



a-hoo-ah!

JANUARY 2020

JANUARIE 2020



Cover photo: Sunbeam Rapier 1600



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 8 Januarie om 19:30 vir 20:00



Presentations: Mario Coetzee

Beskerming van Bates en Boedel belasting

**Hennie Rautenbach sorg vir die braaivleis vuur
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

Met die nuwe jaar in aanvang, wens die POMK Komitee graag alle klublede en hulle gesinne alles van die beste toe vir 2020. Mag dit 'n voorspoedige jaar vir almal wees en mag almal se oumotor planne en ideale in hierdie jaar realiseer!

A happy and prosperous 2020 is wished to all members and their families. May all your old car plans and schemes come to fruition this year!

Nuwe jaar, nuwe dinge. Die Klub is bevoorreg om die jaar af te skop met 'n nuwe redakteur vir ons nuusbrieff, die **A-hoo-ah!**. Baie welkom Hannie Kuschke en baie dankie dat jy die leiers van die Nuusbrieff hierdie maand by Frik Kraamwinkel oorneem. Soos ons die egpaar Kuschke ken, kan ons interessante dinge van Hannie verwag. Sterkte met jou taak. Baie dankie Frik vir jou hantering van die nuusbrieff die afgelope tyd. Graag rig ek terselfdertyd 'n versoek tot klublede vir bydraes tot die nuusbrieff. Gee dit asb vir Hannie deur.

Club events for 2019 ended with two activities. On the Wednesday evening meeting Roger Houghton did an informative presentation on the recent 9 Hour Intercontinental GT Challenge that took place at Kyalami and the latest Wales Rally GB, that he attended. Part of the discussion was a comparison of these events with their predecessors of the years gone by. Due to the technological development of the motor vehicle, the current stringent safety precautions and the huge costs involved, I think I would prefer the old events. The second event was a fun run on 8 December with the Vintage Motorcycle Club on their 'Ride in Memory' to Cullinan, which departed at our Club House. This was enjoyed by all, despite the rainy weather.

Die jaar se klubaktiwiteite begin eersdaags met ons eerste Woensdagaand vergadering. Besonderhede hiervan is nog nie gefinaliseer nie, maar alle lede word uitgenooi om te kom saam kuier op **8 Januarie**, gevolg deur 'n 'bonnets up' byeenkoms by die Klubhuis op **12 Januarie**. Lede wat aanbiedings oor aspekte van ons stokperdjie wil maak of op 'n Woensdagaand vergadering met 'n aanbieding oor hulle ou voertuie wil kom spog, word uitgenooi om asb by my of Taco aan te meld.

Prospective participants in this year's Summer Rally on **21 March**, which is to start and end at Zwartkops Raceway, are advised to start getting their ducks in a row in preparation for the rally.

See you at the Club meetings!

Berto Lombard



WEDNESDAY MEETINGS: POMC CLUBHOUSE

Woensdagaande	2 ^e Sondag	Ander
8 Januarie	12 Januarie Bonnets up	
5 Februarie	8 Februarie Bonnets up	
4 Maart	8 Maart American Day	21 Maart Summer Rally
1 April	5 April Veteran & Vintage Day	
6 Mei	-	30 Mei Cars on the Roof
3 Junie	14 Junie British Day	6 Junie Mampoer Rally
1 Julie	12 Julie European Day	
5 Augustus	-	2 Augustus Cars in the Park 12-16 Augustus Magnum Rally
2 September	12 September Bonnets up	26 September Diamond Run
7 Oktober	11 Oktober Lentefees	
4 November	8 November Japanese Day	22 November Afsluitingsfunksie
2 Desember	-	

Good news: Liquor lisence

The POMC have officially received there Liquor lisence this month. A BIG thank you to all the reletive members who have put tremendes time and effort in this to get this finalized.

Many people ask why do we have to have a liquor lisence?

'Anyone wishing to sell, manufacture or distribute liquor is required by law to have a liquor license. If you trade without a license, you are in breach of the law and the local authorities may take steps against you, close down your business and confiscate your assets. Liquor licenses need to be renewed annually.'



2020 DJ Rally

NEXT YEAR'S DJ RUN WILL MARK 50TH ANNIVERSARY OF THIS COMMEMORATIVE REGULARITY TRIAL

By Roger Houghton

The famous Durban to Johannesburg motorcycle race, run on public roads, may have been stopped by the authorities in 1936 but the spirit of this arduous event continues in the form of a commemorative regularity run for classic motorcycles between these two cities. The 2020 DJ Run will mark the 50th anniversary of this regularity trial which was staged for the first time in 1970.

The 2020 event, which will take place on March 14 and 15, is open to riders on any motorcycle or sidecar combination made on or before December 1936 in line with the timing of the discontinuation of this amazing race, due to road safety concerns. A total of 20 races for solo motorcycles were staged between 1913 and 1936 with no races taking place between 1915 and 1918 due to World War I. Motorcycles with sidecars were permitted to enter in 1921 and 1922.

Next year's commemorative event will reverse the usual direction of the rally by starting in Johannesburg and finishing in Durban, as was the case with the first race in 1913. The 2013 DJ Rally, which marked a centenary since the first race was held, also went from Johannesburg to Durban.

This international event is organised on behalf of the Vintage and Veteran Club of South Africa by a team from a number of other clubs in Gauteng with Larina MacGregor as the clerk of the course for the third consecutive year.

The 2020 event will start at the historic Heidelberg Motor Museum on the morning of March 13, with documentation and scrutineering taking place the previous day. Larina, who is hoping for a number of overseas riders to take part in this special DJ Rally, says that the Heidelberg Museum is an ideal venue for the start in terms of its location and the security it offers.

The first rider will depart from Heidelberg at 09:00 and then follow a pre-determined route - following the original race route where possible - to an overnight stop in Newcastle. The second day start for the first rider

will be at 05:30 and the route will take riders to the finish at Shongweni Equestrian Estate, just outside Hillcrest in Kwa-Zulu Natal, arriving in the afternoon. Prizegiving will take place at a breakfast on the Sunday.

Supplementary regulations for the 2020 DJ commemorative regularity trial are available already. Entries close on January 24. Documentation is available on the following websites: www.pomc.co.za; www.classicmotorcycleclub.co.za; www.vintageandveteranclub.co.za; www.thedjrun.co.za; www.vmc.co.za; www.cvmv.co.za; www.ncmc.org.za

Further information can be obtained from Clerk of the Course, Larina MacGregor at larina.macgregor@gmail.com or 084-949-0937

CAPTION: Larina MacGregor who will be Clerk of the Course for the DJ Rally for classic motorcycles for the third consecutive year

IT WAS 62 YEARS AGO

(Reprinted from the free, introductory copy of Bike Southern Africa, May 1975)

Last month (*April 1975*) the commemorative Durban to Johannesburg motorcycle regularity trial was run, with riders on machines which are collectors' pieces – grandpa's old machines, we could say. But standing quietly on the driveway of the Mobil service station in Ladysmith was a man, Frank William Hatton, showing particular interest as he watched the old machines pass by.

The reason for his interest was that it brought back a flood of memories of the first Johannesburg to Durban road race, in May 1913, in which he raced as a youngster of 18 years.

He knew just what was like to compete in one of the toughest, fastest motorcycle races in the world and thereby made a small part of early motor sport history.

The (*unknown*) author writes: "As a little boy I can remember going to the top of Tigers Kloof near Newcastle to watch the riders, streaming miles of dust behind them, come racing across the Ingagane flats and up over the Kloof to Newcastle. This was an event which called for a half day holiday at school. But what was it like riding in such an event?"

Young Frank started off from Durban the week before the race to get acquainted with the route. He had never been further north than Pietermaritzburg before, so he needed the trip up to Johannesburg to familiarise himself with the road, but at the bottom of the famous Tigers Kloof he came down hard on a rut across the road and folded up his motorcycle's front fork. He and his damaged motorcycle took the train up to Johannesburg and ordered another fork from Cape Town which arrived the day before the race.

Frank was a limit starter and was riding 2 ¼ hp, two-speed, shaft-driven, Belgian FN motorcycle. The field consisted of 66 bikes of which 39 were Ridges. There were five FN's racing, one being a 4-cylinder shaft drive machine. With pride Mr. Hatton recalls that all five FN's finished the race.



This was the advantage of the shaft drive, because the majority of the spruets (small streams) were unbridged and caused quite a lot of trouble, particularly when it is realised that most bikes were belt driven and did not take well to water. "The FN's passed even the

fastest machines at every sign of water,” said Mr. Hatton.

The roads, or, in parts, tracks, proved difficult to ride on. You had a choice of the outer tyre tracks which were deep or the trap-horse’s hoof path down the middle which was rough and then there was the dust and the normal traffic on the road with which to contend – “I had to do 20 miles per hour for 20 miles near Elandslaagte because the car in front of me was kicking up so much dust that I could not see the road to pass him. This slowed me up from my speed of 25 to 30 miles per hour. The roads were of virgin soil, unhardened” remarked Mr Hatton.

A big problem for the racing motorcyclists was gates across the road in many places. The roads were not fenced off so the riders had to get off their machines, open the gate, ride through and then close it behind them umpteen times on the route. There was a penalty for leaving a gate open. It also meant livestock could roam onto the road!

The race started at City Deep mine with the first day’s run to Standerton. As one of the first starters, Frank Hatton on his FN, leapt into the lead and was making good time towards Heidelberg. But, alas, not knowing the route and with pranksters turning the arrows around at some crossroads – he came to realise that he was a lone racer going along the wrong road. If one came to a road not marked however, the general rule was “take the worst one”.

When he finally got to Heidelberg, he was lagging a bit. Because of the strict rule about speed limits in towns he slowed down, but the bobby (policeman) on duty encouraged him to give it a burn down the main street. “I opened her up and was doing a brilliant 30 mph by the bottom bridge”.

LPA (Little Pedal Assistance) bikes had an advantage over others on the numerous steep hills – hills much steeper than are experienced today. Hatton said that often riders had to dismount and push their bikes up a hill. On a hill like Griffin’s Hill near Estcourt some riders were forced to take a break for a smoke to let their engines cool down.

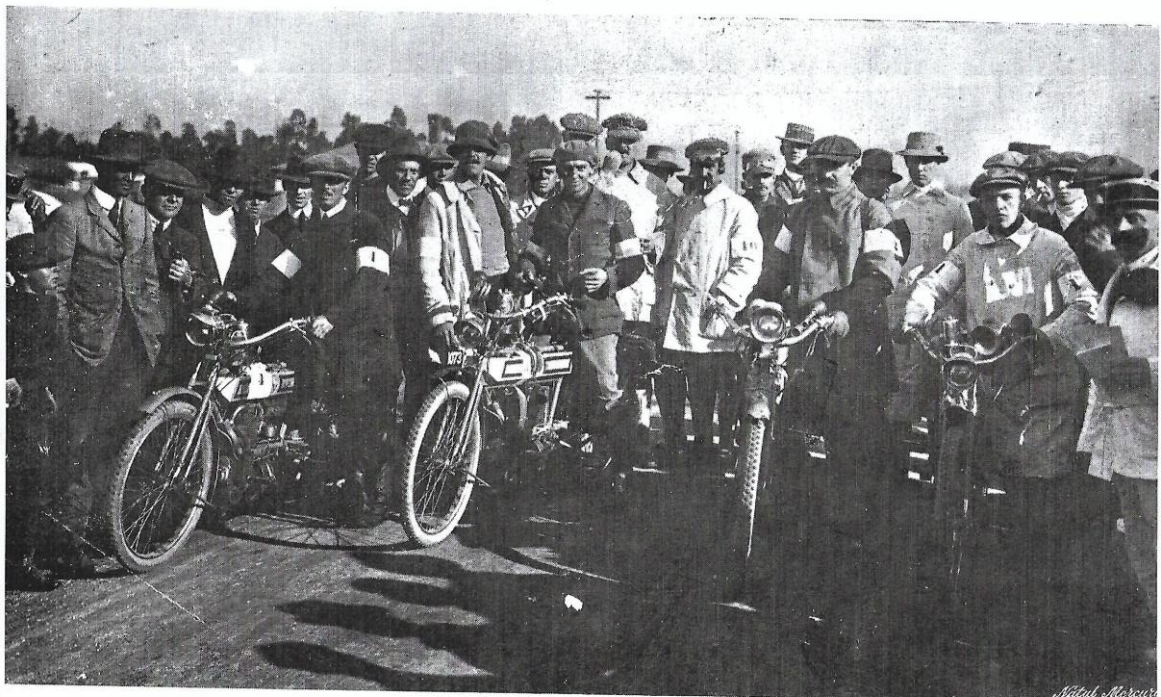
On the other end of the scale, the early starters in the morning at Standerton were allowed pushers to help start the bikes in the frosty conditions. The oil was so thick it was like treacle but on Griffin’s Hill it got as thin as petrol from engine heat.

Every race seems to have its character who is conspicuous by his presence. Tick (C.S.) Brown was the J.D. race’s character. Every morning Tick would appear immaculately attired in a clean white suit. By the fourth day the contrast between him and the other riders was in the extreme.

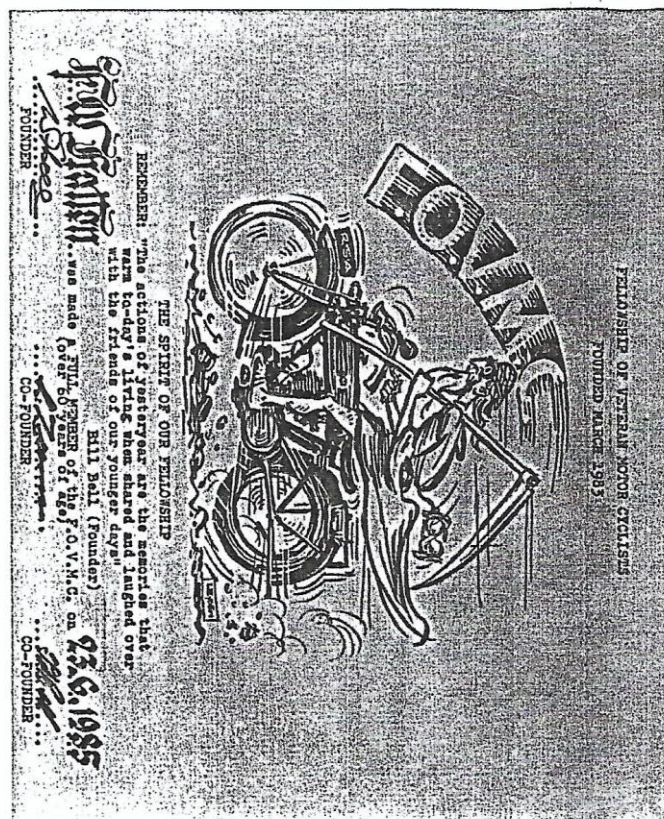
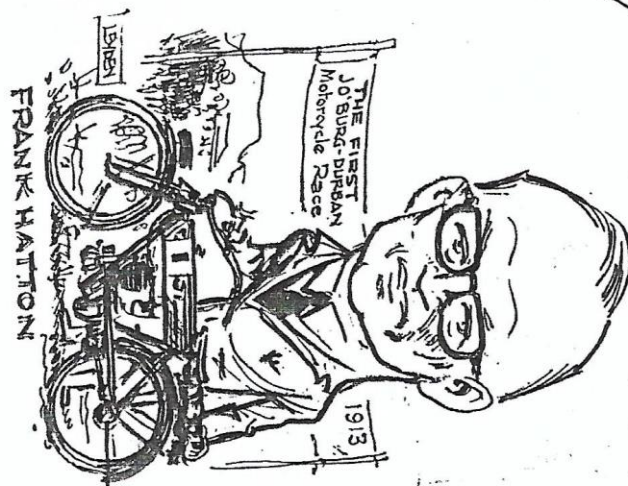
Hotels and buildings on the route were festooned with banners for the occasion. Signs offered “Stop for whatever you like”. Farmers had braais going on their properties for the “racers”.

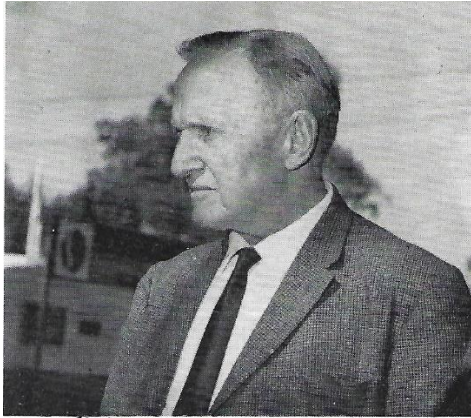
This first race of all races was won by A.W. McKeag, of Johannesburg, on a 544 cc Bradbury in a time of 14 hours 46 minutes (average of 29 mph). He was 24 minutes ahead of C. Fenwick, of the East Rand, on a 500 cc Rudge, who was, in turn, 26 minutes ahead of J.J. Thompson, of Boksburg, on a 500 cc Rudge. Reg Witherspoon, on a Premier the first Natal rider to finish, in fifth place, had a brilliant ride from Pietermaritzburg to the finish in Durban in 1 hour 45 minutes, which was 15 minutes inside the record. Our personality, Frank William Hatton, was placed 21st in the field. Now (*in April 1975*) at 80 plus it was with a wink in the eye and excitement in his speech that FW looked back to 1913 – and enjoyed his experience of the first DJ, reliving an era now passed and never to be repeated.

Picture: Hatton



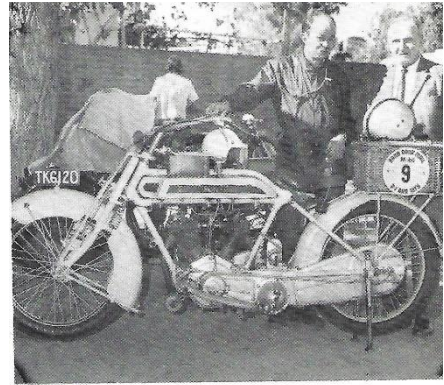
The first four men on the mark to leave. Names, reading from ~~left~~ ^{RIGHT TO LEFT} to right: - F. W. Hatton, H. Lamprecht, E. Gobbons, and R. C. Woodville. Photos by T. Brittain.





Frank Hatton looks back to the first D-J Race

Frank Hatton spectating at the 1975 DJ commemorative regularity rally.



F. W. Hatton looks over a 1913 Clyno with Mr. A. Taschner the 1975 D-J rider of the machine.

Frank Hatton (right) looking at a 1913 Clyno which would have been eligible for the 1913 inaugural DJ but no Clynos were entered.

MOTORCYCLE RACER'S SON REMEMBERS FATHER'S TALE OF EPIC 2013 DJ

Neil Hatton (89), who lives in a retirement village in Pretoria, well remembers his father's tales of taking part in the first road race for motorcycles between Johannesburg and Durban in May 1913. Neil's father, Frank William, was only 18 when he started out from City Deep, Johannesburg, on a 246cc Belgian FN with pedals to assist on steep hills.

"My father, who was the eldest of nine children, was born in Bilson, England, in 1894, and came to South Africa in 1909 arriving in Durban by ship," recounts Neil Hatton.

"Although only 15 he already had some work experience, having been employed in his uncle's bicycle shop in England after leaving school in Standard 7. On arrival in Durban he got a job at his uncle's motorcycle dealership, Buttery and Hatton.

"News of the upcoming road race for production motorcycles between Johannesburg and Durban resulted in Frank being offered the opportunity of riding a shaft-drive FN in the race. An offer he accepted willingly," explained his son.

"My father's FN was one of the lowest-powered motorcycles in the race, so he and three others on FNs were the first group of riders to start in this handicap race, which must have been stressful as they were first on the road in a field of 63. He was obviously delighted to finish, even though it was only in 22nd position out of 28 finishers. All five FN motorcycles entered finished the race, with my father the highest-placed rider. The other FNs placed 25th, 26th, 27th and 28th," added Neil Hatton.

"Frank stayed in the motorcycle business for many years, with a break for active service in the artillery in Durban and South West Africa in 1914 and 1915. He worked for the well-known Killerby's dealership in Durban and Pietermaritzburg before making a career move into mining, where he worked at Natal Steam Coal in Wessels Nek from 1934 to 1970. He retired to Ladysmith and died in 1988 at the age of 94," said Neil Hatton.

The FN factory in Belgium, which was also renowned for arms manufacture, sent Frank Hatton a Baby Browning automatic pistol (6.35mm calibre) which it made, as a sign of its appreciation for his efforts in finishing the historic, inaugural Johannesburg to Durban road race for motorcycles.

A letter from FN in Liege said it hoped Frank would remain a staunch supporter of FN motorcycles. His son still treasures not only the pistol given to his father, but also the letter that went with it.

Neil Hatton did not follow his father's wheel tracks in terms of an interest in motorcycling. He had a very interesting career, nevertheless.

It started with an apprenticeship in fitting which saw him move up the ranks at a Durban oil refinery, becoming an equipment inspector for 14 years and obtaining an engineering diploma.

This opened the door to a senior position in inspection at Sasol, followed by a spell in Holland working for Natref, followed by 10 years at the Uranium Enrichment Corporation (UCOR) and 13 years in quality control at Lyttleton Engineering where he retired as a Senior Manager – Quality. However, his quality control skills were still in great demand and he spent eight post-retirement years working in a company that needed its tooth implants to reach international quality standards so they could be exported.

During his working career Neil Hatton fitted in 14 years of flying in the SA Air Force's Active Citizen Force training programme. During this period, he flew Tiger Moths, Harvard's, Spitfires and Vampires, clocking up almost 1 400 hours and earning a John Chard medal.

HOW DID I FEEL RIDING IN THE DJ COMMEMORATIVE RALLY IN 1975?

By Joe Openshaw, South African Motoring Journalist

Although it is a far cry from the blood-and-guts motorcycle races that made the Durban-Johannesburg the toughest motorcycle event in the world between 1913 and 1936, riding in the D-J Commemorative Run on a vintage or classic machine from still has the atmosphere of the romantic past. The Commemorative rally has been run since 1970, so 2020 will mark the 50th anniversary of this popular event

I do not know yet quite what makes it so thrilling to be a competitor in the commemorative runs. I have taken part in three, but in spite of the sedate speeds set for the various sections and the strict time-trial rules that apply to the competitors, one still manages to feel that you are taking part in something memorable.

It may be the collection of pre-superbike machines with all their vitals showing, it may be the smell of petrol and the smoking fumes from exhausts as machines line up for their turn to start, and it might be the twisting roads with sharp bends through the Valley of a Thousand Hills that combine to give the event an aura of past glories.

I believe, however, that some of the glamour which one finds in the commemorative runs comes from riding machines – either restored by oneself or nursed for two days along the old Durban-Johannesburg road – which by modern standards, are thought never to be able to complete the course.

Added to this is the sense of belonging to a group of people considered mad to attempt finishing the event in any case and the camaraderie which is engendered, when competitors start meeting in Durban before the race at Olympic Motors for "pre-race" scrutiny. It is while competitors are working on their machines with feverish

last-minute adjustments – borrowing tools from each other and exchanging advice freely – that you not only get the feeling that something important is afoot, but also discover that you are taking part in a notable event.

Among the crowds that visit the showrooms where the bikes are parked and displayed, are a majority of older people who were old enough between the years of 1913 and 1936 to have seen some of the races and followed the fortunes of riders like Percy Flook, Chick Harris, Baby Scott, Joe Sarkis and others who were the heroes of these great races. It is their interest in the machines and the riders and their recalling some of the more dramatic moments in those annual marathons that help to recapture something of the past.

To the public the spectacle starts becoming almost as exciting as it was in former years and they make riders feel a bit like the heroes that burned up the road between Johannesburg and Durban at breakneck speeds.

Soon after the riders have left Durban and get onto the old national road, the event grows in character and importance. Each town and hamlet has its group of supporters waving on competitors and traffic along the road flick lights and make way for riders with a kind of admiring courtesy.

For long hours you feel that you and your machine are completely isolated from the rest of the field but at each refuelling, tea and lunch stop you become part of the whole again, pleased to see faces that are now becoming familiar and fellow riders who are still a going concern.

I do not think that any rider can break down without at some stage a fellow competitor stopping to assist him, regardless of whether such stops may mean arriving late at check points and controls and losing valuable points and any chances of being among the top finishers.

Excepting for a few dedicated rallyists, most of the riders try their best to ride to time but are more interested in just riding and finishing the event than winning.

After the night stop at Newcastle, many of the competitors are already aware that they do not stand a dog's chance of doing very well, but the ride goes on and the spirit of companionship increases with every kilometre.

Even if riders know that they have done badly, secretly they hope that somehow they would have managed to do well and, above all, they become determined to finish at all costs. It is this spirit of endurance and perseverance that leads to mechanical miracles along the side of the road, and examples of selflessness on the part of competitors who help each other, which can only be admired.

Some of these miracles occur at Newcastle where competitors will work until the early hours of the morning, stripping engines down completely and rebuilding them, to get back on the road the next day.

The ride may not be fast, but all day in the saddle on machines with rigid frames and saddles which are far from comfortable, make it a rough and tiring ride.

Tired as they are, the competitors wear a permanent grin on their faces and every multiple stop becomes a social occasion at which riders amusingly exchange details of mishaps, wrong turnings, and mechanical failures.

The inquiries of "How are you doing?" among competitors become a form of greeting. You do not expect anyone you ask this question to, to say anything else in reply but "Fine" unless of, course, they tell you they are out of the running and then their disappointment is shared by all.

It finally boils down to this: it is considered bad luck not to finish the D-J, a feather in your cap if you finish, and something bordering on surprise if you have done well enough to win a prize or get a mention at the prize-giving dinner. To do well in the D-J for most riders is just to cross the finish line and hear the applause of the crowds waiting at City Deep,

Winning the event is something that is left to the experts and the fortunate.

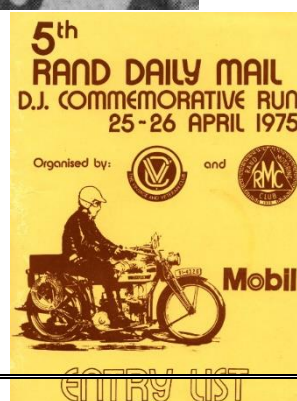


DJ Run 1975 winner: GEOFF PALMER

DJ Run 1975: Mrs AL Nettleton: 1934 Triumph



DJ RUN 1975 entry list



POTTED HISTORY OF THE FAMOUS DJ ROAD RACE IN SOUTH AFRICA

The first road race for production motorcycles between Johannesburg and Durban took place in May 1913. It was staged over three days, with overnight stops at Standerton (after 168km), and Ladysmith (after a further 230km) and then came a final leg to Durban (278km). That made a total of 676km (420 miles) and the winner covered it in 14 hours 46 minutes at an average speed of 47km/h (29mph).

The last DJ race took place in 1936 when the authorities banned racing on public roads for safety reasons. A total of 20 races were held during the period, with no races between 1915 and 1918 due to the First World War. Sidecar combinations were permitted to race in 1920 and 1921.

The most successful brand among the solo motorcycles was Douglas, with five wins. Sunbeam and AJS each won twice, while the other makers to win this coveted race were Bradbury, Rudge, Harley-Davidson, Triumph, OK, Chater-Lea, Royal Enfield, James, BSA, Norton and Excelsior. Percy Flook (1919 and 1923) and Baby Scott (1928 and 1932) were the only riders to win the race more than once.

The first DJ was such a success that the 1914 race attracted 107 entries and 96 starters, but only 37 reached the finish in Durban. There was then a five year gap due to the World War and the 1919 event attracted only 47 riders, of which only 15 reached the finish in Durban.

The 1920 event saw sidecar combinations race for the first time, starting in Durban and racing to Johannesburg, while the solo motorcycles went the usual way from Johannesburg to Durban. The race was also cut to two days with an overnight stop in Newcastle for both solos and combinations. A tremendous snowstorm (in May!) turned the race into chaos. Winner Fritz Zurcher (500cc Douglas) averaged only 18 mph! There were only eight finishers out of 51 starters.

The direction of the race changed in 1921 from a downhill run to an uphill trek with the start at the Tollgate in Durban and the finish at City Deep. The DJ races were run in this direction from then to the last race in 1936.

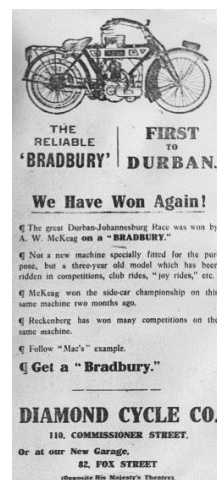
- Full details of all these races are available on the website www.djrun.co.za



DJ Run 1913 winner: McKeag Bradbury.



DJ Run 1913 second place:
C Fenwick Rudge, Multi 500cc



DJ Run Bradbury advert.

THE AMERICAN LEGENDS OF THE 9 HOUR OF THE GO-GO GENERATION



The American Legends of the 9 Hour of The Go-Go Generation

Posted: 10 Dec 2019 03:11 AM PST

A promotional graphic for 'The 19th Passion For Speed' event. The background is a warm, orange-yellow gradient. At the top, the title 'The 19th Passion For Speed' is written in a large, red, cursive font with a white outline. Below the title, on the left, is the SKF Racing logo, which consists of a green rectangle with 'SKF' in yellow and 'Racing' in black script below it. To the right of the SKF logo is a collage of racing-related images: a large clock face with a race car on it, a smaller race car, and a classic car. Above the clock is the text 'Legends of the' and '9 Hour' is written in a large, red, bold font. A small Zwartkops 'Z' logo is also present. At the bottom, the dates '31st & 1st Feb 2020' are written in a large, white, bold font with a black outline.

The 19th Passion For Speed

SKF
Racing

Legends of the
9 Hour

31st & 1st Feb 2020

THE BIG RED GALAXIE NO.177

It is impossible to believe that anyone would conceive of the idea of racing a big V8 American saloon which were heavy, had barely any brakes and were averse to go around corners at speed.

YET THEY DID IT!!!

AND IN A MIGHTY WAY, WHICH GAVE BIRTH TO THE MIGHT OF NASCAR AT DAYTONA IN 1959. **THE BIG RED GALAXIE NO.177**



For South Africans the awakening to these monster cars came in 1963 when Jack Sears and Paul Hawkins arrived at Kyalami and do battle against the locals in the 9 Hours. The big red Galaxie then won the South African saloon car championship in 1965 against the Lotus Cortina's of Basil van Rooyen and Koos Swanepoel. The trick Bobby used was to go flat out at the beginning of the race and build up a good lead but halfway through the race the big brake shoes got red hot and started melting the drums. The opposition knew this and wore the big red car down. The last lap is always the most exciting as Kyalami was still a narrow track. Bobby would make the Galaxie extra wide and just make it to the checkered flag.

Big Red has raced at Zwartkops Raceway by Sarel van der Merwe, Mark du Toit and now Lee Thompson.

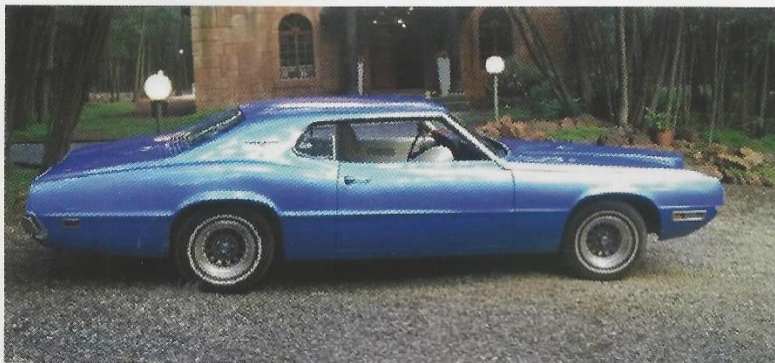
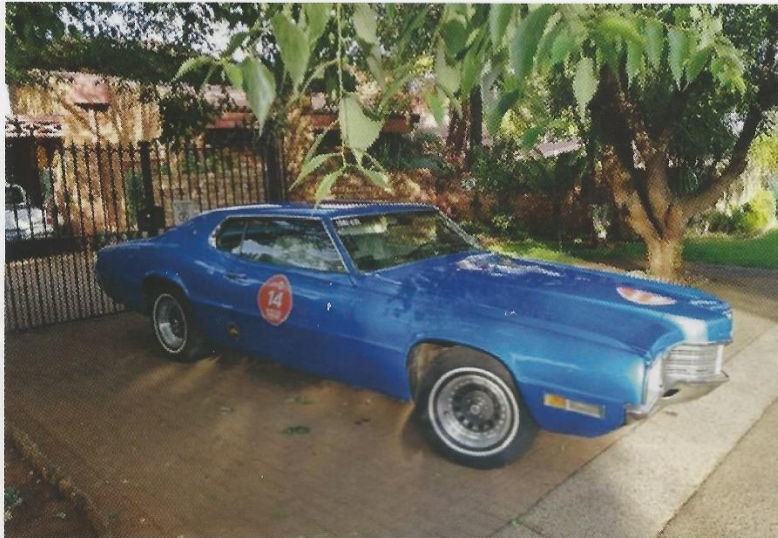
"Ou Rooie" will be in action at Zwartkops Raceway seeking to claim its old "GLORY DAYS" with Lee Thompson in the Race of Champions

The post [The American Legends of the 9 Hour of The Go-Go Generation](#) appeared first on [Zwartkops Raceway](#).



One of the greatest F1 cars ever. The car which immortalized Juan Fangio in a Maserati 25F to be raced at Zwartkops.





FRIK KRAAMWINKEL

► Frik Kraamwinkel, a name you hear regularly coming up in any conversation when it comes to talking Pretoria Old Motor Club or Cars in the Park at Zwartkops in Pretoria.

Frik was born in Rustenburg and grew up in the area. From an early age he started getting involved with all things wheels and he mentions that his first car was nothing else but a DKW. He has a few more cars in his garage nowadays, the Ford Thunderbird being one of them and being a prominent showpiece at local shows and events.

Frik also then got involved in car clubs and car club activities from a very early age but joined the Pretoria Old Motor Club in 2007. He then becomes a committee member in 2010, assisting with the everyday running of the clubs as well as organizing club events on behalf of the club. A very specific event that comes to mind is the Cars on the Roof at the

Kolonnade Retail Park in Pretoria.

In 2014 he played a major role in being one of the main organisers of the now very popular Cars in the Park event currently being held at Zwartkops International Raceway. This event has grown to be the biggest show of its kind in South Africa and probably in the Southern Hemisphere. It can be said that Frik's influence and guidance in the show has made an impact on car clubs and enthusiasts supporting this event again. Through his dedication, time and effort, the show has become the event that it currently is.

Frik, from all of the car clubs, car lovers and enthusiasts, thank you for your dedication, love and passion you pour into serving the car community. May you (and us) be blessed with many more years of you sharing your passion, love and dedication to being active in our world of all things wheels. ■

0814814152

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 Roland Beukes (Olds Auto)

Old's Auto

 Est. 2019

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VIDEO: 'Famous' west man (50) given unforgettable kiddies party
Man with mental disabilities surprised wife in green Cadillac.
October 14, 2018



A man with mental disabilities in the west of Pretoria was surprised with a kiddies theme party 50th birthday party. By his adoption family. Japie Botes, a car enthusiast was taken to a restaurant where the party was held in a green convertible Cadillac, a trip he enjoyed very much. Japie lost his mother while he was still in school.

He was however, later abandoned by many of his family members and was taken in by a policeman in the neighbourhood. Policeman, Hendrik Lourens said he met Japie in 1993 while he worked in Pretoria West as he was stationed at the Pretoria show grounds. "I noticed that Japie was mentally disabled and I allowed him free entry to the show grounds as he was so intrigued by all the events there" said Lourens. Lourens said it was 15 years later that he reviewed his friendship with Japie, after his mother passed away and Japie's family decided to move to an apartment close to where he lived.

He said Japie would often come visit him as he lived behind their house at a block of flats in vd Hoff Road. "Japie used to jump over the fence to come and visit me or walk around the block to come check on how I am."

5 years later Japie became homeless. Japie and his family were thrown out of the flats and that is when he became homeless, (because his family could no longer look after him).



Japie started sleeping under a tree not far away from the Lourens house.

"He said he slept close to my house because he knew I was a policeman and could just watch over him for safety."

Lourens said he decided to take Japie in to come live with his own family.

"My friends and I donated some money to buy a Wendy house where Japie could live," he said.

Lourens said he managed to give Japie his first proper birthday party at the age of 40.

"Each year I make sure that we do something special."



Japie Bates and Hendrik Lourens.

Japie said he enjoyed his birthday very much.



Japie was taken on a ride from the west to the R&R Bistro in Villieria in a Cadillac owned by Taco Kamstra.

"When I heard about Japie's birthday I decided I needed to help to make it special for Japie," said Kamstra.

"I enjoy driving around in my Cadillac – and if I can make someone happy at the same time, it is even better."

Kamstra said when he heard that Japie was a disabled person he decided to sponsor costs for the trip.

"I am very glad I did this. Japie loves cars. And he really enjoyed the drive to the restaurant where his birthday party was held," he said.

"He sat in the back and he could not stop talking about how much he enjoyed it all. It was great to be part of this."

WATCH:





Henry Ford

"A manufacturer is not through with his customer when a sale is completed. He has then only started with his customer. In the case of an automobile the sale of the machine is only something in the nature of an introduction. If the machine does not give service, then it is better for the manufacturer if he never had the introduction, for he will have the worst of all advertisements-a dissatisfied customer."



+



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FROM THE BACK SEAT

A hearty welcome from the back seat, and my wish for 2020 is that we will get more of the club woman involved this year.

We still battle to get recipes from the ladies as requested last year, for the recipe book we want to put together. Please ladies we need your recipes to get this done. We have a professional lady (the daughter of Hylda) who is willing to do the complete job for us, so all we need from you is to please email your recipes to me as soon as possible. If I do not get the necessary response within the next three months, I will unfortunately have to let go of the idea.

Soos meeste van julle wat die “second Sundays” bywoon seker al agtergekom het, het ons so stilweg ‘n koffiekroeg ingerig, wat ons uit die kombuis in die saal bedryf. Ons dek tafels en bedien koffie en tee en elke Sondag ‘n verskeidenheid van koek wat ons dan teen R10 per stuk verkoop. Die fondse word aangewend vir aankope soos tafeldoek, handdoeke vir die badkamers, ens. So is daar bv reeds ‘n tafeldoek gemaak vir die konferensie kamer, handdoeke gekoop vir die badkamers, plastiese tafeldoek gekoop vir die tafels in die saal en bekere vir die cappuchino. Die helper wat Sondae help koppies was en opruim word ook met die fondse betaal wat uit die verkope gemaak word.

Kom gooi julle gewig in. Ons wil graag die dames ook betrokke kry – ons stig ons eie groep, binne ‘n groep, al is dit net om grappies te maak.

Tot volgende keer.

Leonie leoniathome@gmail.com
082 820 0974

VANILLA VIENNESE TWIRLS

250	g	soft marg
100	ml	sifted icing sugar
500	ml	cake flour
50	ml	corn flour
5	ml	lemon essence

Cream margarine and sugar
and lemon essence
Add sifted flour and corn flour
Mix well to a soft dough
Pipe rosettes onto greased baking tray
Bake 15 min at 180 g

Verjaarsdae/Birthdays



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

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

2 Januarie	Robert Adams
3 Januarie	Doeke Tromp
6 Januarie	Marie Marx
9 Januarie	Caroline Stephanou
10 Januarie	Vanessa Leslie
10 Januarie	Tessa Hauptfleisch
11 Januarie	Steven Hulme
12 Januarie	Jan Snyman
12 Januarie	Daan Huggett
12 January	George Clifton
14 Januarie	Mieka Buitendag
14 January	Hannes Steyn
17 Januarie	Tinus Marx
17 Januarie	Rykie van der Mescht
17 Januarie	Carel Wilken
18 Januarie	Bets van der Neut
18 Januarie	Rosa Botha
21 Januarie	Faan du Toit
22 Januarie	Arno Vosloo
23 Januarie	Kobus van der Walt
23 Januarie	Johannes van Velden
25 Januarie	Jannie Rossouw
26 Januarie	Bruce Leslie
27 Januarie	Charles Blair White
27 Januarie	Sakkie van Dyk
27 Januarie	Charles van Staden
27 Januarie	Ilse Heigers
28 Januarie	Tinus Van Rooyen
28 Januarie	Colleen Buurman
28 Januarie	Charlotte De Waal
28 Januarie	Tinus Van Rooyen



FOR SALE:

Baine maries for sale

Two unites Bain marie 5 for R4 500,- Bain marie 3 for R3 500,-

Contact Taco or Frik



Upcoming Events



POMC Summer Vintage and Classic Car and Bike Regularity Rally 21 March 2020





START







FINISH



Registration: 8h00 till 9h30
Coffee: 7h30 till 9h55
Start time: 10h00
Cars/Bikes leaving at 1 minute intervals
Entrance fee: R350,- per vehicle
Vehicles build before 1998
Parking for trailers will be arranged

Distance: 200 km

Tar roads north west of Pretoria

Four speed groups:

A	65 km/h
B	75 km/h
C	90 km/h
Open ODO	

Arrival time: 13h30 – 14h30



Light lunch: 15h15
2 Persons per vehicle
free attendance

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



Prize giving: 17h00



The MAGNUM 2020 Vintage and Classic Motorcycle and Motorcar Rally 12 to 16 AUGUST

Distance : 750 km
Regularity rally
Vehicles built before 1998
Registration : 12 August
Rally: 13 to 15 August
Price giving dinner: 15 August
Return home: 16 August
after breakfast

Accommodation provided by:
Hotel Numbi & Garden Suites

Info:
[Leo Middelberg](mailto:leo@middelberg.co.za) leo@middelberg.co.za
[Frik Kraamwinkel](mailto:frikkr@gmail.com) frikkr@gmail.com





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