



A-hoo-ah !

Maart 2019



Cover photo: Frans du Toit se Mazda MX5

POMC members meetings and braai are held at the POMC Clubhouse on the 1st Wednesday evening of each month: **19:30 for 20:00**

POMK lede vergadering en braai word elke maand op die 1ste Woensdagaand van die maand gehou in die POMK se klubhuis om **19:30 vir 20:00**.

POMC Clubhouse at the corner of Keuning Street and Fred Davey avenue,
Silverton/Meyerspark

POMK Klubhuis op hoek van Keuningstraat en Fred Davey laan; Silverton/Meyerspark

GPS Co-ordinates for POMC: S 25 44.159 E 28 18.652

Pretoria

Old Motor Club / Oumotorklub

PO Box 2014 / Posbus 2014

Silverton

0127

www.pomc.co.za

www.pomccitp.co.za

www.facebook.com/POMCclub

Klubvergadering 6 Maart om 19:30 vir 20:00

Aanbiedings:



Hennie Rautenbach sorg vir die braaivleisvuur
vanaf 18h30

Opinies in die NUUSBRIEF is nie noodwendig die
siening van die Komitee of die Redakteur nie.



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

Februarie maand se Woensdagaand vergadering was 'n lekker kuieraand, voorafgegaan deur 'n baie interessante aanbieding. Dit is 'n welbekende feit dat omdat die betrokke tegnologie nog in sy kinderskoene gestaan het, die remvermoë van ons ou voertuie nie altyd van die beste is nie. Een van die grootste frustrasies wanneer mens met 'n oumotor in vandag se verkeer ry, is dan ook om te verseker dat die gaping tussen jou en die volgende ou groot genoeg is dat jy veilig kan stop indien nodig - en dat daar nie 'n ander voertuig voor jou indruk nie. Daarom was die aanbieding deur die Fred Nolan en Isabel Coetzee wat gehandel het oor wat die manne en vrou) van Wingate alles kan doen om die stopvermoë van ons oumotors te verbeter baie relevant en het dit 'n goeie bespreking ontlok. Die noodsaaklikheid van die gebruik van die regte remskoen voerring/ materiaal/ "lining" is beklemtoon. Die materiaal wat vir vandag se moderne voertuie gebruik word, is volgens hulle nie aan te beveel vir ons motors nie, omdat dit glad word en dan nie doeltreffend werk nie. Om ons voertuie se stopvermoë te verbeter gebruik Wingate die regte remskoenmateriaal en het hulle spesifieke hulpmiddels ontwerp om oumotors mee toe te rus met kragremme, oftewel "boosters". In baie gevalle is dit so ontwerp om onopsigtelik as deel van die bestaande stelsel in ons oumotors ingebou te kan word. Die motor se remstelsel word dan omgeskakel in 'n kragremstelsel. Vir diegene wat belangstel, plaas ons hulle besonderhede elders in hierdie Nuusbrief.

Our second Sunday meeting of this month was again not focused on a specific automotive theme and the meeting resulted in a in a convivial get together under the trees and *oppie stoep*. Serious old car business was discussed at this occasion. As usual, a number of interesting cars were brought to the meeting by their proud owners. In addition the demonstration of the latest welding equipment and techniques also drew quite a lot of attention. The demonstration will be repeated at our next second Sunday meeting and the equipment.

Hierdie jaar se POMK Somer Tydren in die Zwartkopsrenbaan/Hartebeespoortdam omgewing, was weereens 'n groot sukses. Veels geluk aan die weners en almal wat deelgeneem het - baie dankie vir julle deelname. Namens die Komitee bedank ek graag vir Emil en Hannie Kuschke, Willie en Adri van Niekerk, Leon Stander en al hulle helpers wat as 'n span saamgewerk het om die sukses van die Rallie te verseker. Daar was 21 inskrywings (19 motors en twee motorfietse). Hiervan kon een nie deelgeneem nie, terwyl nog een nie klaargemaak het nie. Soos gewoonlik is daar na die Tydren lekker geëet en gekuier by die Zwartkops renbaan

The current bar arrangement at the Clubhouse seems to be working well. We would like express a sincere word of thanks to Ralph van der Merwe, Suzette du Plooy and their helpers for taking control and reorganising the bar, thereby making it a friendly and nice place to be. I am sure you would have noticed that the current prices of the drinks at the bar

are very competitive. Whilst still waiting for the Club's liquor licence to be finalised by the powers that be, we have a legitimate arrangement to sell liquor at present. Therefore, I have to remind you that people are in terms of the liquor legislation, not allowed to bring their own liquor to the Club. Members are requested to please abide by this this ruling. An arrangement has been made that *braaipaks* will in future be available at the bar and that the necessary fires will be provided to those of us who want to braai their meat at our second Sunday meetings.

Tydens die komende Woensdagaand byeenkoms op 6 Maart, hoop ons om 'n Dakar voertuig as voertuig van die aand daar te hê. Alternatiewelik sal ons ondervoorsitter, Christo Ferreira ons vergas op 'n interessante skyfievertoning van die oumotors wat hy het en gehad het. Die volgende tweede Sondag byeenkoms op 10 Maart is ons Amerikaanse motors en motorfietsdag waartydens daar gewoonlik baie lede van die publiek as besoekers opdaag. Tydens hierdie twee geleenthede sal Danie du Plessis die onderdele stoor oopmaak vir diegene wat daar wil kom rondkrap vir onderdele.

Sien julle daar/ See you there

Berto Lombard



Baie dankie aan Suzette du Plooy wat al die klublede uitgenooi het na Ralph se verrassingspartytjie wat sy vir sy verjaarsdag gereël het. Dit was 'n *great party*!



POMC Second Sunday

February

On Sunday the 10th of February, the Pretoria Old Motor Club (POMC) held its second monthly event of 2019; the last of the year without a specific theme.

That meant that a variety of cars from all eras and all over the world were on display. One of the highlights was a 1969 Mini Mark 3 that was restored by Jan Nel. The Mark 3 was a uniquely South African model. It combined the front end of the contemporary Mini 1000 with the rear end of the Riley Elf and Wolseley Hornet. Neither of these models was available in South Africa although about 500 Wolseley 1000's, a combination of the Hornet front end and the Mini body, were manufactured between 1967 and 1967. Jan completely restored the interior and the exterior. He decided to combine the golden paintwork with a black roof because, in his opinion, it would look better than a white roof. He also had 10-inch Minilite alloy wheels fitted to it and according to him, he has no difficulty in finding tyres. The original 998cc engine the car was fitted with, is still in his possession, but he fitted a 1275cc engine; he also fitted a new cylinder head, camshaft and pistons. The interior has also been completely restored, with cloth seats and a steering wheel from a later model being fitted.



The founder of Groenkloof Butchery in Pretoria, Eddie van Niekerk, was a motoring enthusiast, and he owned a few classic cars, all of which were passed on to his family. His brother, Jannie van Niekerk, displayed a 1929 Dodge, which was imported from the United States of America. Eddie owned the car for over 30 years, and it was the first car that he had restored from the ground up.



Another car from Eddie van Niekerk's collection was a 1967 Cadillac Coupe de Ville. Eddie bought the car from a deceased estate and is now owned by his son-in-law, Hennie Venter. This car, fitted with a 439 cubic inch (7,2 litre) V8 engine, is still in an immaculate condition.



Harry and Gerda Venter displayed a Volvo 544 Sport, which they believe is a 1961 model. This was one of the cars that established Volvo in South Africa, but it was only manufactured in left hand drive. They have owned it for about a year, and except for the aftermarket alloy wheels, the car is in an original condition. Harry and Gerda admit that the exterior paintwork needs attention, but they are planning on restoring it very soon. Moreover, they are in the process of buying the predecessor of this model, the 444, with a split windscreen.



Taco Kamstra owns one of the few Ford F 100-pick-ups that are still in a good, original condition because although they were popular, many of them were neglected or modified. The only item that is not original is the gear lever. Most F 100's had a three-speed manual transmission with a gear lever on the steering column. However, this model, which belonged to a cousin of Frans du Toit before Taco bought it, has a floor-mounted gear lever. The Fulray conversion was very popular in the 1970's. Two popular accessories this pick-up is fitted with, is a head rest that is attached to the driver's side of the bench seat and a Sanyo Rally radio. Taco is not sure of the exact year model, but the range his pick-up was part of, was built between 1973 and 1978.

Hennie Rautenbach took part in the annual Bull Run in 2017 in a car that was popular in the 1970's but has since become a rare sight on South African roads. The Triumph Chicane was a South African development of the 2000/2,5 Mark 2 range, and was the first model of this range in the world to be fitted with the 2,5 litre engine with twin carburettors. Production of the Triumph range was ceased in 1977, and Hennie's car must have been one of the last to be manufactured in South Africa. The car completed the Bull Run successfully but is not without a few "battle scars." The only accessory that is not original is a set of Minilite alloy wheels.



Some vehicles are remembered for the wrong reasons, but they are also preserved and displayed. One of them is Toyota's attempt to introduce a basic workhorse for third-world and developing countries. The TUV (Toyota Utility Vehicle) was introduced to South Africa in 1982 and could not have been more different from the 1200 pick-up which was discontinued the previous year. It was very much the same story as the Chevrolet Nomad of a few years earlier; its engine and transmission were well-proven; they were fitted to the contemporary Corolla, but the motoring press called it uncomfortable and out of context for

South Africa. It was replaced in 1987 by the Stallion, which was similar in concept but a bit more refined. One of the few TUV's that have survived, was on display; it is in an original condition but has been fitted with aftermarket wheels.



At the other end of the scale was a car that only a few people can dream of owning because it is out of most people's financial reach. Basie Kuhn bought his Ferrari 488 new in 2017; it was one of only a few that have been sold in South Africa so far.



The next event on the POMC calendar will be the American day, which will be held on Sunday the 10th of March.

Daantjie Badenhorst

Our weekend with the Old Lady

As most of you might know I have a love affair for those curvy lined old cars, whom smell, not like rose pedals, but rather that of English Oak and Connolly Leather. So, in the spirit of my love affair with classic cars, I decided that it be time to enjoy the Old Lady a bit and stretch her legs to its limits by venturing the long haul on the N1 from Pretoria to George.

We departed on the Thursday afternoon and our destination was set for Colesberg. We always have a conversation when driving long distance and the topic was as always how cold may I adjust the air-conditioner of the car bearing in mind I was transporting my wife (Rene); my mother and my father.

This this time I had an Ace up my sleeve and when we set off, I immediately turned the heated seats on for all the occupants and it was not long before I was asked to ensure that the air conditioner be put to the test, of my glorious Rolls Royce Silver Spur II.

We spent the night at Colesberg and the next morning our destination was set for Graaff Reinet, Kareedouw and then Sedgefield, where we would spend the weekend at Blue Bay resort.

Passing through Uniondale, the outside temperature indicated 42 degrees Celsius and we decided to rather spend time inside the car than to wonder around the small town. By the time we arrived at our destination, I must admit that I was exhausted, and I will have to confess that the Old English Lady had beat me, because she was not.

On Saturday morning we left for the main event of the weekend, the George Old Car Motor show.

Upon our arrival, we were pleasantly welcomed and shown to our parking. I decided to first attend on the second-hand spares stalls before all was sold out and that took me more than an hour to walk, whilst the rest of the old car brotherhood was entering and placing their cars at the correct place for the show.

The show this year had hosted impeccable motor vehicles, from the V.E.T cars whom had been driving all over the place to the very latest Chevrolet Corvette supercharged.

I was particularly surprised to see a 1923 Rolls Royce Woody, Lamborghini Jalpa, Cord, Mercedes Benz Daimler, Jensen, Bentley and even a Lloyd.

The nostalgia of walking along all these wonderful machineries, whilst sometimes hearing the owners converse about their trip driving down to the show and the sharing of information is something that one cannot justify with words being put to paper. Whilst playing age appropriate music in the back ground, the owners were invited to drive their vehicles to the main stage and briefly introduce their prized possession to the spectators over the microphone. I believe that this idea is an exceptional way to allow for a motor show to be different and interact with the spectators and would hope that more shows are conducted this way.

By the late afternoon and having wondered through the model cars area and having caught up with all the latest from my old friends from all over South Africa, we decided it be a good time to head back to the resort.

Even though the show was set to continue the Sunday as well, the weather was rainy and we decided it best to spend some family time by taking a leisure drive to Knysna to enjoy some nice food and on our way back stop at Sedgefield motors with the hope that there is not a classic car that catches my eye, which I can afford.

On the Monday morning at about 05h00 we set the Spirit of Ecstasy (mascot of the Roller) on North and headed to Beaufort West, for breakfast and then the long haul back to the Pretoria.

Whilst most of you might wonder about my fuel consumption, I did not measure it every time that I filled the Old Lady, but did check it once or twice and I was surprised to have had a consumption of almost 6km/l whilst driving on most of the roads at 140km/h or even 160km/h as some places.

The old lady drove without any serious problems and she handled herself very well, despite having had to fit her with a new battery in Sedgefield.

This year's George Motor show was my 7th show that I attended and I have to mention that from all the motor shows held in South Africa the George motor show is the one that is dearest to my hart and I will definitely attend it again next year.

From the pen of

Mario Coetzee



2019 Airo Classics VETTOER: Klaarstroom - George 8 Februarie 2019

Die baie gewilde VETTOER, 'n toer vir motors wat vervaardig is sonder voor-remme is die naweek van 8 – 9 Februarie 2019 aangebied deur die Suid-Kaap Oumotorklub in George.

Die toer het plaasgevind op die Vrydag voor die George Skou en gee die geleentheid vir oumotorliefhebbers om hulle kosbare motors te gebruik voor die skou op Saterdag en Sondag.

Dié jaar se VETTOER was die 14de geleentheid en daar is net 'n handjievol deelnemers wat kan spog dat hulle nie een van die vorige geleenthede gemis het nie.

Die organiseerders was baie opgewonde om die deelnemers Donderdag- aand in Klaarstroom net buite Meiringspoort, te verwelkom. Ongelooflik om te dink dat dertien van die een-en-twintig deelnemers se voertuie voor 1917 vervaardig is. Die “jongste” deelnemer was 'n 1929 Ford Model A. Vir die eerste keer in die geskiedenis van hierdie Vettoere, het twee veteraan motorfietse ook deelgeneem.



Daar is heerlik gesmul aan karoo skaaptjops, tradisionele roosterkoek en Malva-poeding vir aandete - onder die mooiste sterrehemel. Daar word vertel dat Klaarstroom 'n paar jaar gelede ge-oormerk was vir straatligte, maar dit is deur die inwoners van die hand gewys, aangesien dit sou afbreek doen aan die mooi sterreprag in die aand.

Vrydag-oggend het die lang pad terug George toe begin, ná 'n ontbyt by die plaaslike hotel in Klaarstroom.



Van die karre en motorfietse wat reeds vroeg die stryd aangesê het, was 'n 1901 Benz, 1902 Peugeot, 1904 Durkopp motorfiets, 1904 De Dion Bouton, 1912 Bat motorfiets en dan al Model T Ford's, Buicks en Chev's.



Groot was die verbasing toe ons vroeg-middag by **Airo Classics**, die hoofborg van die toer, aandoen vir 'n welverdiende middagete met die nodige "verversings".

Airo Classics is naby die lughawe, vanwaar al die motors met verkeersbegeleiding na die skouterrein vergesel is. Wat 'n onvergeetlike dag!

Ons sien reeds uit na die 2020 Vettoer van volgende jaar !

Veteraan-groete

Emil Kuschke



Henry Ford

"If a young man wants to fit himself for the Politics of tomorrow, let him fit himself into essential industry for the purpose of learning how best to conduct it for the whole public good."

"Should a young man study politics? Yes, if he will make up his mind what Politics are to be 20 years hence. To study today's so-called politics is a waste of time--they are obsolete. Politics in the true sense, have to do with the prosperity, peace and security of the people. Politics will become an administration of the people's affairs in the people's interest. If a young man wants to fit himself for the Politics of tomorrow, let him fit himself into essential industry for the purpose of learning how best to conduct it for the whole public good."

Ford News, p. 2. 12/15/1922



POMC Summer Regularity Rally

Op Saterdag, 23 Februarie was dit weer tyd vir ons jaarlikse Summer Rally. Die tydren se roete is hierdie jaar weer uitgewerk deur Emil Kuschke en Willie en Adri van Niekerk.

Ons wegspringplek was weer by die Zwartkops renbaan en somer vroeg oggend was daar 'n klomp geesdrifgtige deelnemers bymekaar om seker te maak dat die inskrywingsvorme en gelde betaalbaar, by die regte persone uitkom. Daarna het die deelnemers hulle roeteskedule en loggers gekry.

The route schedule would take us on a route of approximately 200 km. First competitor left at 10h01 and another 20 competitors left at 1 minute intervals.

Of the 21 entries, 2 were bikes

6 Of the 21 entries entered for group A (closed odometer) and the rest for group B (open odometer). Members from other clubs also joined and 2 of the competitors joined the POMC so they could participate in the rally.

The first part of the route took us through Centurion and the traffic and traffic lights were a big frustration as it was impossible to keep driving according to the speeds dictated in our route schedule. But as this would be a drawback for all competitors, it did not worry us too much. As soon as we turned onto the Krugersdorp highway, we were able to catch up and were back onto our time schedule again.

Die roete wat ons daarna gevolg het, was verskeie paaie deur die Cradle of Humankind. Maar veel tyd om die natuurskoon te bewonder was daar nie. Ons moes eerder oplet vir die volgende baken en die bestuurder moes deurentyd die spoed dophou. Elke keer wanneer daar weer 'n oponthoud was, moes ons weer uitwerk hoe vinnig ons moes ry om verlore tyd in te haal. Persoonlik het ons vir die groep B ingeskryf- aangesien ek nie kan verstaan dat die deelnemers in groep A meer akkuraat kan ry met 'n spoedmeter wat toegeplak is.

Mens leer maar met die jare verskeie dinge waarvoor daar opgelet moet word. Soos vorige jare het ons 'n paar keer afdraaie gemis. Die keer het ons met 'n merker al die afdraaie op die skedule voor die tyd gemerk. Wat ons ook geleer het is dat deelnemers op die regte tyd verby bakens moet verby ry, veral wanneer ons vir 'n afstand van 5 km na 'n baken 'n sekere spoed moet ry. Op 'n stadium was daar ook 'n beskrywing "end of wall"- waar ons toe geen mure sien. Daar was wel 'n muur op die regterkant. Ons het dit toe verkeerdelik as die baken gesien, waar die reel is dat bakens altyd op die linkerkant sal wees. Nog 'n interessantheid is "bush" as 'n baken, waar daar baie bossies langs die pad was. Of 80km borde waar daar hordes langs die pad was. Maar dit is alles deel van die pret om uit te werk watter bord of watter bossie die regte baken is.

In the middle of the route, we had time to stop at a petrol station, fill up on fuel (especially for the V8's :o), and talking to other competitors about all the difficult parts of the route. Also to buy more cold water/cooldrinks.

After 3 hours of concentration we arrived back at the Zwartkops raceway. Exhausted, and eager to find out how well we had done. With the loggers it is much easier and faster to get the results ready and as soon as the results were printed we could compare our times with other competitor. Included in the price, we also received a meal voucher.

We would like to thank the organisers of this event for all the hard work and many, many hours it took to organise this event. Also other members and spouses of members that assisted with all the tasks on the day of the rally.



Leon Stander en Hannie Kuschke



Adri van Niekerk

Ons wil graag 'n beroep doen op ons lede om die POMK tydrenne te ondersteun. Daar gaan 'n geweldige klomp werk in om hierdie tydrenne te organiseer en ons sal graag wil sien dat meer lede sal deelneem om dit die moeite werd te maak om die tydrenne te organiseer.

Die volgende tydren is die Mampoer tydren op 1 Junie. Maak asb solank die datum vas en kry julle ou motors gereed vir die tydren.

Taco Kamstra

Closed ODO results

Position	Name	Comp No	Score
1	BroadyMark	1	113
2	FerreiraChristoFerreiraLorna	4	122
3	StanderNeil	3	219
4	NaudeCraigNaudeAidan	14	275
5	v d KraatsBrycev d Kraats Keagon	9	302
6	MarquiseZackMarquiseMarilyn	11	1287
7	DuvelSigg J van VuurenNicky	21	2223



1st Mark Boady



2nd Christo & Lorna Ferreira



3rd Neil Stander

Open ODO results

Position	Name	Comp No	Score
1	De BlancheRynoBuysDuane	6	130
2	De BlancheMorneDe BlancheAnja	7	158
3	GrewarChristopherJ v RensburgRuan	18	188
4	RautenbachHennieStander Theo	5	199
5	RossRobinPridgeonGreg	15	203
6	KamstraTacoLe RouxFrik	19	277
7	Kraamwinkel Frik KraamwinkelCorneel	20	369
8	AlbertsNardusWarkRobert	22	420
9	HargreavesHeathHargreavesGraham	16	443
10	TrompDoekeTrompLouina	17	1684
11	MassynJJMassynFJI	8	2469



1st Ryno du Blanche & Duane Buys



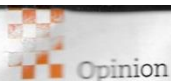
2nd Morne & Anja du Blanche



3rd Christopher Grewar & Ruan van Rensburg



Article from Steve Cooper's column from the January edition of Classic Bike Guide which has a lot of relevance to the (remaining) motor and motorcycle clubs in South Africa.



STEVE COOPER

JOIN THE CLUB

Steve shouts from the rooftops on the merits of joining the most ancient of pastimes – a motorcycle club.

"Actually meeting with people and talking to them can often evince whatever it is you're in need of; information, parts or even a motorcycle. Personal contact, discussion, dialogue, conversation, discourse and the like are vital to this strange, odd-ball domain (sic) we've elected to live in."

WHY WOULD YOU JOIN A MOTORCYCLE CLUB? What do they deliver? How good are the services they offer and are clubs of any kind actually relevant to this caustic, hubris filled, second-is-first-loser, fiscally motivated world of ours?

I ask in all innocence because many societies, groups or fellowships are struggling for members let alone volunteer workers. It would appear that for many the idea of meeting up, face-to-face with others holding similar interests is perceived as old fashioned, antediluvian, idiosyncratic and, ultimately, a total waste of time... oh and money.

If those who choose to comment upon society and try to influence us are to be believed, social media is The Only Way to communicate with like-minded individuals. After all it can link us to fellow New Imperial fans in South America, we can find components for our old Hondas in remote parts of Africa and discover specialists of parallel twin Ducatis in Australia.

All of which is potentially extremely useful but there's a finite limit to what can be learnt, purchased or acquired via the Devil's Ear Trumpet; aka the internet. Actually meeting with people and talking to them can often evince whatever it is you're in need of; information, parts or even a motorcycle. Personal contact, discussion, dialogue, conversation, discourse and the like are vital to this strange, odd-ball domain (sic) we've elected to live in.

There are, sadly, some clubs that are introverted, reticent of new members and often border upon open hostility when a potential acolyte seeks admission to even the outermost circles of such organisations.

Clubs such as these are likely to either wither away on the vine or implode as they look forever inward. In such circumstances you could do a lot worse than harken to the words of the great Groucho Marx who once said: "I don't want to belong to any club that will accept me as a member." If this is the only organisation that supports your chosen mark then, respectfully,

you might just want to reconsider what you were thinking of buying!

Fortunately, the majority of classic motorcycle clubs will welcome you with open arms and relieve you of what is, in all honesty, a paltry sum given what's on offer.

Some clubs can supply parts for machines that haven't been in production since the late 1960s. This is unquestionably a good thing especially when there are no other sources of supply. Other clubs may not run a spares scheme but can offer DVLA approved dating services. No, they won't set you up with some floozy from Swansea but they will accurately date when your bike was first made and thereby help you get a log book or even retrieve a lost registration number. Other clubs may offer technical support, some even have specialists who can rebuild your engine for you. And there are a small handful of dedicated individuals who will attend you in the event of breakdown or help fault find over the phone. All of these services are offered and supplied either by volunteers giving their time for free or dedicated individuals working for substantially less than the minimum wage. You might feel like saying "more fool them" but remember – they are the people who provide you and countless others with magazines, wanted and for sale adverts and all the other services good, old fashioned, clubs still offer.

If you are happy working in isolation, have the skills to fettle whatever needs sorting, are fortunate enough to have a stock pile of parts and don't feel the need to socialise then good on you. You're in a minority for sure and without question there are numerous clubs out there who would actually welcome your skills set and knowledge. However, for the rest of us there's little like having a coterie of friends, mates and associates who can offer advice, repair stuff we can't, supply that missing part or even sell you a bike at mate's rate.

If your club subscriptions only get you out of hole once every five years I reckon that has to be a damn fine return on your investment. **CRUE**

Steve Cooper once had a real job pretending to be an industrial chemist but is now a classic motorcycle journalist, serial restorer, editor of the VJMC's Tansha magazine and perpetually obsessed by Japanese bikes of the 1960s & 70s. He likes two-strokes so much he often smells of semi-synthetic 2T!

Stars of Sandstone

A POMC group has been registered for this event (minimum 10 people entered already, which results in a 10% reduction in the entry fee). Being a pensioner ensures a further 10% decrease. This means we pay R876 per day instead of R1 095. This fee includes travel on the steam trains during the day. We are going to Sandstone on April 6, staying overnight in Clarens on April 5 and 6.

If you want to make use of the POMC benefit then email Dave Richardson at daver@sandstone.co.za that you are part of the POMC dispensation for discount and ask to be billed accordingly. Please copy me (houghton@mweb.co.za) so I know who else is coming under the POMC banner. Transport and accommodation arrangements must be made by yourself. For more information on this very worthwhile event can be found under Stars of Sandstone 2019 on www.sandstone-estates.com

Best regards

Roger Houghton

Houghton Communications

Tel: +27-(0)12-998-1771 (landline)

Cell: +27-(0)82-371-9097

Fax: 086-505-8957

Postal address: PO Box 66687, Woodhill, 0076



SILVERTON PLANT'S LONG HISTORY: NOW 50 YEARS OLD!

By Roger Houghton

The Silverton automotive manufacturing plant, which is now owned and operated by the Ford Motor Company of Southern Africa, has a long and chequered history as a factory that has produced an extensive variety of nameplates and models over the years.

Built originally by Chrysler South Africa the plant, known then as Chrysler Park, began vehicle production in 1968, so is now 50 years old. This was also the year I joined the public relations department of Chrysler SA at the new Silverton plant, with part of the parts warehouse being used as a temporary accommodation for the administrative staff.

Chrysler SA previously operated a plant in Elsies River, near Cape Town, but the demand for increased local content (66% by weight from 1971) prompted to a move to 147-hectare greenfield site in Silverton, east of Pretoria. At that time there were already two plants near Pretoria – Datsun-Nissan and BMW – as well as a number of component manufacturers.

The new plant would also be nearer major markets, so it made sense to move from Cape Town where there was limited automotive manufacturing. The first Valiant came off the line in Silverton in October 1968 and it was the 53 160th Valiant made in South Africa.

Chrysler's Valiant was the top-selling car in South Africa from 1966 to 1968, outselling Volkswagen's 1500 Beetle as well as all other model ranges in the country. When Valiant sold 11 862 units in 1966 it had been the first time in 20 years that an American car was the best-seller in SA. Valiant was again the most popular car in the country in 1967 and in 1968 sales hit an all-time high of 15 026 units – 1 436 units more than the next best, the VW Beetle 1500.



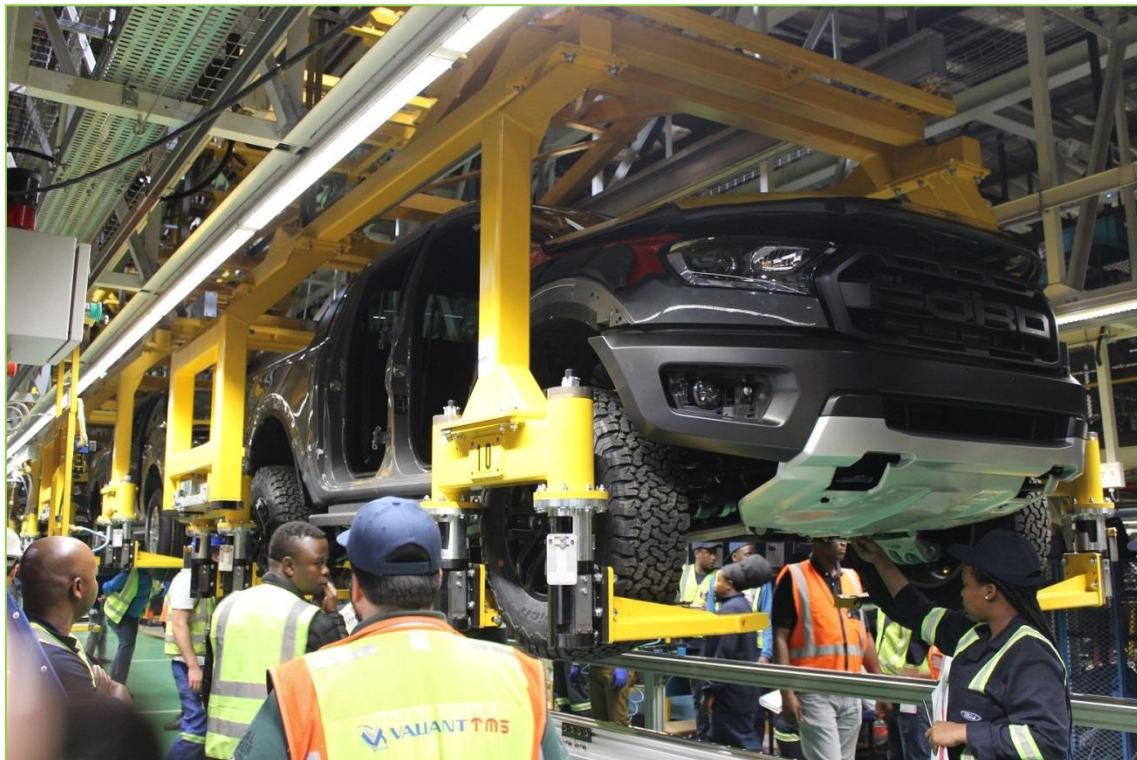
Once production started in Silverton the models were given unique South African nomenclature. The Valiant 100 became the Rebel, the Signet was changed to Regal and the Dodge Dart was introduced and named the Valiant VIP with an uprated, version of the locally-made slant 6 engine (claimed 170 hp instead of the usual 145hp). A station wagon, the Safari, was also added to the range.

Later, with the take-over of the British Rootes Group by Chrysler Corporation a number of these British models – badged first Hillman and later Chrysler – Arrow and Vogue sedans

and a Safari station wagon. Its successor was the Dodge Avenger, which was not a great success and this model was superseded by the Dodge Colt sedans and coupe before Chrysler withdrew from South African in 1976.

The plant was operated subsequently by Sigma Motor Corporation from 1976, then by Amcar Motor Holdings (an Anglo-American company) and Samcor (a joint venture between Ford and Anglo American set up in 1985) before the Ford Motor Company of Southern Africa took up all the shares in the company in 1994.

The Silverton plant has since been transformed to assemble a single, high volume vehicle platform (Ford Ranger and Everest) with an annual capacity of 168 000 units.



This is basically original administrative building that Chrysler built at Silverton, although it has been enlarged and enhanced over the years. The name on the wall has also changed a number of times!!



Among the vehicles made in this plant over the years were:

Chrysler: Valiant Sedan, station wagon, Charger coupe and Rustler pick-up; Chrysler 383 sedan, Dodge D100, D200 and D300 trucks.

Rootes Group: Hillman Arrow and Vogue sedans, Vogue station wagon and Husky pick-up, Avenger sedan.

Mitsubishi: Colt AY and YB sedans and coupes (sold as Dodge Colts), Colt Galant sedan, Tredia, Pajero, Canter truck (with ADE engine), FK (5-ton) and FM (8-ton) trucks.

Peugeot: 504, 305, 505.

Mazda: 323 (rear-wheel drive, then FWD Y1, P3, Ps-88E models), Astina, Etude, Mazda3, 626 (Y2, Y2-89 and Y4 models), B-Series pick-up, E-Series (Bongo) MPV, Marathon people-carrier, T2000 and T3000 trucks, Rustler pick-up, BT-50 pick-up.

Ford: Sierra, Sapphire, Laser, Meteor, Fiesta, Focus, Mondeo Ikon, Telstar, Bantam, Courier (some unique 4-litre models were exported to Australia), Spectron people carrier, Triton trucks, Ranger MY 2000-2011, MY 2012-2015, MY 2015-on, Everest MY 2016-on.

Ford tractors: 10 Series with 3-, 4- and 6-cylinder engines.

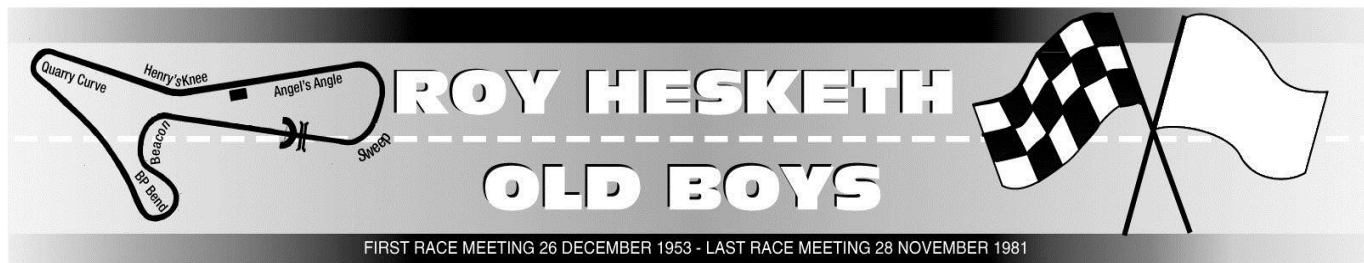
Volvo: S40 and V50

Land Rover: Freelander and Defender 110



found in www.automobile-catalog.com





THE **FRIENDS OF ROY HESKETH** WAS ESTABLISHED WITH THE CLOSURE OF THE CIRCUIT IN 1981.

WE GATHER REGULARLY TO CELEBRATE THE MEMORY OF THE TRACK AND MOTORSPORT IN KZN.

PLEASE JOIN US FOR THE 38th ANNIVERSARY FUNCTION TO MEET AND MIX WITH PAST HEROES, OLD FRIENDS OR TO JUST REMINISCE ABOUT THOSE WONDERFUL HESKETH DAYS.

THE GATHERING IS OPEN TO EVERYONE, WIVES, PARTNERS, FRIENDS AND EVEN THOSE WHO HAVE ONLY HEARD ABOUT ROY HESKETH CIRCUIT.

THIS YEAR A LUNCHEON HAS BEEN ARRANGED TO ACCOMMODATE THE MANY PEOPLE WHO ARE RELUCTANT TO DRIVE AT NIGHT.

Date: **SATURDAY 6 APRIL**

TIME: 12H00 - club opens.

WELCOME: 13H00

LUNCH: 13H15

Venue: **VINTAGE SPORTS CAR CLUB, 120 ORIBI ROAD, PIETERMARITZBURG**

GPS Coordinates: **29°38'12.9"S - 30°23'40.2"E**

Dress: **Casual**

Ticket price: **R120.00 per head. PRE PAID booking is essential as we can only seat 60 people.**

Banking details: **Hesketh**

Nedbank – Branch code: 1343 2500.

Account number: 1184 262 209

PLEASE use your **NAME** as the reference when making payment. It is vital that we receive payment and confirmation by **latest 27 March** for catering purposes.

Contacts -

Rex Boreham –
082 – 835 1293
033 – 342 9174 (w)

Jeff Minnaar -
082 - 557 5073
jeff@gregminnaarracing.com

Grenville Manton -
082 – 492 6666
grenvillemanton@gmail.com

Verjaarsdae/Birthdays

Indien u naam nie hier verskyn nie kontak Taco dat databasis bygewerk kan word.

Evert	Buurman	3 Maart
Justus	De Waal	4 Maart
Bill	van der Westhuizen	5 Maart
Don	Tait	7 Maart
Kobus	Mostert	7 Maart
At	von Wielligh	8 Maart
Leon	Stander	14 Maart
Mary	Vurgarellis	14 Maart
Albert	Maree	16 Maart
Madaleen	van Heerden	16 Maart
Theo	Stander	16 Maart
Stefan	Coetzee	22 Maart
Leonie	Kraamwinkel	26 Maart
Andre	du Preez	29 Maart
Lieb	Bossenger	29 Maart

INSURANCE:

A Collector's Vehicle Scheme is in place to enable members to insure their vehicles at extremely competitive rates. Covers available are full Comprehensive or Balance of Third party Fire and Theft, whilst in use or laid-up. Substantial reductions are in place for vehicles that are not used for daily transport. Information and a quotation form are available on this Web Site. The Club Secretary can also provide an Application and information.

CONTACT:

TheNational Brokers for the SAVVA Collector's Vehicle Scheme. Specialising in Vintage and Veteran Car Insurance together with Personal and Business Insurances.

Glenn Broadhurst & Yolande Vermeulen

Telephone: 087 736 2222

Fax: 011 699 0783

Email: yvermeulen@fnb.co.za

Upcoming events



2019 VVC D-J MOTORCYCLE RALLY

Promoted by

The Vintage and Veteran Club

Friday 15th March & Saturday 16th March 2019

INFO: larina.macgregor@gmail.com



MALUTI DUNDEE TOUR

21ST TO 24TH MARCH 2019

Thursday the 21ST of March to Sunday the 24th of March 2019

INFO: larina.macgregor@gmail.com

POMC AMERICAN Classic and Cars and Bike Day



10 March 2019
10h00 till 14h30



Display of Classic and Vintage American Cars and Bikes
and
Display and sales of model cars by Mini Auto Pretoria
@

POMC Club House

c/o Keuning and Fred Davey avenue, Silverton

Admission: Adults R20,- Children Under 12 Free
Exhibitors and POMC members Free

Proceedings of the day will be donated to Sonitus School
for hearing impaired

Food stalls by Sonitus School and Die Kos Blik
Braai facilities and Picnic area available



Info:

Christo Ferreira 082 779 5703
Frik 082 444 2954

Frik fotos



VINTAGE and VETERAN DAY

14 April
PROGRAM



7:00 for 7:20
Voortrekker Monument



7:30 - 7:45
Freedom Park



7:55 - 8:10
Voortrekker Monument



8:30 - 8:45
Klapperkop Fort



9:15 - 10:00
Lollipop Road House



Info:
Emil Kuschke 082 655 4879
Christo Ferreira 082 779 5703
Frik Kraamwinkel 082 444 2954

10:15 - 14:00
POMC Club House

Frik Fotos



PRETORIA OLD MOTOR CLUB
CARS *in the* PARK

4 Augustus 2019
Zwartkops Raceway



2019
MAGNUM 40th anniversary
 Vintage and Classic
 Motorcycle and Motorcar Rally
14 TO 18 AUGUST

Distance : 750 km
Regularity rally
Vehicles built before 1998
Registration : 14 August
Rally: 15 to 17 August
Price giving dinner: 17 August
Return home: 18 August
 after breakfast

Info:
 Leo Middelberg leo@middelberg.co.za
 Tom Linley sandralnly@yahoo.com
 Frik Kraamwinkel frikkr@gmail.com

Accommodation provided by:
Hotel Numbi & Garden Suites



Chairman • Beplanning/Ko-ordinasie/Kontrole/Argief Voorsitter • Planning/Co-ordination/Control?Archive	Berto Lombard	(h) 012 546 5974	078 116 8018	berto@woodcarving.co.za
Ondervoorsitter • SAVVA verteenwoordiger Vice Chairman • SAVVA Rep	Christo Ferreira		082 779 5703	christo@blpta.co.za
Sekretaris • Agendas • Notules • Lederegister • Ledegelde • Lidkaartjies • Klub Skyfie Aanbiedings • Trofees Secretary • Agendas • Notes • Member Register • Member Fees • Member Cards • Club Slideshow Presentation • Trophies	Taco Kamstra	(h) 012 335 0549	082 770 8800	taco@pomc.co.za
Skakelbeampste / PRO/ CIP • Bemarking • Kennisgewings • CIP • Finansiële Sake Public Relation Officer • Marketing • Notices • CIP • Finacial Affairs	Frik Kraamwinkel		082 444 2954	frikkr@gmail.com cip@pomc.co.za
Bate Bestuur • Onderdele • Biblioteek • Perseel Asset Management • Spares • Library • Lot/Stand	Danie du Plessis		083 676 0130	carlpen@mweb.co.za
Regalia	Hendrik Byleveld		0799124145	bylie@outlook.com

Finansies				
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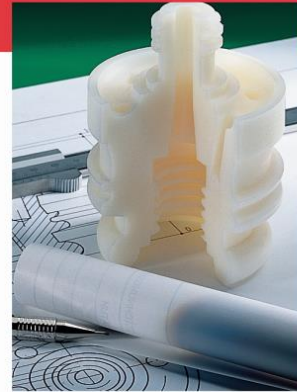
SAVVA Datering Tydrenne - Nasionale Tydrenne - Klub Tydrenne SAVVA Dating Rallies - National Rallies - Club Rallies		Claude Stander		082 570 2498	claudio@stander2.co.za
		Emil Kushke		082 655 4879	kusch@mailzone.co.za
Sosiale Byeenkomste 2de Sondae - Metro Skakeling Social Events 2nd Sunday - Metro Links		Christo Ferreira		082 779 5703	christo@blpta.co.za
Terein Bestuurder Yard Manager		Danie du Plessis		083 676 0130	carlpen@mweb.co.za
Redakteur / Editor		Vacant			
Sosiale Koördineerder Social Coordinator	Frans du Toit			082 893 9342	
Rallies Tydrenne	Steffan Stander			079 060 9990	steffan@vintageworks.co.za
Lidmaatskap Membership	Frans du Toit Gerco Kraamwinkel			082 893 9342 079 916 6277	gercok@gmail.com

: Membership Dues – Ledegelde

Ordinary Member:	R440 (most of us)	Student / Scholar:	R150
Country Member	R220		
Half Year: Ordinary member	R220	Country Member:	R110
Entry Fee:	R180		

Any new Student or Scholar member need not pay the Entry Fee.
Any new Ordinary or Country member needs to add the Entry Fee to the initial payment.
Annual subscription is from 01 September to 31 August.
Half year is valid from the 1st March

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