many bits of the Lotus-Cortinas, the gearboxes got less technical but more durable as they went on, and the gearboxes in particular seemed to be in a permanent state of change. The Lotus-Cortina was born with the gearbox developed for the Lotus Elan, with rallying in mind. This gearbox featured very close gear ratios (to suit the lighter Elan), a diaphragm spring clutch, alloy case and clutch housing, and a remote control gearchange. Over the lifetime of the Mk.I Lotus-Cortina all these features disappeared or became optional. In July '64 the alloy parts were made optional extras, and the Elan gearbox ratios were made optional in favour of a modified GT gearbox featuring a higher 2nd gear ratio, the Elan ratios not proving to be too flash for road use. In October '65 the gearbox ratios were changed again in favour of the Corsair 2000E gearbox, which came to be used in the GT and in the Escort Twin-Cam. The ratios of these gearboxes were as follows:

	1st	2nd	3rd	4th	Reverse
Elan close ratio:	1.000	1.23	1.64	2.51	2.807:1
GT w/ uprated 2nd:	1.000	1.412	2.04	3.543	3.963:1
Corsair 200E:	1.000	1.397	2.01	2.972	3.324:1

Suspension, Brakes and Steering

The first Lotus-Cortinas had a single-piece propeller shaft, and a back axle with coil springs and located by radius arms and an A-bracket linked to a light alloy differential housing, and used a 3.90:1 final drive ratio. This setup placed excessive load on the differential housing, and the retaining bolts tended to come loose, which caused oil to drain out of the axle, destroying the diff, and with the leaking oil doing similar to the suspension bushes, causing surprise collapses. It also transmitted mysterious thumps and clunks into the cabin. In July '64 the light alloy diff housing became optional, and a two-piece propeller shaft was introduced. In June '65 the entire rear suspension was replaced by the setup used in the Cortina and Corsair GTs, half-elliptic leaf springs and twin radius arms. This setup proved to be far more durable, and nobody really noticed the difference anyway.

"By 1965, when that legendary European Championship season began, the Lotus Cortina was already a well-proven racing car. Even though it was somewhat fragile, especially in and around the rear suspension A-frame area, meticulous preparation and regular rebuilds usually kept the works-backed cars going."

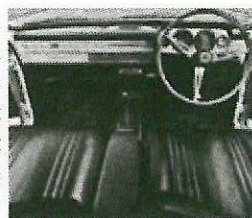


Up the front was a simple McPherson strut suspension, and an anti-roll bar. The whole car was much lower than any other Cortina. Like the GT, the Lotus-Cortina had 5.5" wheel rims and Girling 9.5" front disc brakes and 9" rear drums. A vacuum booster was fitted. Recirculating ball steering was used, as on all other Cortinas.

Interior and Trim

The first Lotus-Cortinas were pretty sparse inside, as they were designed with racing in mind. The dash used was to appear later in the '64 GT, and featured only basic instrumentation, with the exception of the tachometer. A centre console hid the remote-control gear change, and a Lotus wood-rimmed steering wheel was used. All trim and carpet was in black only.

"Surprisingly enough, the standard of fit and finish is very high indeed and this has not been a particularly notable feature of Lotus products in the past. However, it appears that the object of the car is to offer a degree of luxury not usually found in small sedans, in addition to the car's superlative performance."



The update that was introduced to the Cortina range in October '64 brought with it a new dash, with a full set of instruments, and that 'Aeroflow' ventilation. The dash was particularly good looking, with the instruments set in a simple brushed aluminium panel. The seat and door trims were updated.

Rallying

These days the Lotus-Cortina is somewhat overshadowed by the success of the Escort in rallying, but it performed admirably in the mid 60s, which might be a bit surprising given its reputation for unreliability. The

first Lotus-Cortina to be rallied was a half-baked Lotus-Cortina, a GT with the Lotus engine, in the 1963 Spa-Sofia-Liege rally in September, just to try out the engine, and driven by Henry Taylor to 4th place. The first outing in a rally by a Lotus-Cortina proper was in the 1963 RAC rally, campaigned again by Taylor, with co-driver Brian Melia. It finished 6th somehow, in spite of its A-bracket rear end needing constant attention. The A-bracket was persevered with by Vic Elford and David Seigle-Morris for the 1964 Tour de France, a 10 day, 4000 mile event, as it was run completely on sealed roads, unlike the rough RAC rally. Their car came 4th outright in the Touring Car category, and first in the Handicap category, in a mix of one-hour sprints, hillclimbs, and mountain road rallying.

Still, the general dodginess of the A-bracket suspension meant that Ford decided to replace it with the more conventional GT rear suspension. This became available in June 1965, and while the car still seemed to be afflicted with bad luck, a few victories were racked up. Four of the newly updated cars competed in the Alpine rally of July 1965, and Vic Elford's car led outright, all the way. Well, until less than an hour from finishing, when a piece of the distributor fell out and delayed the car 26 minutes. All four cars retired from that year's RAC rally, which was severely snow-affected. The first works victory came in December 1965, when Roger Clark and Graham Robson won the Welsh International.

Ford's bean counters pulled a few more funny buggers for 1966, managing to homologate the car for Group 1, which requires 5000 cars to be built. Yeah, right. In the Monte rally Roger Clark finished 4th only to be disqualified, and then Elford finished 1st in San Remo (Rally of the Flowers), only to be disqualified as well. Elford came 2nd in Tulip. Some luck went the other way when Bengt Soderstrom was named victor of the Acropolis rally, after the 1st-placed Mini Cooper S was disqualified. New cars were used for the French Alpine, where Elford's engine blew up after leading, while Roger Clark finished second. Clark was always competitive, but suffered with unreliable cars, coming 3rd in the Canadian Shell 4000, 2nd in Greece, and 4th in Poland. The Lotus-Cortina finally proved itself with an outright win in the RAC rally. F1 World Champion Jim Clark crashed his (twice), but Soderstrom saw his through to a 13 minute victory, with Gunnar Palm. Other victories in 1966 were in the Geneva rally by Staepelaere, and by Canadian Paul MacLellan in the Shell 4000. A final win before the advent of the Mk.II was also pulled off by Soderstrom in the snowy Swedish rally of February 1967.



'n Sondagoggend sonder elektrisiteit

Rustsig ontwaak jy die Sondagoggend. Jy lê nog vir 'n wyle met jou oë toe om die lekker te ervaar van 'n goeie nagrus en die oggendstilte, terwyl jy die voëlgesang in jou eie tuin geniet. Jy hoor die houtkapper se afgemete geroep en wag vir die tiptol om sy stem by te voeg, dan die oranjelyster wat sê "hey ouens" ek is laaankal wakker. Die mossies kwetter en gaan te kere asof hulle die hele nag nooit geslaap het nie en dan skielik die geroep van die hoep-hoep, 'n nuwe broeipaar in die erf.

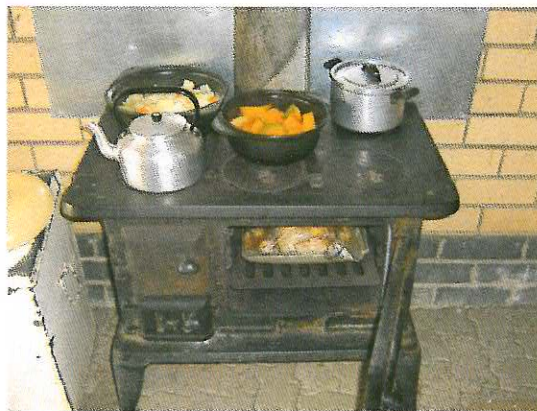
Jy voel die warmte van jou lewensmaat se lyf teen jou en hoor hoe hy saggies snork en jy ervaar geluksalligheid terwyl jy lui-lui uitstrek en stadig jou oë oopmaak. Die horlosie teen die muur wys dit is half ses en jy dink, ah, lekker, nog so 'n uur of wat se sluimerslaap voor jy moet opstaan en die dag aanvat. Jy draai op jou sy en jou oog vang die radiowekker wat met 'n swartgesig na jou staar. Jou oë gaan stadig toe maar vlieg toe weer wyd oop want jy besef skielik, o genade die krag is af.

Vaak en rustigheid wyk voor die werklikheid, want jy besef jou Sondagmiddagete is in sy maai. Alles wat jy die hele week aan beplan het om vir Sondag te kook is koebaai. Wat nou gemaak? Die hoender wat jy gisteraand uitgehaal het om te ontvries moet op een of ander manier gaar kom. Braai is 'n opsie, maar dan is dit weer slaai en brood daarby. Aai, jy het so uitgesien na 'n lekker oondgebraaide hoender, gekookte groente en 'n gebakte sagopoeding daarby. Wat het nou weer verkeerd geloop by ons dierbare "mislikepaliteit en esdom", om jou wêreld so wreed en vining op sy kop te keer.

Manlief skakel die noodlyn en word meegedeel – "Sorry Sir the whole town got a problem and we are investigating". Terwyl hy water kook op die aller noodsaaklike gasstofie vir 'n boeretroos om my te kalmeer, lê ek en planne beraam. Dankie tog vir die ou draagbare Philips draadloos wat al 43 jaar oud is, want nou kan ons darem nuus luister en ophoogte van sake bly, met RSG.

Sê ek toe vir myself – Self jy gaan jou nie laat onder kry deur so 'n "klein" nictigheid soos geen elektrisiteit vir wie weet hoe lank nie. Daar en dan kommandeer ek die werderhelf op om die Doverstofie onder die afdak te gaan stook en siedaar teen 12 uur nuttig ons 'n heerlike ete. Oondgebraaide hoender, groente en rys. Die gebakte poeding was ook daar maar moes by Spar gekoop word en met 'n ekstra suiker en bottersousie asook Ultramel vla was dit 'n koningsmaal.

Nou lê ek rustig op my bed vir 'n middagslapie en steek in my gedagte vir die plaaslike owerheid en Eskom tong uit en sê, wê ek het tog gewen. Ons het selfs tyd gehad vir 'n glasier wyn voor die koolstofie en lekker gesels, gelag en rustig verkeer. So daar is ook voordeel aan geen elektrisiteit op 'n Sondagoggend.



Hannatjie Swart
18 November 2012

NS: O ja die krag het toe so skuins na een uur aangegaan.

Wat het gebeur op die dag in die geskiedenis

What happened on this day

Datum /Date		
01-Feb	Op die dag 1930 is die AA gestig	On this day 1930 the AA was formed
	Car magazine was gestig op die dag in 1957 die grootste motor tydskrif in SA	Car magazine was founded in 1957 the largest car magazine in SA
03-Feb	Op die dag 2009 was die gautrain se eerste toets lopies oor 3 km	On this day 2009 the gautrain went for 3 km test run
06-Feb	Die wereld se eerste Hybrid Honda Insight was te koop op die dag 2009 in Japan 18000 bestellings is geplaas binne eerste 3 weke	The worlds first Hybrid Honda Insight went on sale on this day 2009 in Japan 18000 orders were placed in the first 3 weeks
10-Feb	Haar oom het n Bentley in die LE Mans 24 hour resies in 1924 gewen In 2004 begin sy ook resies jaag. Sy is die eerste en enigste vroulike drywer in die Wesbank V8 Supercars Klas	Her uncle drove a Bentley to victory in the Le Mans 24 Hour race She started to race in 2004. She is the first and only female driver in the WesBank V8 Supercars class. Clare Vale is her name and it is also her birthday in this day
	Clare Vale is haar naam en sy verjaar ook op die dag	
	Bentley het die Le Mans in 1924,1927 en 1930 gewen	Bentley win the Le Mans in 1924,1927 and 1930
11-Feb	Teen 1963 een uit elke 10 karre verkoop in America was n Chevrolet.	By 1963 one out of every ten cars sold in the united states was a Chevrolet
12-Feb	Die "H" gear slot patroon en die versneller pedaal was 2 van JW Packard se invoere van nuwe motor onderdele	The "H" gear slot and accelerator pedal were 2 of JW Packard imports automotive innovations Packard received his first patent on this day 1900
17-Feb	Packard ontvang hul eerste patent op die dag 1900	
	Op die dag 1972 is 15007034 VW beetles gemaak wat die rekord breuk wat Ford met die Model T meer as 40 jaar gehou het	On this day 1972 is 15007034 VW Beetles manufactured and broke the world record that was held by Ford with the Model T for more than 40 years
	Op die dag 1911 is die eerste starter kar geïnstalleer in n Cadillac	On this day 1911 is the first starter motor installed in a Cadillac
18-Feb	Mees ikoniese teken in die wereld die Ferrari se perd	Most iconic badge in world. Ferrari prancing horse Why is most Ferraris red? In early motor racing days each country was assigned a colour. Italy is passionate about red. The canary yellow in logo symbolises the town Modena. Enzo Anselmo Ferrari was born in Modena on this day 1989
	Hoekom is Ferraris meeste rooi? In vroeë jare het elke land n kleur gekry by motor resies en Italië is passie vol met rooi	
	Die kanarie geel in die logo verwys na n dorp Modena	
	Eno Anselmo Ferrari is gebore in Modena op die dag 1898	
28-Feb	Die laaste Model A was gemaak op die dag 1923 dit was die tweede suksesvolle motor vir Ford	The last Model A was manufactured on this day 1923 it was the second biggest success for Ford