



A-hoo-ah !

July 2019



**Cover photo:
British day
Theo Kraamwinkel 1974 Jensen Interceptor 3
and
Christo Ferreira's 1948 Austin Cheerline**

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 E28 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 3 Julie om 19:30 vir 20:00

Aanbiedings:



GALP Classic Car Rally

Persoonlike nommer plate

**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

So word die POMK Klubhuis toe ook die slagoffer van 'n (vrugtelose) kabeldiefstal, met die ongerief dat ons vir 'n geruime tyd "kragtelos" gelaat is. Die diewe moes toe uitvind dat hulle hul tyd gemors het omdat ons nie koperkabels het nie, maar dat ons kabels van aluminium is. Die skade was egter klaar gedoen en ons moes 'n geruime tyd wag vir die herstel daarvan. Baie dankie aan Frik Kraamwinkel vir die dryf van die proses om dit weer reg te kry. Die feit dat ons die afgelope tyd 'n voltydse sekuriteitswag op die perseel het, dra ook baie by tot die beveiliging van die Klubhuis en het waarskynlik groter skade voorkom. Baie dankie daarvoor aan Ralph van der Merwe van KS Security.

Die koue winterweer ten spyte het 'n groot aantal klublede ons maandelikse klubbyeenkoms bygewoon. Roger Houghton se praatjie oor die Sandstone Landgoed se Stars of Sandstone skou in April, was baie interessant. Sandstone naby Ficksburg in die Vrystaat, bevat waarskynlik die grootste en omvattendste verskeidenheid versameling ou voertuie in die land. Dit sluit in spoorweg lokomotiewe en rytuie, klassieke motore, militêre voertuie, veteraan trekkers, vliegtuie en allerhande boerderyverwante aktiwiteite van lank gelede. (Vir meer besonderhede kyk gerus na www.starsofsandstone.com). Sy aanbieding is opgevolg deur dié van Franco Scribante, wanner van die 2019 Jaguar Simola Hillclimb te Knysna se Classic Conqueror titel in sy 1970 Chevron B19, vir die vyfde keer. Sy gemiddelde spoed oor die 1,9 km roete was 162 km/h. (Vir meer besonderhede kyk gerus na https://www.wheels24.co.za/Motorsport/Jaguar_Simola_Hillclimb/franco-scribante-scores-fifth-classic-conqueror-title-at-2019-jaguar-simola-hillclimb-20190504). Die vergadering het aan Franco se lippe gehang en sy aanbieding is opgevolg deur heelwat tegniese vrae wat insiggewend was en 'n goeie bespreking uitgelok het.

Our annual British Car and Biker Day on the 9th of June once again was a very successful second Sunday meeting with about 160 cars coming and going. A word of thanks to the team that organised it and put everything in place for the meeting. Apart from POMC members who proudly displayed their British cars, we welcomed the British one make clubs attending the meeting who ensured a very good display. The latter included the Jaguar Triumph, MG, Mini, Cortina Clubs, made for a very interesting display of British cars enjoyed by all. We would however have liked it if a larger number of British bikes attended the meeting. At this occasion, the participants of the GALP Rally presented by the Tshwane Motor Club a re-living of the old LM Rally of days of yore, scheduled for the long weekend to follow, departed from the Clubhouse on a preparatory run for the rally. Their departure made a very impressive sight. Frik Kraamwinkel participated in this rally and will do a presentation about it at the next club meeting.

Members and interested persons are invited to our club meeting on 3 July and to bring their European cars and bikes (or other old vehicles) to the POMC European Classic Car and Bike day on 14 July. In addition, members are reminded to start preparing for the annual Cars in the Park Meeting on 4 August and to enroll for the Magnum Rally on 14 to 19 August (more particulars about these two items are included elsewhere in this Newsletter).

Sien julle daar/ See you there

Berto Lombard

British day 2019

Daantjie Badenhorst

On Sunday the 9th of June, the Pretoria Old Motor Club held its annual British day at its premises in Silverton.

One of the biggest events on the motoring calendar for 2019 is the 60th anniversary of the introduction of the Mini, and several of these revolutionary small cars were on display, some of which are still a common sight on South Africa's roads but also a few that are either unknown or have become extremely rare.

One of them was the Mini Ant, which so rare that it cannot even be found on Google. This model had four-wheel drive and was developed for the Defence Force, but its ground clearance was considered insufficient. The project was abandoned but there are two in South Africa. Leon Daniels owns one of them; the other one is believed to be in Kwa Zulu Natal. It was fitted with the same 1000cc engine as the Mini 1000.



In 1971 the Mini Clubman was belatedly introduced to South Africa after being on the market in other countries since 1969. Besides the standard model and the 1275 GT, a station wagon, known as the Clubman Estate, was also available, but less than 700 were manufactured until it was discontinued in South Africa in 1973. Raz Weiss has owned his 1972 model for about a year, after the car was in the same family since new. It is still in an original condition and has not been restored.



Gerrie Everts is a well-known Mini enthusiast and he had four cars on display. One of them is one of only a few Rover Mini's in South Africa. His 1994 model has a fuel-injected engine and is even fitted with air conditioning. It is one of approximately ten Rover Mini's in South Africa.

The 1275 E was the last Mini to be manufactured in South Africa, and the Panda was one of a few limited-edition models to be introduced. It was fitted with plastic wheel covers and a white bodywork with brown striping. Gerrie's car was one of two Panda models on display but his car is totally original whereas the other Panda had a few accessories.



The Jaguar Club was well-represented, and a few exceptional cars were on display. One of them was a 1957 3,4 Mark 1, which is extremely rare. Gustav Raubenheimer has owned this car for about two years; his father-in-law found it under a tree and decided to restore it to its original condition. Although the 3,4 was originally fitted with half-sized spats on the rear fenders, Gustav prefers the full-size spats, so those were fitted to his car. This car has only done about 70 000 miles. When the car was found, it had been painted orange with a paint brush to stop it from rusting, but the paintwork was restored to its original metallic red colour. Gustav admits that it would cost a fortune and take a lot of time to restore the woodgrain finish on the dashboard.



The E-Type was one of the most successful sports cars ever and is still regarded by many as the most beautiful. Two cars were on display. Gerard Jammie has owned his immaculate 1965 model Series 2 4,2 coupé for 30 years. This car has never been restored and is completely original.

Another E-Type on display was Philip Lochner's 1973 V 12 coupé. He has owned this car for three years and has done a few modifications. Philip believes that modifications should only be done if they improve the car and that they should be reversible. He has re-done the electronic ignition system and has also fitted an after-market steering wheel. Otherwise the car looks completely original and has finished second in the Jaguar Club's annual concourse in the E-Type category.



The Mark 2 was a very popular car in the 1960's and was probably the car that invented the performance sedan market segment. Mario Coetzee has owned his 1962 3,4 Mark 2 for about seven years and bought it from Moto Stars in Cape Town. The car had its engine removed because of an oil leak and it has been resprayed. The car has taken part in several rallies, including two earlier this year.



The Jensen Interceptor is not a very common sight on South Africa roads, but Philip Lochner owns two of them. The one on display was a red 1973 model but he also owns a white 1974 model with which he attended the Simola Hillclimb in Knysna. He had his eye on the red car, which is a 7,2 litre, for a long time and eventually he was able to buy it. There are approximately ten Interceptors in South Africa.



The Riley One Point Five was one of two similar models introduced in 1957; the other being the Wolseley 1500. The difference between them was that the Riley had two carburetors instead of one and a slightly more luxurious interior. Pieter Kuhn has owned his 1960 Riley, which was manufactured in South Africa, for four months. He bought it from a mechanic who kept it in an original condition.



The MGB GT has always been one of the most popular British sports cars and a few of them were on display. Johnnie van Wyk has had his immaculate 1966 model since 1995 and has been restored to its original condition. Mervyn Finaughty 's 1967 model is also completely original, but its starter and alternator have been modified. He has owned his car for four years.



The first car that Sean Connery drove in a James Bond movie was a Sunbeam Alpine. This was a popular convertible sports car in the 1960's and was in production for almost a decade. Craig Jeannes owns a 1968 model. Shortly before 1968, the Rootes Group, which developed and manufactured the Alpine, was taken over by Chrysler, and this was the last year of production. This car was fitted with the 1 725cc engine and twin carburetors. Craig has kept the car in an original condition, but a few things need to be done; the roof needs to be restored and weather seals need to be replaced.



The next event on the POMC calendar is the European day, which will be held on the 14th of July.



The history of the rally...

**The history behind the event known as the Im rally, then Polana rally–
Now RSA-ESWATINI-MOZ Classic Car Rally**



In 1952, the Pretoria Motor Club (PMC) organized the Pretoria-LM rally as an experiment amidst much negative comments from others. The event was so successful that it became an annual institution. It gained National status in 1954. In 1957 TOTAL South Africa became the major sponsor of the event and in 1964, International status was granted to the, now, most prestigious event on the calendar, and became known as the TOTAL International Rally. Many new ideas were born through the years on this event such as, the diagrammatic route schedules we know today, organizers' clocks, different speed groups, private forest roads etc. The political instability in Mozambique resulted in the event running there for the last time in 1973, after which it continued running within the RSA borders until TOTAL withdrew their sponsorship after the 1977 event.

TOTAL celebrated their 30 years involvement in motorsport in 1987, and PMC organized a Commemorative rally as part of these celebrations. This sparked new enthusiasm into the idea to run events for people and cars that competed in the original LM rallies.

Thanks to the assistance of Maizey Perspex, the first PTA-LM Classic Tour sprang to life in 1990, still ran within the RSA due to the political situation in Mozambique. In 1995, a small group of brave competitors entered the event that returned to the Mozambican Capital for

In 1996 TOTAL entered as a co-sponsor to assist competitors and officials to fit the fuel bill. 1997 was a year of celebrating with TOTAL's 40th year of involvement in motorsport as well as the celebration of the first LM Rally 45 years ago.

In 2011 a new concept was introduced as an experiment. The formats of two well-known overseas events namely the 1000 Millas and the Historic Monte Carlo styles were run. Due to popularity the Monte Carlos Style was retained in 2012. This style affords competitors the opportunity for some lovely sightseeing as well as competitive rallying.

We would like to thank the previous organizers for a great 21 year of events that they have made possible for us and taking it forward, hopefully for the next 21 years with the same quality and standards we have had in the past. In 2017 the South Africa – Mozambique Rally was born! Now renamed as the GAKP Classic Car Rally



2019 GALP tydren

Leonie Kraamwinkel

Die GALP tydren vir motors gebou voor 1991 word gereel deur Athony Borbosa en sy span ter nagedagtenis aan die ou LM tydrenne wat van Pretoria na LM gehou was.

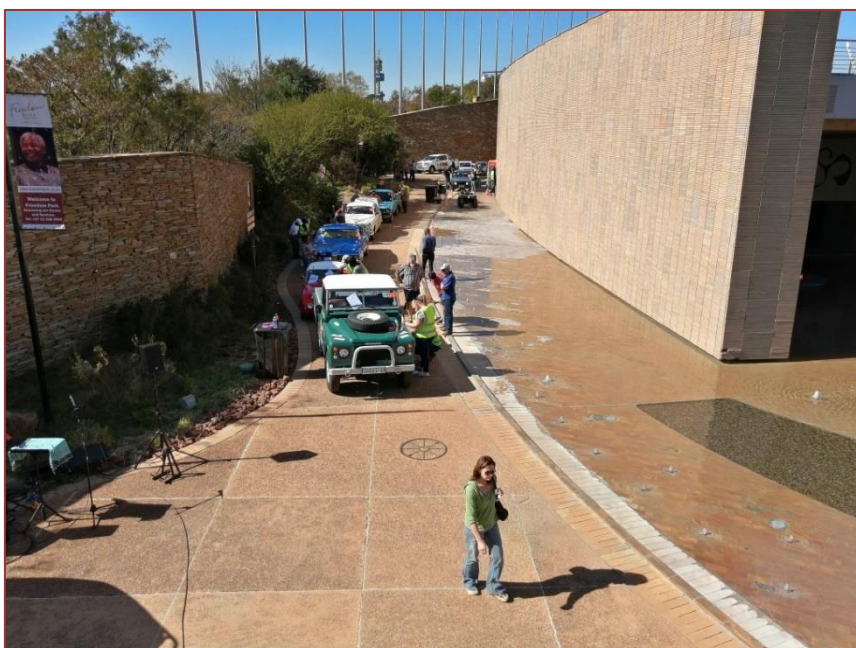
Geen tydren kan 'n sukses wees sonder deeglike voorbereiding en beplanning nie, soos weereens bewys deur die pas afgelope GALP –tydren.

Na verskeie bekendstellings foto's van die klassieke motors en hul eienaars as deelnemers aan die GALP –TYDREN op facebook, as voorloper tot die geleentheid, wat 'n uitstekende bewusmakings veldtog was, is dit my voorreg om as deelnemer oor hierdie tydren verslag te kan doen.

Twee dae voor die tydren, het elke deelnemer 'n epos ontvang met inligting rakende wat van deelnemers verwag sal word, watter tipe klere ingepak moet word, wat die kleredragkode was en wat met die Gala aand verwag kon word. Dit het die inpak prosedure aansienlik vergemaklik.

Op Vrydagaand 7 Junie reeds, het die GALP- span die finale voorbereidings afgehandel om die registrasie vlot te laat verloop. Die eerste dag se roeteskedule, motors se nommers, algemene inligting van belang, drie t-hemde en twee sarongs en wat die deelnemers moes gebruik met die gala-aand, waarvan die instruksies vir gebruik op die epos deurgegee is, is in sakkies geplaas. Geskenkpakke is gepak en alles was gereed vir die groot dag.

Op Saterdagoggend 8 Junie het die scrutineering plaasgevind by Freedom Park en weereens was organisasie en reëlmaat aan die orde van die dag. Verversings was beskikbaar en alles het ordelik en stiptelik verloop. Vir deelnemers wat dit nie op die 8ste kon bybring nie, is alternatiewe reelings getref.



Op Sondag 9 Junie, was daar geleentheid vir deelnemers wat hulleself wou opskerp. of d   wat nog nie voorheen genavigeer het nie, om met duidelike instruksies en 'n tipiese roeteskedule van Pretoria Oumotorklub na Witbank te reis en by die Portugese klub in Witbank middagete te geniet.



Roetemeester verduidelik aan die deelnemers hoe roeteskedule werk en waarvoor om op te let



Op n bitter koue 14 Junie het 60 klassieke motors by Freedom Park bymekaar gekom, om 7:00 een minuut uit mekaar te vertrek. Die opgewondheid was aansteeklik en ons het tradisioneel koffie en beskuit voor die vertrek geniet.



Dit was 'n groot oomblik om deur die Portugese ambassadeur afgetel te word.



Eerste stop was in Ermelo ná 286 km waar ons brandstof ingeneem het en direk daarna na die lughawe vertrek het. Daar het ons 'n smaaklike middageete geniet van burgers wat ons self saamgestel het uit bestanddele wat keurig uitgepak was. Hier was geleentheid vir die deelnemers om hul motor te toets oor kwart myl.



Daarna het ons vertrek na Mbabane. Ons het deur pragtige natuurskoon gereis en danksy die GALP-komitee het ons gemaklik deur die grenspos beweeg. Die Eswatini minister van toerisme het die deelnemers net buite die grenspos verwelkom. Die motors het ongelooflik baie aandag getrek sover as wat ons gereis het en wanneer ons gestop het was daar eindelose toeskouers wat vroeë gevra en foto's geneem het. Verkeersbeamptes het nie versuim om motors te stop nie, maar het hoofsaaklik om die motors geloop, ingeloei en vroeë oor meters en toerusting in die motors gevra.



Die GALP-komitee verdien weereens 'n pluimpie waar hulle by "Refueling" die motors in groepe verdeel het en na 'n volgende vulstasies laat aanbeweeg het om opeenhoping te verminder.

Ons het by die Lugogo Sun Hotel arriveer aan die einde van die eerste dag se reis van 448km. By die lieflike hotel is ons 'n tydjie gegun om onself te verfris voordat ons met busse na Restaurant Laurentina, vervoer is, waar ons 'n heerlike aandete geniet het.



Dag twee se roete van 151km was gekenmerk deur pragtige natuurskoon en die navigasie was minder intens as die vorige dag en het geëindig by Corner Plaza. Restaurant Laurentina het weer vir heerlike versnaperinge gesorg vir middagete.



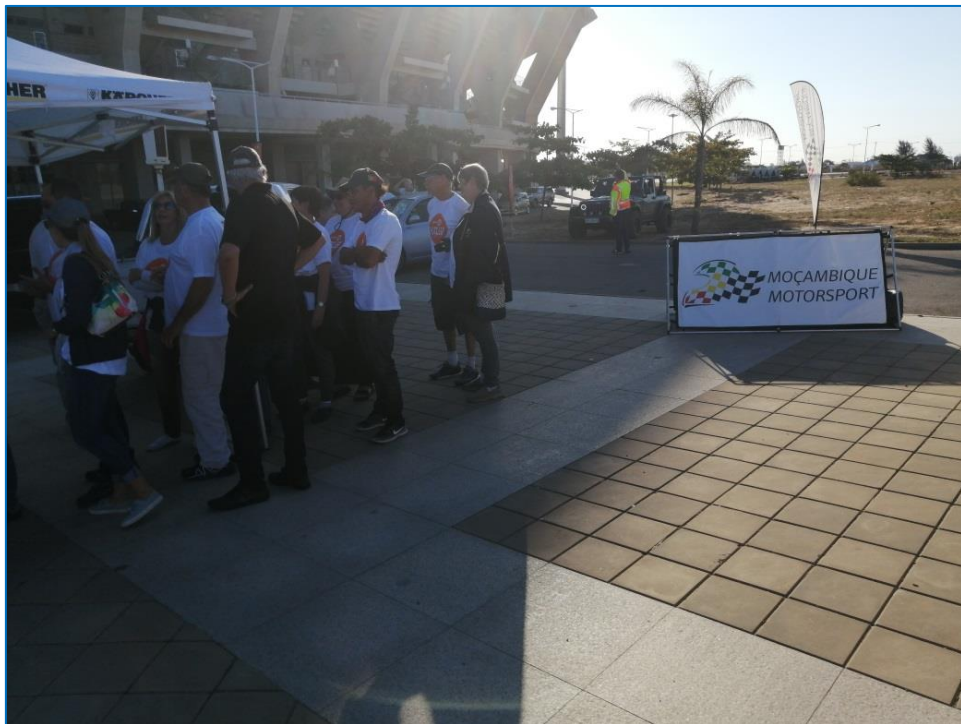
Terug by Lugogo Sun is ons per bus na 'n Eswatini village waar ons getrakteer is op pragtige tradisionele danse.



Saterdagavond was Gala-aand en die goeie gees wat nog deurgaans merkbaar was tydens die tydren het weereens kop uitgesteek. Almal het saamgespeel en “gedress for success” in hul sarongs wat vooraf uitgedeel is. Selfs die Swazi minister van toetisme wat die geleentheid moes open het omgedraai en sy pak klere gaan verruil vir sy tradisionele drag. Dit was 'n genotvolle aand met heerlike kos en samesyn.



Sondagoggend het ons van die Lugogo Sun af met polisiebegeleiding vertrek . Ons het in konvooi met polisiebegeleiding gery tot in Manzini waarvandaan ons verder net in konvooi gery het tot by die Mosambiekse grens. Weereens was dit 'n grasieuse deurgang danksy die GALP-komitee se effektiewe reëlins. Die Mosambiekse motorklub en bestuur van GALP pertoleum het ons 'n kort afstand vanaf die grens ontmoet vanwaar ons voort is na Maputo. By die tolhek naby Maputo is ons ingewag deur die Mosambiekse polisie en onder konvooi begelei na die stadion, waar van die deelnemers aan vrywillige baanresies deelgeneem. Hier is ons ook weer bederf met 'n middagete van voorafvervaardigde verpakte burgers en yskoue koeldrank.



By hierdie geleentheid is sekere toekennings oorhandig, en onder andere is die wenner van die tydren aangekondig.

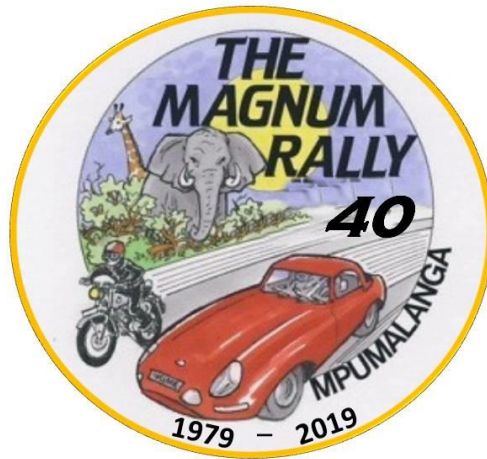
Dit is met trots dat ons kan noem dat die eerste plek van hierdie gesogte tydren gedeel word deur twee van ons eie klublede met twee ander deelnemers BAIE GELUK Gideon Scheepers & Hester Kussman en Hubi & Ingrid Von Moltke team. Tweede plek was Jacques van Onselen & Lourens van Schalkwyk!



Van die stadion af het die motors vertrek na The Southern Sun Hotel Maputo waar die deelnemers oornag het in 'n lieflike hotel op die seefront. Daar is vir oulaas lekker saam gekuier die aand in verskillende Portugese restaurante van eie keuse en die volgende oggend met ontbyt op die hotelstoep met die seeuitsig en die MSC wat so naby verby vaar dat jy die passasiers kon sien. Ons almal het mekaar belowe dat ons volgende jaar terug is vir die volgende tydren.



Next Rally
14 to 17 August



An illegal vehicle never becomes legal

No matter how long you keep an illegal vehicle in your possession it never becomes legal, says Lee Dutton, Executive Director, International Vehicle Identification Desk (IVID) Southern Africa.

In the light of a recent article issued by Business Against Crime stating that all illegally imported vehicles are seized by the South African Revenue Service (SARS) and are destroyed (compacted) by government, Dutton and the Retail Motor Industry Organisation (RMI) is urging citizens not to even consider buying an illegal vehicle.

“While some people who have bought an illegal vehicle try to register the vehicle as ‘built-up’ locally, their origins are invariably discovered over time and the vehicle seized,” says Dutton. “At some point in time, in a road block or when given attention by the authorities for any reason, the owner will be asked to produce proof of the vehicle’s legitimacy. If it is foreign registered it may only remain in South Africa for a maximum of three months per annum, passports and proof of residence in the foreign state can be requested, likewise temporary import permits (TIPs).”

Jakkie Olivier, CEO of RMI, says it is a very complicated issue but ultimately the banning of imported vehicles into South Africa was done to protect local manufacturers. “We have seen cases in other countries where the import of foreign vehicles has decimated the local market.”

He says often vehicles are brought into the country under the guise that they are only in transit heading onwards to another country. “But really they are being dumped in South Africa and sold illegally. There is also a cloning practice where the identity of a legitimate

scrapped vehicle is stolen and used for a matching imported vehicle. We often see this with a specific model which has a direct impact on that model in the local market.”

According to an article by the Citizen online last year, SARS destroyed imported illegal vehicles valued close to R4 million as part of a clampdown on noncompliance in various customs sectors. “If you visit any state warehouse it will confirm the volume of vehicles seized by the SAPS and Traffic Officers then handed over to Customs to deal with,” says Dutton.

With some 87% of all used vehicle imports into the region using SA ports, the country continues to be the focal point for this trade. “The problem of controlling used vehicle imports and exports in the region continues to grow, despite various remedial actions taken since the late 1990s. Sadly successful, control regimes have been abandoned over time as the lessons leading to their introduction are forgotten due to high staff turnover, mostly due to re-organisation,” he says.

Stolen, undervalued, distressed and contraband vehicles being offered locally lead to additional cost to the fiscus, and a direct loss of income to the countries targeted. “While the fiscal loss involved in an illegal vehicle import is taken up as profit by those involved, local industry suffers indirectly, but the various States affected lose direct income. Five years ago, the loss to the Customs Union States was conservatively estimated at over R500m per annum. This number has probably grown substantially since then,” says Dutton.

While the problem persists, Olivier is urging motorists not to support this illegal activity and to buy ‘legal’. “If you are looking for a second-hand car deal with a reputable, accredited dealer. We do see cases where buyers don’t intend to buy an illegal car but are duped by unscrupulous dealers. Make sure the vehicle is in good condition and get a second opinion if in doubt. A reputable dealer will be able to tell the difference between an illegal or cloned vehicle.”

Business Unity South Africa offers these additional tips:

- Never buy a vehicle advertised or displayed with foreign number plates.
- Never buy a vehicle that is registered in a foreign country – even our neighbouring countries. The probability of you being allowed to import the vehicle is very low.
- Never buy a vehicle without a NaTIS registration certificate. If the vehicle is financed, the registration certificate will be at the bank and it will only be released if the vehicle is paid in full.
- Check that the information on the registration certificate and/or license disc match with the information on the vehicle. Check that all the VIN/chassis numbers on the vehicle match each other and have not been tampered with.

- Check for spelling mistakes on the registration certificate and that it is not a photo copy.
- It is strongly recommended that buyers of used motor vehicles should not buy a vehicle if a microdot confirmation certificate was not issued for the vehicle by a reputable accredited microdot fitment centre. All motor vehicles, locally manufactured or imported, registered for the first time in South Africa after 1 September 2012 must be microdotted. If a vehicle has not been fitted, it should be verified and fitted with microdots. The Second-Hand Goods Act, 2009 (Act No. 6 of 2009) makes it a requirement that second-hand motor vehicle dealers must record motor vehicle details, which includes the recording of the microdot particulars on the microdot. This makes the microdot information readily available to be verified.

“Simply, why bother to go to all the effort and risk, for a short-term gain, when a local vehicle holds its value better and can be legally disposed of,” concludes Dutton.

COMPILED ON BEHALF OF RMI BY CATHY FINDLEY PR.MEDIA QUERIES CONTACT JACQUI RORKE ON 0114636372 OR JACQUI@FINDLEYPR.CO.ZA.



SOME OF THE RAREST AND MOST UNUSUAL VINTAGE CARS FOR SALE IN SA RIGHT NOW

Cars have never been more comfortable, safe or speedy than they are today but every car enthusiast has a classic or vintage model from years gone by that they aspire to own. The appeal is in the design, says Jeff Osborne of Gumtree Auto. "These cars were designed with pencil and paper. They didn't take aerodynamic drag coefficients – or even crash tests and safety regulations – into account, but focused on aesthetics. They weren't produced in factories with the aim of churning out as many models as possible in the least amount of time; they were made by hand."

With [vintage cars](#) now more popular than ever, here are some of the unique models that can be bought locally:

[1976 ALFA Romeo Spider 2000L Series II Year](#)



The rarest version of this two-seat roadster is the Spider-Targa – less than 2,000 models were ever produced. The iconic shape and reliability ensured that the spider stayed in production for close to three decades. Legendary boxer Mohammed Ali bought one for his wife while traveling through Missouri, but she never drove it and after 40 years' he gave it to his friend Tim Shanahan. Shanahan sold the car at auction – along with registration papers signed by Ali.

[1959 Chevrolet Corvette C1](#)



A 1950s Public Relations firm advised Chevrolet to name their new sports car after a warship – and the Corvette still packs a powerful punch. The 1959 model has less body chrome and a more powerful engine offering, but has the iconic quad headlamps, bumper exiting exhaust tips and four speed manual gearbox that makes for a great driving experience.

[1957 Goggomobil T300 Coupe Micro Car](#)



You may never even have heard of a Goggomobil, but more than 175,000 were sold in its day. This particular model has a 300cc 15hp engine and reached top speeds of 80kms. It was marketed as a cheap, fuel efficient city car and became popular in Europe and Australia. It's a four-seater but extremely small, which is why it was often sold standard with a trailer!

[1939 Hudson Sedan](#)



The Hudson Motor Company was active from 1909 and 1939 the Hudson debuted fresh new styling. A favourite among restoration enthusiasts, the Hudson is sure to make an impression wherever it goes.

[1957 Ford Thunderbird](#)



The T-bird was developed in response to the Corvette in the mid-50s and would promote itself as an icon of personal luxury throughout its lifetime. This particular model comes with a rare porthole hard top and soft folding top.

Henry Ford

"We are here for experience, and experience is a preparation to know the Truth when we meet it."

"We are here for experience, and experience is a preparation to know the Truth when we meet it. We shall know that we have reached the Truth when we are free. Everything that helps make man a little freer is headed along the highway of Truth. This does not mean books and ideas only, it means mechanics and commerce and science. Even the motor car is an element in the liberation of mankind and will rank higher than many a philosophy in its effect on human destiny: it is freeing more men, freeing them into more different regions, than most book systems do. We are mixing our experiences more than ever before, which ought to result in our making swifter progress toward the twin Objects of Experience--Truth and Character."

2/1/1923 Ford News, p. 2. Truth & Character; Experience



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Branch Manager: Mrs N Meier

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Verjaarsdae/Birthdays

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

1 July	Johan	Alberts
7 Jul	Nelie	von Wielligh
10 July	John	Williams
10 Julie	Terma	Kussman
11 Jul	Alta	Stander
14 July	Emil	Kuschke
14 Jul	Marie	Pieterse
14 Jul	Craig P.	Anderson
16 Julie	Talia	Loubser
17 Jul	Wendy	Velcich
17 Jul	Natie	du Plessis
20 July	Wilma	Gilson
21 Jul	Paul	Labuschagne
23 Jul	Peter	Farmerey
23 Jul	Gerrit	Holl
24 Jul	Lucky	Vurgarellis
25 Julie	Dada	Lourens
26 Jul	Carin	Etsebeth
26 Jul	Lucille	Zeilinga
29 Jul	Lieb	Veenstra
31 July	Tersia	Bouwer

Lief en Leed

Ralph van der Merwe se vader is oorlede

BIG TURNOUT OF CLASSIC AND CUSTOMISED MOTORCYCLES EXPECTED AT 1000 BIKE SHOW

Roger Houghton

Hundreds of classic and customised motorcycles will be on display at the 1000 Bike Show, which takes place at the Germiston Sports Club on Saturday and Sunday 6-7 July. This is the third time that this show organised by the Classic Motorcycle Club, will take place at this venue after having been located at the Germiston High School for many years.

This famous show has grown from humble beginnings as a small display at the Johannesburg Carlton Centre in 1985 to what is now, arguably, the largest, dedicated classic and customer motorcycle expo in Africa.

Chief organiser Rusty Thorns says that besides the hundreds of motorcycles on show there will again be more than 100 trade stalls, with many of them offering food and drinks while popular bands we be providing the entertainment.

Concours d'Elegance competitions for custom motorcycles (Saturday) and the classics (Sunday) will take place, with winners being announced at 14:00 on the Sunday.

Entry fee is R80 per person with under 12's coming in for free. Gates open at 08:00 and close at 17:00. A draw of entrance tickets will determine the winner of a SYM 200 motorcycle.

Those interested in exhibiting on the show or wanting more information should contact Rusty Thorns on 082-411-1687 or rustythorns01@gmail.com

Also see the CMC website: www.classicmotorcycleclub.co.za

Finding the venue: The Germiston Sports Club is one the corner of Vimy Ridge and Webber Roads in Germiston. (Co-ordinates: - 26.228522 / 28.168661).



1934 Triumph an regular on the DJ

Upcoming Events



EUROPEAN Classic and Vintage car and bike day



14th July 2019
10h00 till 14h30



Classic and Vintage cars and bikes on display

@



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



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



Gate takings donated to Sonitus School
Food stall by Sonitus School
Braai facilities and Picnic area available



Info:

Christo Ferreira christo@blpta.co.za 082 779 5703
Frik Kraamwinkel frikkr@gmail.com 082 444 2954

Frik fotos



**The Classic
Motorcycle Club**

1000 BIKE SHOW

6TH & 7TH JULY 2019



The Prize

SYM 200

**Where? Germiston Sports Club,
Vimpy Ridge Road, Delville,
Germiston - GPS Co-ordinates:
26.228561 , 28.168684
GATES OPEN AT 8AM**

R80
P/Person
P/Day

**Under
12's Free!**
**Includes Cloth
Badge**

**100's of Classic Motorcycles
on display from Ariel to
Zundapp**

- Great Music - Rare Classics
- Beer Garden - Good Food
- Trade Stalls and much,
much more

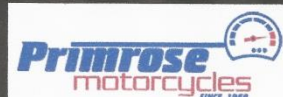
JUDGING:
Concours Judging closes on
Saturday at 12 noon and prize
giving is 3pm on Saturday.
Classic Judging closes on
Saturday and prize
giving is 2pm
on Sunday .

**The premises are Gauteng Liquor Board Licenced and no
alcohol is permitted from outside**

WWW.CLASSICMOTORCYCLECLUB.CO.ZA

For more info contact Rusty

076 075 8782 | rustythorns01@gmail.com





PRETORIA OLD MOTOR CLUB
CARS *in the* PARK

4 Augustus 2019
Zwartkops Raceway



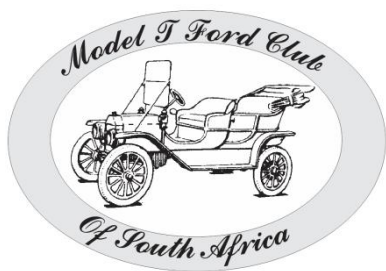
2019
MAGNUM 40th anniversary
Vintage and Classic
Motorcycle and Motorcar Rally
14 TO 18 AUGUST

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





SAVVA VETERAN AND VINTAGE TOUR

21-25 SEPTEMBER 2019



DIE 2019 SAVVA VETERAAN- EN NOAGTOER

Dit is vir die **Model T Ford Klub van Suid-Afrika** baie aangenaam om die organiseerders van die **2019 SAVVA Veteraan- en Noagtoer te wees**. Die toer sal in Betlehem in die Oos-Vrystaat plaasvind. Die toer word beplan vanaf Saterdag 21 September tot Woensdagoggend 25 September 2019. Die toergroep sal al vier aande tuisgaan by die **Lavender Hill Country Estate**, net buite Betlehem. Die reëlingskomitee vir die toer bestaan uit: Philip Kuschke, Phillip Rosser, Tertius du Preez, Paul Hoogedoorn, Kevin Casey en Emil Kuschke.

Die organiseerders poog om ten minste 30 voertuie byeen te kry wat aan die toer sal kan deelneem. Die toer word beplan vir alle maak van voertuie wat vervaardig is voor 31 Desember 1930.

Die beplande roete word tans op 650 km geskat. Hiedie toer sal saamval met die jaarlikse Betlehem Oumotorskou wat op Saterdag 21 September in Betlehem plaasvind. Die begin van die **2019 SAVVA Veteraan- en Noagtoer** sal dan ook op die Betlehem Oumotorskou-terrein plaasvind. Die vertrek van die toerdeelnemers sal beslis een van die hoogtepunte van die jaarlikse Betlehem Oumotorskou wees.

U is ook welkom om vir Philip Kuschke te skakel by 044 – 871 3373 (na-ure) / 082 856 5152 of per e-pos by: philros@telkomsa.net vir enige verdere navrae.

P E KUSCHKE E E KUSCHKE

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		

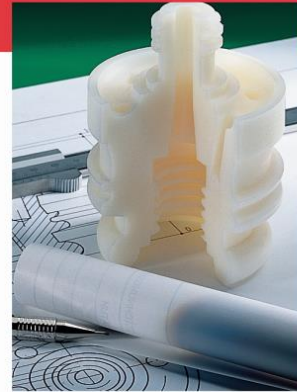
Any new Student or Scholar member need not pay the Entry Fee.

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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