



a-hoo-ah!

SEPTEMBER 2020

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Cover page: 1956 Ford Thunderbird and in the background 1956 Ford Victoria.

Owners: Albert & Carin Etsebeth

POMC Clubhouse: corner of Keuning Street and Fred Davey avenue, Silverton/Meyerspark, Pretoria

POMK Klubhuis: hoek van Keuningstraat en Fred Davey laan, Silverton/Meyerspark, Pretoria

GPS Co-ordinates for POMC: S25 44.159 E28 18.652

Old Motor Club / Oumotorklub

PO Box 2014 / Posbus 2014

Silverton, 0127

www.pomc.co.za; www.pomccitp.co.za; www.facebook.com/POMCclub

Klubvergaderings om 19:30 vir 20:00

POMC members meetings and braai are held at the POMC Clubhouse on the 1st Wednesday evening of each month – *September's meeting is canceled due to the Covid-19 pandemic.*

POMK lede vergadering en braai word elke maand op die 1ste Woensdag aand van die maand gehou in die POMK se klubhuis -

September se vergadering is gekanseleer weens die Covid-19 pandemie.



Opinies in die NUUSBRIEF is nie noodwendig die siening van die komitee of die redakteur nie.

Alle lede word aangemoedig om 'n motor verwante artikel/nuuswaardigheid aan te stuur vir plasing moontlikheid na hannie@mailzone.co.za



POMK KOMITEE 2019/20 POMC COMMITTEE

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Dateringsbeampte Dating Official	Craig Jeannes	082 439 5902 craig.cars@hotmail.com
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POMC CLUBHOUSE:

WEDNESDAY MEETINGS, 2nd SUNDAYS & OTHER: **Cancelled events**

Woensdagaande	2 ^e Sondag	Ander
1 April	5 April Veteran & Vintage	Canceled due to Covid-19
6 Mei	- Canceled due to Covid-19	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	-	



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

Die volgende aanhaling van wat Blou Willem in vanoggend se Beeld te sê het oor die wisselende jaargetye, die klimaat, die tydsverloop en die algemene atmosfeer in hierdie Corona/Covid-19 tyd, stem my tot diepe nadenke:

"Kan jy glo, dit was herfs en dit was winter en more is dis gedorie waar lente en ons het op die lieue aarde niks om vir al dié dae te wys nie.

"Soos gemaskerde skimme wat op wit perde in die nag verby ons gejaag het.

"Stadig maar seker keer ons terug na normaal, wat seker nou die nuwe normaal is. En daai nuwe normaal, my maat, is as jy jouself betrap dat jy deur die strate dwaal in die hoop om net weer vir een keer in jou lewe 'n mooi vrou met 'n mooi glimlag sonder 'n masker te kan sien."

Ons moet dankbaar wees dat dinge klaarblyklik besig is om na normaal, of die nuwe normaal dan, terug te keer. Ek is seker dat die meeste van ons vanweë ons betrokkenheid by en ons doenigheid met ons ou motors in hierdie tyd van verpligte afsondering, hopelik heelwat te wyse het oor hoe ons die ekstra tyd tot ons beskikking daarmee benut het. Verder sal ek liever nie kommentaar lewer oor sy versugting om weer 'n mooi vrou te kan sien nie, behalwe om te sê dat ek so in my enigheid baie daarna uitsien om 'n klompie ou motors en 'n klomp vrolike klublede en hulle gesinne (met of sonder maskers) bymekaar te sien op 'n gewone POMK byeenkoms!

Although in the light of the recent changes to the lock down situation, matters are reputably slowly getting back to "normal," it does not seem that it will be possible to return to having the usual Club meetings in the near future. Although the Government has given permission in terms of its published regulations for the Level 3 Lock Down, for MSA-sanctioned motor sport events to resume operation, it seems that these regulations are not really applicable to our type of club events. In addition, SAVVA Council's advice to clubs is that the status quo continues and that the SAVVA club activities should remain unchanged. The Committee is monitoring this situation and if and when it changes the necessary arrangements will be made and members will be informed.

Due to the lock down Committee meetings were put on hold. However a Committee meeting is currently being scheduled to deal with urgent Club matters. These matters will include the Club's finances which are severely affected by the fact that the Cars in the Park meeting had to be cancelled, as well as arrangements regarding the Club's AGM. In the meantime all members are kindly reminded that our annual membership fees are payable on the 1st September and that your attention to this will be sincerely appreciated. (R450, account no 1603 055096, Nedbank Gezina, branch no 160345)

Ons het met leedwese verneem van jarelange en senior POMK lid, Arcus van Rooyen se onlangse afsterwe en wens sy geliefdes sterkte en troos toe vir die pad vorentoe.

Tot wederom

Berto Lombard



2020



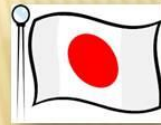
Bonnets-up
9 February
@POMC Clubhouse



Club meeting and braai
every first Wednesday of the month



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



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



Summer Rally
21 March



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



CARSON THE ROOF
30 May
@ KOLONNADE RETAIL PARK
Montana Park



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



MAMPOER RALLY
6 June
Start: Willem Prinsloo Museum
Finish: Willem Prinsloo Museum



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



EUROPEAN Classic
Car and Bike Day
12 July
@ POMC Clubhouse



PRETORIA OLD MOTOR CLUB
CARS in the PARK
40 year celebration
2 August
@ Zwartkops Race Track



MAGNUM RALLY
12TH to 16TH August
Hotel Numbi & Garden Suites
Hazyview
Mpumalanga



Pretoria Old Motor Club
home for enthusiasts
interested in the preservation
of older vehicles
since 1966

POMC Clubhouse
c/o Keuning street & Fred Davey avenue
Silverton

Info: www.pomc.co.za
www.facebook.com/POMCclub
082 770 8800 / 082 444 2954



Thank you Alex – something exiting is happening at the clubhouse.....



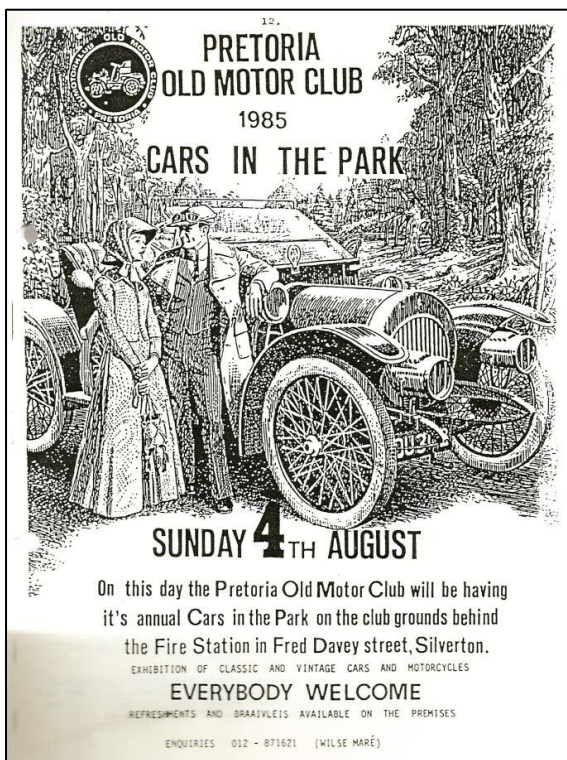
CARS IN THE PARK - 1980 – 2020

2020 CARS IN THE PARK SOU DIE 40STE AANBIEDING VAN DIE SKOU GEWEES HET, MAAR NOU WAG ONS. DIT GEE ONS GELEENTHEID OM WEER 'N SLAG TERUG TE KYK WAAR ONS VANDAAN KOM EN TE BEPLAN VIR DIE TOEKOMS.

DIE EERSTE CARS IN THE PARK IS GEDURENDE JUNIE 1980 GEHOU, NADAT CHRIS VAN RENSBURG, DIE VOORSITTER VAN POMK, DIE VORIGE JAAR DIE PIETERMARITZBURG SE "CARS IN THE PARK" BYGEWOON HET. HY HET DIE IDEE VAN 'N JAARLIKSE PIEKNIK MET OUER VOERTUIE AAN POMK OORGEDRA EN DIE RES IS GESKIEDENIS. DIE GELEENTHEID IS GEDURENDE JUNIE OP DIE POMK TERREIN GEHOU EN NEGE VOERTUIE IS UITGESTAL.

By die 1981 CIP is 60 voertuie uitgestal hoofsaaklik deur POMK klublede.

Vir die 1982 CIP is 'n aantal eenmaak klubs genooi onder andere Jaguar klub, MG klub en Johannesburg Street Rod Club.



Vir die 1983 CIP is tien eenmaak klubs genooi en daar is ook 'n "Swop Meat" gehou.

Die 1984 CIP was die begin van 'n meer georganiseerde en formele geleentheid wat deur 'n komitee bestaande uit Alex Duffey, Wilse Maré en Peet Boshoff georganiseer was. Vyf-en-twintig klubs was genooi vir die geleentheid. Alex Duffey is ook versoek om 'n plakaat te ontwerp vir die geleentheid wat gebruik is tot 1988. Meer as 300 voertuie is uitgestal op 12 Augustus 1984.

Die 1985 CIP was die eerste CIP waar potensiaal om fondse in te samel vir die POMK benut is en besluit is dat die geleentheid op 'n vaste datum naamlik die eerste Sondag van Augustus gehou sal word. Spyseniering is deur 'n span dames onder leiding van Hettie Terburgh gehanteer. Soveel as moontlik klubs in die Pretoria

Johannesburg area is genooi om die geleentheid by te woon. Alex Duffey het ook 'n praatjie gedoen op die radio om die geleentheid te bemark.



Die 1986 CITP is deur die burgermeester van Pretoria professor C Swart geopen en die spyseniering is deur die Lions International gedoen. Die Automobile Association het rigting wysers aangebring om verkeervloei te vergemaklik. 485 voertuie is uitgestal.

Vir die 1987 CIP is reeds in Maart 1987 begin met die reëlings. Kees Harmsma het die terrein uitgemerk. Alex Duffey het nuwe plakate ontwerp wat in Pretoria aangebring is om die geleentheid bekend te stel. Leo Middelberg het met TOTAL gereël om 'n luidspreker stelsel beskikbaar te stel. 550 voertuie is uitgestal.

In 1988 is Alex Duffey as die eerste amptelike organiseerder vir CIP aangestel en hy het dit tot 1991 hanteer. Alex het 'n ernstige poging aangewend om borge te kry en ooreenkoms met Pioniers Museum bereik vir die gebruik van hul terrein. Spyseniering sou op 'n 50/50 basis geskied en die Nasionale Kultuur Historiese Museum sou help met die advertensies vir die skou. Alex Duffey het ook begin die "Special Invites" om besondere voertuie na die geleentheid te bring. 900 voertuie is uitgestal by die geleentheid.



Beplanning vir die 1989 CIP het reeds vroeg in 1989 begin in medewerking met die Nasionale Kultuur Historiese Museum en 'n te doen lys is opgestel wat goedgekeur is deur POMK bestuur. Alex het nuwe plakaat ontwerp en Kees het brosjure opgestel wat program van die dag en hoe om aan te sluit by POMK gedek het. 'n Lugvertoning is deur Arthur Thomas gereël. Die skou is goed ondersteun en besoekers het van regoor die land dit bygewoon.

Die 1990 CIP het nou gegroei tot die grootste oumotor skou in Suid Afrika wat dit genoodsaak het dat 'n span saamgestel word wat dwars deur die jaar gewerk het om alles in plek te kry. Behalwe vir die voertuie wat uitgestal was, was daar 'n warmlug balloon van Total, helicopter van John Rolfe, period mode vertoning en akrobatiese lug vertoning deur Eon de Vos.

Vir die 1991 CIP is die "Special invites" voor die klubhuis uitgestal en daar was 'n aantal baie skaars voertuie vertoon. Die ingang na die skou was via die westelike ingang van die Pioniers Museum en die uitgang by die POMK hoofhek.

Die 1992 CIP is deur David Viljoen gekoördineer en bestuur met 'n span van 80 vrywilligers.

Addisionele vermaak is verskaf deur modeparade, valskerm springers, "jet cars" en lugvertoning deur Eon de Vos in sy Pit Special.



David Viljoen het ook die 1993 CIP gekoördineer. Nuut by die skou was motorfietse, trekkers en mikro motors. Die uitstal ruimte is ook vergroot deur van die Trimpark gebruik te maak en "Special Invites" se naam is verander na "Display by Invitation". Meer as 1200 voertuie was uitgestal.

Die 1994 CIP is weer deur David Viljoen gekoördineer en Lions International het verversings verkoop om fondse in te samel vir welsyn. Hekgelde is gedeel met die Pioniers Museum wat dit aangewend het om hul opvoedkundige fasiliteite te verbeter. Die "Special invites" het 'n aantal besondere motorfietse en voertuie vertoon asook 1920 Stanley Steamer en Tarlton se vuurpyl aangedrywer versnelmotor. 1394 Voertuie was op uitstalling.



CIP 1995 is byna deur swaar reën die vorige dag ontwrig, die dag van die skou was die weer egter perfek. Die nuwe logo wat tans nog gebruik word, naamlik die swart Bugatti Royale op geel agtergrond is op al die plakkate, programme en pamflette gebruik. Die Heidelberg Vervoer Museum het ook die geleentheid ondersteun. Tak Basson moes op kort kennisgewing oorneem as hoof organiseerder as gevolg van David Viljoen se ernstige siekte. 1560 voertuie was uitgestal.

Die 1996 CIP is deur Dr Abe Zeilinga gekoördineer. Hoewel dit gereën op die dag is die skou goed ondersteun deur 1085 uitstallers en 6000 toeskouers. Die Heidelberg Vervoer Museum het weereens die skou ondersteun. 1085 voertuie was uitgestal.

1997 was die "Centenary of the motorcar in South Africa" CIP is deur Dr Abe Zeilinga gekoördineer met die tema "100 years of Motoring". Alex Duffey het "Display by Invitation" georganiseer asook uitstal van Fords en Chevrolet motors wat die jare 1897 tot 1997 gedek het. 2000 motors en 200 motorfietse was uitgestal.

Ben Visser het die 1998 CIP gekoördineer en uitstalling van Riley en Peugeot motors om hul 100 jarige bestaan te gedenk is gehou. Die moontlikheid om CIP na 'n ander terrein te verskuif agv bekommernis oor toegang, is ondersoek. Daar is daarteen besluit en 'n Komitee is aangewys om die saak verder te ondersoek. Lions International het weereens die spyseniering gehanteer om fondse vir hul projekte in te samel.



Andre Richardt het aangebied om die “Millennium Cars in the Park” te koördineer wat dan gehou is op 1 Augustus 1999. POMK teken ook ‘n formele ooreenkoms met Pioniers Museum om sekerheid te kry oor die gebruik van die museum se gronde vir CIP. Die tema van die 1999 CIP was “Cars of the Century”.

Vanaf 2000 tot 2004 is die byeenkoms deur Andre Richardt gekoördineer wat ook borge gekry het vir die voorbereiding en beplanning van die byeenkomste. Die personeel van die Pioniers museum het in 2000 aangedui dat hulle nie meer beskikbaar is om te help met die organisering en bedryf van die byeenkoms. POMK lede het toe die taak oorgeneem. Gedurende die tyd het CIP gegroei sodat meer as 80 klubs deelgeneem en byna 2000 voertuie uitgestal by die 2004 CIP.

CIP 2005 was die vyf-en-twintigste CARS in the PARK en Frans du Tiot was genomineer as die koördineerder. Beplanning vir die skou het reeds gedurende September 2004 ‘n aanvang geneem. Die byeenkoms het nou sodanig gegroei dat die POMK- en Museumgronde dit moeilik kon akkomodeer. Wat sake verder bemoeilik het was die gesindheid/houding van die nuwe Direkteur van Nasionale Kultuur Historiese Museums. ‘n Aantal alternatiewe tereine is ondersoek en daar is besluit op Zwartkops renbaan as die toekomstige tuiste van CIP.

Die 2006 CIP was dan die eerste CIP wat by Zwartkops renbaan gehou is en deur Frans du Tiot en Wahl Fitzgerald gereël is. Die skuif van die byeenkoms was nie sonder pyne aangesien alles van nuuts af beplan moes word. Sake is verder bemoeilik deurdat die verkeersmanne op die dag nie opgedaag het nie om die verkeer te reël. Gevolglik was daar enorme verkeers probleme wat ‘n bedreiging was vir toekomstige skoue.

2007 CIP is weer deur Frans en Wahl gehanteer en die byeenkoms is goed ondersteun deur uitstallers en publiek hoewel die weer nie bevorderlik was vir ‘n skou. Verkeersvloei is verbeter deur voorsiening te maak vir vier ingange en die verkeersmanne het nie teleur gestel en opgedaag en hul taak verrig.

Frans du Tiot en sy span het ‘n suksesvolle 2008 CIP georganiseer en bestuur. Ongeveer 100 klubs het nagenoeg 3000 voertuie uitgestal.



ZWARTKOPS
RACEWAY
www.zwartkops.co.za



Die skuif na Zwartkops renbaan het ook tot gevolg gehad dat die piekniek atmosfeer tot 'n mate verlore geraak het agv van die veranderde terrein en gewildheid van die byeenkoms. Heelwat nuwer voertuie uit die 60' en 70's word nou uitgestal. Nuwe wetgewing wat die reël van byeenkomste reguleer het ook meegebring dat sekere funksies (sekuriteit, verkeer en noodhulp) nie meer deur vrywilligers hanteer kon word nie. Byeenkomste moet nou 'n jaar vooruit met die SAPD uitgeklaar word vir 'n risiko gradering waarna voorlegging aan die plaaslike owerhede gedoen moet word vir hul goedkeuring. Die skou het nou 'n besigheid geword.

In die lig van bogenoemde is daar besluit om 'n projekbestuurder aan te stel om CIP te organiseer. Van 2009 tot 2012 het Theo Stander die skou bestuur. Nuut by die skou was 'n vertoonwedren op die "go-kart" baan en kommersieële uitstallers en aandag is gegee aan die gehalte van die vlooiemark. Dienste soos sekuriteit, noodhulp, verkeer en parkering word nou gekontrakteer met verskillende diensverskaffers.

Vanaf 2013 word CIP deur Frik Kraamwinkel en sy span georganiseer en bestuur. Die span bestaande uit Klublede, familie, vriende, kontrakteurs en Zwartkops renbaan personeel. CIP word nou dwarsdeur die jaar bemark by die "Second Sunday" byeenkomste en via Facebook. PretoriaFM is POMK se media vennoot tov radio advertensies en promosie praatjies. Lions International kry gratis staanplekke vir vyf van hulle takke, om fondse in te samel vir hul liefdadigheidsprojekte, deur verkope van kos en bier. Die "Market on Track" bestaan uit 130 uitstallers waarvan 30% kommersieële uitstallers is. "Market on the Track" word op die dag deur 'n taakspan hanteer om te verseker dat dinge ordelik en verloop en roof uitstallers nie in sluip nie. Daar word nou gepoog om meer kommersieële uitstallers te betrek. Verkeers vloei is verbeter deur voorsiening te maak vir 'n tweede uitgang aan die westekant van die baan via Erasmia. 'n Parkeerterrein suid van Zwartkops renbaan is ook geskep om voorsiening te maak vir toeskouers wat net vining in en uit wil wees. Emil Kuschke doen die "Special Invites". Elke jaar het 'n nuwe tema. Aandag word veral gegee om ouer voertuie en spesiale voertuie by die skou te kry. 'n Realiteit is egter dat die toeskouers voertuie wil sien uit hul kinderjare of van hul drome. Tans ondersteun ongeveer 120 klubs of groepe die byeenkoms en meer as 2600 voertuie word uitgestal. Ongeveer 25% van voertuie wat uitgestal word is nie deel van 'n klub of groep nie. CIP word wyd ondersteun en uitstallers kom van dwarsoor die land. Tans is daar 'n oormaat van motorskoue en POMK sal net beter moet wees om te oorleef.

CIP 2020 sou die 40ste skou gewees het maar dit sal moet wag vir 2021. Emil het voorgestel dat ons nie die dag net kan laat verby gaan nie. Mario Coetzee het 'n "Fun Run" georganiseer vanaf die POMK klubhuis na Zwartkops renbaan vir kuier en ligte middagete. Byna 100 voertuie en 150 mense het die geleentheid meegemaak en dit was 'n groot sukses. - die grootste "Fun Run" tot datum. Video is beskikbaar van die geleentheid. As gevolg van Covid-19 blootstelling moes ek dit ongelukkig mis.





‘n Paar foto’s van die motors op die “fun run” na Zwartkops op 2 Augustus 2020

Frik



BRAD BINDER: SA'S FIRST MOTORGP WINNER



What a great moment for Brad Binder winning the MotorGP race on 9 August 2020 – Congratulations!!

Brad Binder was born 11 August 1995, in Potchefstroom, South Africa, and began his motorsport career in karts and was national champion aged just eight. Looking for a new challenge, he moved on to two wheels at 10 years old and hasn't looked back since.

After rapid progress on motorcycles in his native South Africa, Brad was accepted into the Red Bull MotoGP Rookies Cup for 2009, and his talent shone enough over the next few seasons.

In 2010, Binder took three Rookies podiums and finished fifth overall – but his star moment came in Estoril in 2011 when he won the Red Bull Rookies race from pole to flag by a margin of 15 seconds. That year he also rode his first 125cc GP, replacing the injured Luis Salom in the RW Racing GP team. Brad's displays and professional approach impressed the team, and he earned a full time Moto3 ride with them for 2012.



In 2012 Brad competed in the Moto3™ championship for the RW Racing GP Team full-time, where he finished the year 21st. He ran with Ambrogio Racing in 2013 and improved his ranking to 13th overall; staying with the team in 2014 and riding a Mahindra machine again – reaching the podium on two occasions.

His consistent improvement earned him a move to the respected Red Bull KTM Ajo team for 2015 and his improvement continued, ending the year in sixth and scoring four podiums, including a second place in Malaysia.

For 2016 he and the Ajo team remained together as they attempted to return the Moto3™ title in KTM. The South African took his first Moto3™ victory in Jerez in 2016 under exceptional circumstances – demoted to the back of the grid for a technical infringement, the Red Bull KTM Ajo rider stormed back through the field from last to reach the front group – and then disappeared into the distance to take his first win – becoming the first South African to win a motorcycle Grand Prix since Jon Ekerold won the 1981 Italian motorcycle Grand Prix.

The victory kickstarted the beginning of Binder's dominance of the year that saw the South African take another four wins by the time the paddock rolled into MotorLand Aragon.

106 points clear by the third Spanish round of the year, Binder had his first chance to take the title at the Aragonese venue and become the first man to achieve the feat.

With the odds in his favour, the title favourite stayed calmed under pressure and raced how he knew how – to win – laying it on the line in the final corner and finally crossing the line in P2, behind title rival Jorge Navarro (Estrella Galicia 0,0). The points haul was more than enough, and the South African crowned himself 2016 Moto3™ World Champion.

Brad is just the third motorcycle grand prix world champion from South Africa. He is the first since Jon Ekerold won the 350cc title in 1980, which followed Kork Ballington winning the 350cc and 250cc titles in both '78 and '79.

His gap over his nearest title rival of 142 points is a new record for margin of victory in the lightweight class.



Brad remained with the Ajo Motorsports team in 2017, stepping up to the Moto2 World Championship with the Factory KTM outfit. He has continued to race for the squad through 2018 and 2019.

In 2020 Brad races in the top category with the Red Bull KTM squad.

Red Bull KTM marked a major racing milestone at a hot Monster Energy Grand Prix České republiky for the third round of the 2020 season. Brad Binder, in just his third outing in the premier class, took the KTM RC16 to a clear victory: the first for the company in MotoGP, the first for the South African (and for his country) and the second trophy from only three-and-a-half years KTM have been on the grid.



Courtesy from Brad Binder's website



E10 petrol – what you need to know

In a quest to become more 'green' and reduce carbon dioxide, plans are afoot to replace unleaded petrol with a 'cleaner' brew containing a higher concentration of the biofuel, ethanol. At present, unleaded contains up to 5% of ethanol (E5) but, as its name would suggest, E10 contains roughly twice that amount..



E10 is already widely available in continental Europe, and recent consultations suggest that it could become the standard grade of petrol here too in 2021. The government says its introduction could see emissions reductions equivalent to taking 350,000 cars off the road each year.

So why the hoo-ha? Well, the thing is ethanol isn't all that good for classic cars. And actually, it's not brilliant for use in some newer cars, either – which explains the wave of anxiety that's sweeping through motoring organisations and concerned owners alike as they weigh up the options and await the inevitable disappearance of E5 unleaded from our filling stations.



Photo credit: unsplash



What's the damage?

While E5 unleaded can be used in any petrol-engined car without issue, with E10 it's a little more complicated. Ethanol absorbs water and this can lead to condensation which can create havoc in the fuel system, corroding fuel tanks, fuel lines, fuel pumps and carburettors. It's also a solvent, so can eat its way through gaskets, rubber seals, plastics and perish hoses – as well as causing blockages as particles in the fuel system on older cars become dislodged. It also contains sulphates and copper that can further promote the formation of deposits which can clog fuel injection systems.

Moreover, research based on the North American market where E10 is highly prevalent has found that increased levels of oxygen in E10 causes fuel to age more quickly, which can lead to damaging deposits forming post combustion which can in turn result in higher exhaust emissions, catalytic converter damage, sticking inlet valves, and restrictions in the exhaust gas recirculation (EGR) and intake systems. Oh, and a fuel that goes stale quicker isn't ideal for cars in storage or that rarely get driven.



Oil no!

A higher-ethanol content fuel can also, it's been reported, have an effect on a car's oil, causing it to deteriorate more rapidly and reducing its viscosity. While modern lubricants are formulated to cope with this, more traditional blends will be more vulnerable. And obviously using a thinner viscosity oil than recommended isn't an option on a classic. Neither would using a more modern grade.

Before we get too carried away, it's worth stating that there's no evidence to suggest that E10 harms engines directly. But given the fact that E10 doesn't allow the engine's various fuelling, combustion and lubrication systems to work as efficiently doesn't bode well. And because this could result in premature engine and component wear, higher fuel consumption and increased emissions, is it worth taking the risk

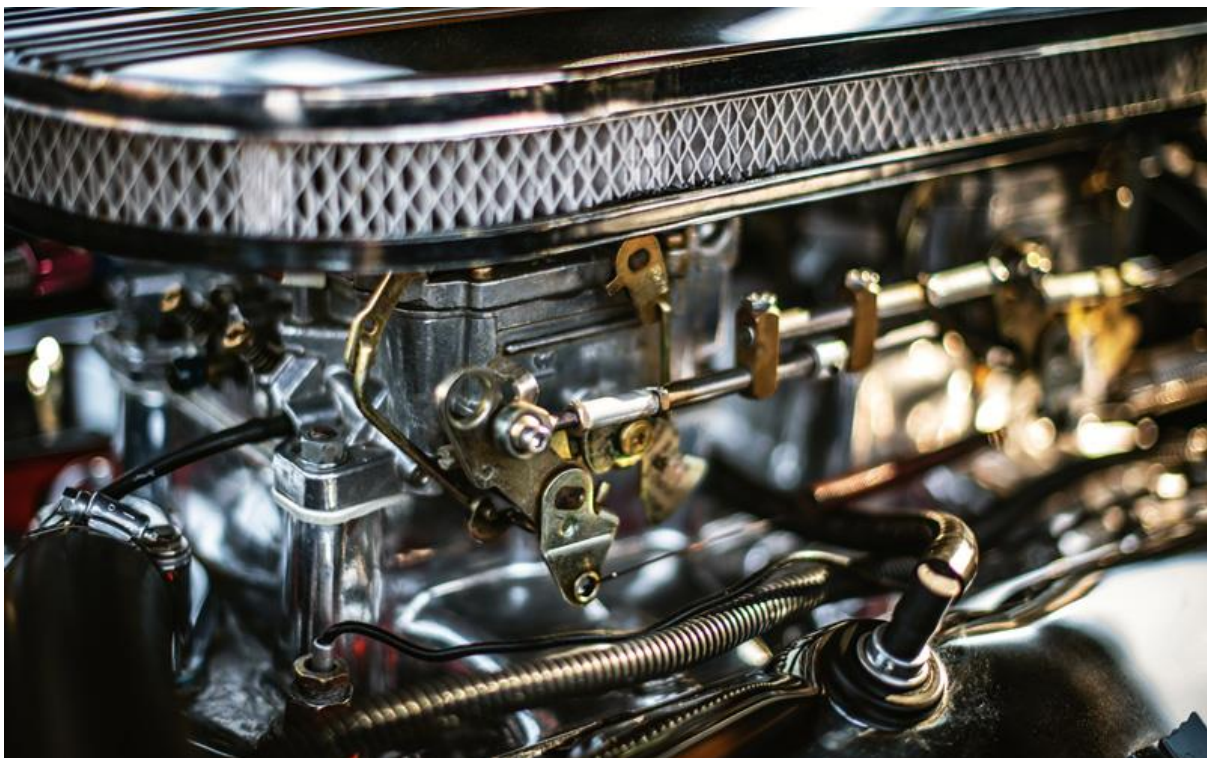


Photo credit: unsplash

Will your car comply?

Broadly speaking it seems that according to manufacturer specifications most cars made after 2000 will be okay to use E10. Cars made significantly prior to this almost certainly won't be. For Jaguar owners, E10 is cleared for use in all petrol-engined models from MY1992, although for Mazda only cars from 2002



should use E10. For more information here's a full list of [E10 compatible vehicles](#).

How long have we got?

There has been an element of public consultation and the [Federation of British Historic Vehicle Clubs](#) have been vociferous in making the fears of classic car movement known. And the government has listened to an extent. So, while it's likely that E10 will be rolled out next year, the Department of Transport (DoT) has pledged to retain the current E5 95-octane unleaded as a 'protection grade'. But for how long is unclear; although at least five years has been mooted.

But here's the rub. The government has recently confirmed that once E10 has been introduced, E5 will only be available in the more expensive, super unleaded (97+ RON) grade. This means that those running an older car or more modern 'future classic' as a daily driver will soon notice it in the pocket.

Pull out a chair

Some owners will have already made modifications to make their classics more ethanol compatible, such as fitting uprated fuel hoses and replacing their steel fuel tanks with aluminium ones where available. And indeed this all helps, but it's not always possible to go the whole hog and protect every component, and it can be a costly exercise.

A short-term solution (while it's still available, at least) is to pay the extra 10-15p per litre for the super-unleaded E5 when E10 arrives. Failing that, it will be a case of using E10 if no alternative exists and carrying out a number of precautions, including regular engine flushes, more frequent oil changes, cutting down on harmful shorter trips (where the engine works less efficiently) and keeping a close eye on your filters, seals and other fuel system components. Another option – and something that will allow you to use E10 – is to use a fuel additive and we strongly recommend using Dynolite Oils & Lubricants. The Dynolite range includes fuel treatments, oils and lubricants specifically created for classic vehicles.



Photo credit: Moss Europe Ltd



Dynolite Valve Guard Lead Substitute & Octane Booster three in one formula combines an efficient octane booster with ethanol corrosion protection and a lead substitute. The octane booster is designed to enhance the combustion of the fuel and combat pre-ignition (often called pinking or knocking) particularly in engines where high octane (5 star) fuel was originally specified. The ethanol corrosion protection combats the harmful effects of ethanol fuels (E10). The lead substitute provides valve seats with protection against wear & recession. One bottle treats up to 40L.

Photo credit: Moss Europe Ltd



Dynolite Valve Guard Lead Substitute is a lead replacement fuel additive specially formulated to protect against valve seat recession under all driving conditions whilst keeping the fuel system clean and protected against corrosion. One bottle treats up to 250L.

We stock a full range of Dynolite Oils & Lubricants, high performance lubricants & additives specifically created for classic, vintage & veteran vehicles.

We all want a cleaner future, and as long as there's a way we can still use our cherished older cars – the continued preservation of which makes environmental sense in any case – everyone will be happy.



FIVE WAYS TO EXTEND THE LIFE OF YOUR LEAD ACID BATTERY.

Although high-quality batteries are more expensive up front, they are also more reliable and their longer life-expectancy allows you to recoup your investment in the long run.

How long they last is directly related to how they are used ...or abused. Simply knowing what you should and shouldn't do to a battery will save you thousands – if your battery bank is large. Let's take a closer look at batteries, and at five simple ways to extend their life...

In this article we're going to look at the main causes of premature battery failure – these are:

1. Running a battery 'flat ...then failing to re-charge
2. Persistent Undercharging
3. Overcharging
4. Charging too quickly
5. Ignoring temperature considerations

This article is specifically about lead batteries. There are also many other kinds of battery chemistries such as lithium, but this information is specifically about lead.

In order to understand what is going on inside a battery, we need to know how it is constructed, and what happens when we discharge and re-charge it.

A lead acid battery cell is approximately 2V. Therefore there are six cells in a 12V battery – each one comprises two lead plates which are immersed in dilute Sulphuric Acid (the electrolyte) – which can be either liquid or a gel. The lead oxide and is not solid, but spongy and has to be supported by a grid. The porosity of the lead in this condition makes it fully accessible to the the electrolyte, enabling a chemical reaction to occur relatively easily



throughout the thickness of the plate as the battery performs its task of storing and releasing energy.

That chemical reaction is fairly complicated – but we need only notice a couple of things about it: As power is drawn from a battery sulphuric acid is lost from the electrolyte and combines with the lead plates to form lead sulphate. Conversely – recharging the battery forces the sulphate to leave the lead plates and return, once more, to the electrolyte forming dilute Sulphuric Acid. The second thing we need to notice is that if the charging voltage is too high, or is maintained for too long another chemical reaction begins in earnest: the water in the electrolyte decomposes into oxygen and hydrogen.

The decomposition of the water in the electrolyte into oxygen and hydrogen gas (electrolysis) is normal during the final stages of battery-charging – but is usually quite limited. Wet-cell batteries require topping-up periodically with (de-ionised) water to replace the liquid which has been lost over time. Low maintenance batteries don't need topping-up – in fact they cannot be topped-up because they are sealed. Sealing the battery prevents the Hydrogen and Oxygen gases from escaping; instead they recombine under pressure, the gases are trapped and are re-absorbed during the discharge cycle. Such batteries are, however, provided with a pressure-release valve in case of over-gassing – caused by charging at too high a voltage. We'll be taking a look at charge-voltages later.

Driven by the movement of electrons, the cyclical passing back and forth of sulphate, between the lead plates and the electrolyte, sounds fairly simple – so what could possibly go wrong? Three things in the main:

The spongy lead plates can become coated in a hard layer of lead sulfate crystals which prevents access to the plates. This condition is called sulphation – eventually it denies all access to the battery's storage capacity. The cohesive structure of the lead breaks down allowing some lead to fall away – this deterioration of the plates is known as 'shedding'. Electrolyte – either as a liquid or a gel – decomposes and is lost as gas. The electrolyte is the agent for chemical reaction – when it is much reduced, or absent, the battery cannot function.

These are the principle maladies which cause either an unacceptable loss of capacity in a battery, or a failure to store or release energy at all. There are others.

To make matters worse, the functional limitations brought about by any one of these damaging events, will frequently trigger a second or third mode of failure.

There are several ways to destroy even a brand-new battery in a week or less – and it is those that we will be taking a look at first ...but before we do let's establish a few general rules for using our battery without causing it any life-shortening damage.



When choosing a battery size (capacity) for our job, remember that it will last longest if it is never depleted by more than half its capacity ...in other words, it is never discharged below 50% state of charge (SOC).

Partially discharged batteries should be re-charged as soon as possible. Damage is caused by leaving them in a partial state-of-charge ...the lower the charge; and the longer a battery is left in a discharged condition – the greater the damage.

It is safe to cycle a battery between 50% SOC and 80% SOC – it is quite efficient to do so, too. But this kind of cycling cannot be continued for extended periods. Recharging a drained battery to about 80% state of charge can be achieved quickly – but returning a battery to 100% SOC takes much longer because the rate at which it can accept charge is very much reduced as it approaches full-charge. It is important to allow the necessary charge time to return a battery to 100% SOC at least once every 30 cycles – that's monthly for a battery which is in use every day. There are several reasons for this which we will cover a bit later.

The cut-open battery image belongs to Sun.solanki and has been used without alteration.

Discharging too deeply and leaving the battery 'flat'

The worst treatment a battery can experience (apart from receiving a dangerously high charge voltage) is to be drained of all charge, and then stored without re-charge.

What happens that when a battery is deeply discharged – particularly below 20% SOC – the plate is mechanically damaged by the extensive formation of sulphur crystals which undermines the material's cohesion. Some of the material loosens, and begins to fall away. This degrading process will happen anyway, as the battery ages, but deeply discharging a battery greatly accelerates that ageing process.

So much for discharging too deeply: If the battery is then left in a discharged condition the tiny crystals of sulphate which have formed begin to grow. The sulphate on the surface of the plates begins to harden – eventually forming themselves into an impenetrably hard white coating around the lead plate, which plugs the porosity of the material – and greatly impedes the diffusion of ions which drive the chemical process. By this stage the battery's capacity, and its ability to accept or release energy will be so slow that it will be unable to do the work for which it has been chosen.

This kind of battery damage occurs when, for example, a vehicle's headlights have been left on, and the vehicle remains unused for a period of days or weeks ...or a battery has been left on a shelf in a workshop for a period of months, and it has self-discharged until it is flat. Almost undoubtedly, in both cases the battery will have to be recycled.



If any of the damage is reversible, it can be reversed by recharging the battery in the normal way (it may be slow if it will recharge), and then applying an equalisation charge until the battery voltage reaches 16V or 17V (for a 12V battery) for a period of, say, three hours. This will force the sulphated areas of the plate to release the sulphate back into the electrolyte. Success is not guaranteed, and in nearly all cases there will be some permanent capacity loss.

Be very careful to monitor the battery closely at these high charge voltages, as this will also be causing the electrolyte to separate into gas.

CHARGING A BATTERY TOO QUICKLY

A battery should be charged with a current no greater than 20% of its capacity. For example, if the battery has a 100 amp/hour rating, its maximum charge current should be no greater than 20amps. A discharged battery is able to accept much higher rates of charge – for a short time – but this kind of charging should be avoided. High-output alternators, for example, seem to promise very efficient and fast battery recharging – but high charge currents damage the cohesion of the lead plates – leading to shedding of the plate material, and accelerating ageing.

At first this shedding ‘only’ reduces the battery’s capacity – later, as lost material accumulates at the bottom of the battery, it will eventually touch both the positive and the negative plate creating a short and the cell will not function. The battery will lose the voltage from that cell (failure of the other cells will not be far behind).

An exacerbating factor, with charging a battery too quickly, is that fast charging increases the battery’s temperature. The controlled charge cycle for a particular battery – the voltages at which it is charged during each of its three charge-phases – have been calculated with the assumption that the battery temperature is 20°C (usually) at higher temperatures the charge voltages should be reduced. Failure to reduce the charge voltages result in more damage to the cohesion of the lead plate and gassing of the electrolyte (electrolysis) – which will rapidly reduce the quantity of the electrolyte in a wet cell battery. In sealed batteries the problem is, if anything, worse: The pressure valves will release gas in order to avoid rupturing the battery case and the lost electrolyte cannot be replaced.

It’s worth noting that not all batteries are the same and that some – for example Spiral cell batteries – can withstand the effect of fast charging better than others.

REPEATED FAILURE TO FULLY RE-CHARGE A BATTERY

Most of us monitor the state-of-charge of a battery by the rough and ready method of ‘observing battery voltage’. In the fast-charge installation imagined above, for example, voltages climb so quickly that it gives us the illusion that our battery is fully charged, and



that we can therefore terminate the charge cycle believing that the job to be nearly done. Although batteries charged and discharged in this way are actually more 'efficient' (in that most of the energy offered to the battery is absorbed by the battery) – short sharp charge cycles result in persistent undercharging. Repeated undercharging causes three problems:

An undercharged battery plate has not returned all of its sulphates to the electrolyte. As noticed earlier, sulphate crystals left for a period of time begin to form themselves into a hard coating – sulphation. We have already mentioned that this coating reduces a battery's capacity – but it also result in a higher resistance to charging, requiring much longer charge times ...which in turn increases the likelihood of undercharging – thereby resulting in further sulphation. That's a circle of deterioration we need to break.

Stratification of the electrolyte is the condition we haven't yet mentioned – it occurs where the electrolyte remains static and 'unmixed' for an extended period. Acid – being denser than water – falls to the bottom of the electrolyte, and will stay there unless the electrolyte is agitated in some way. This agitation could be when the vehicle, or boat, in which the battery is installed begins to move or roll. In a static installation the electrolyte is only mixed when, during recharging, the gassing voltage is reached, and the gas bubbles rising through the electrolyte, mix it thoroughly. Stratified electrolyte is weaker at the top and stronger at the bottom with the result that more of the chemical reaction takes place lower down on the lead plates. In that circumstance the bottom of the plates do all the work whilst the top of the plates take a holiday so that the plate will age more quickly than if the work was shared more evenly.

Finally – we mentioned there are six cells in a 12V battery. These cells are never exactly identical – some will have a lower capacity, some will be slower to charge. It is important to make sure that all cells periodically achieve a full-recharge so that they are in harmony with each other – if they don't, the cells which were slightly inferior in performance gradually become worse: their capacity declines, the rate at which they can be recharged becomes slower, and they begin to lag further and further behind in performance, compared to the other cells. This process of bringing the cells into harmony is called Equalization.

OVERCHARGING:

Overcharging frequently occurs when a battery is 'stored' whilst still connected to a battery charger. Unable to accept any more power the water in the electrolyte decomposes into Hydrogen and Oxygen. The level of the electrolyte will fall below the level of the plates causing irreparable damage to that part of the plate – and eventually the battery will dry out completely.

Rather than leaving a battery on a continuous float charge during storage, it is better to leave it open-circuited, and recharge it every week or two in order to replace energy lost through self-discharge.



TEMPERATURE

Every battery type – deep cycle/starter/wet-cell/gel/spiral cell/AGM/Valve regulated – has a slightly different charging requirement, or ‘charge algorithm’. These charge algorithms dictate the voltage which must be reached before entering a new charge phase. Variation from those preset limits – by even a few percent – has a dramatic effect on whether the battery will finish its charge cycle over- or under-charged. And as we discussed above, both under- and over-charging accelerated the ageing process – or shorten the battery’s life.

In order to establish a charge algorithm for a battery it must be assumed that the battery will be at standard ambient temperature – and the standard is usually 20°C. But of course that temperature is frequently inappropriate – batteries used in the tropics, or in Polar regions will be stored at very different temperatures from the assumed standard; batteries installed in hot engine rooms often experience 50°C; and the temperature of batteries which are being fast-charged will also climb dramatically from the ambient temperature.

It is important that the battery charging device has a battery-temperature sensing ability, and applies a temperature-compensation to its charge voltage. For example a battery whose temperature is 30°C at the start of a charging cycle may well rise by a further 10°C during charging. The charge voltage for this battery should be reduced by 0.5V to avoid damaging the battery, especially batteries which are particularly vulnerable to high charge-voltages – such as a gel, or Absorbed Glass Mat.

One other thing – at higher temperatures batteries experience an accelerated chemical decomposition – every 10°C rise in temperature above the assumed operating temperature will halve the expected life of the battery.

IN SUMMARY:

When selecting a battery, make sure it is the correct type for the work it has to do ...engine starting, or deep cycle; standby-power, or power surge. Make sure the battery bank has the capacity to serve its purpose easily. In practice, for long life, this means specifying a capacity around four times the requirement. Ensure that the battery duty cycles includes a period when the batteries can be brought slowly up to 100% state of charge and allowed time beyond that so the the cells can equalize. This should be at least once every 30 cycles. Installing an automatic load shut-down device in order to prevent draining a battery below, say 20% SOC, may be the best investment you can make. Sulphation: Lead and lead-dioxide react with sulphuric acid to form lead sulphate – small crystals which easily reforms back to lead, lead-dioxide and sulphuric acid. After time, some lead sulphate does not revert, but forms a stable crystalline coating which no longer dissolves on recharging. Sulphation can be reduced if a battery is fully re-charged after a discharge cycle. Sulphated batteries have less lead, less sulphuric acid, block the absorption of electrons, leading to lower battery capacity,



and can only deliver only a fraction of their normal discharge current. The best method of prevention is to ensure the battery is periodically fully-recharged.

The overblown battery image belongs to Dennis van Zuijlekom and has been reproduced without change. *Justin Tyers*

CMC SPARES

At a Special General Meeting held on Sunday 1st March 2020, a motion was passed that CMC Club spares in future will only be sold to CMC paid up members and members of affiliated clubs upon presentation of a current membership card.

Affiliated Clubs

Vintage Motorcycle Club

Classic Motorcycle Club Natal

Cape Vintage Motorcycle Club

Vintage and Veteran Club

Piston Ring

Pretoria Old Motor Club

Witbank Classic Motor Club

Pierre Cronje

CMC Club Secretary

PEEPING THROUGH THE WINDOW.

Club Member: - Robert Dadford..... Continue from August 2020 newsletter

Last month's article of Robert were published without his stunning photo's.

Enjoy his passion...



My vintage collection consists of a 1946 Chevrolet Pickup, which my parents bought in 1956 for the sum of £434.00. I acquired it in 1992.

I also look after my son in laws 1959 Morris Minor named “Lizzy” and she keeps me occupied with her repairs.

PEEPING THROUGH THE WINDOW:

Club member: Gideon Scheepers



I was born in Schweizer Reneke but grew up in Ventersdorp. I finished school in Ventersdorp and went to the Army. I joined the Army and got a diploma in electronics through them.

My first car was a 1962 Jaguar MK2 3.8, that I bought from my Dad for R1000 in 1978. I wish I still had that car.... I do not really own vintage cars, I have classic cars. I have two Porche 928's 1982 models and one Toyota Supra Mk3 1991 model.

When did your motor enthusiasm started? - I think I was born one, I grew up in a family of petrol heads, my Dad was a mechanic and owned a garage at one point, so cars and the love of cars is a big part of my life.

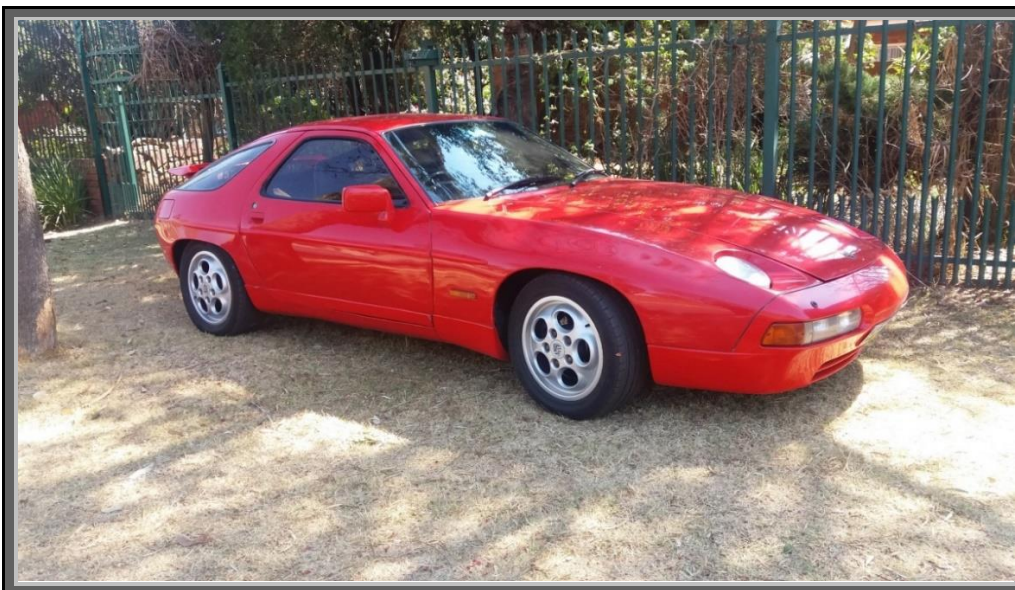
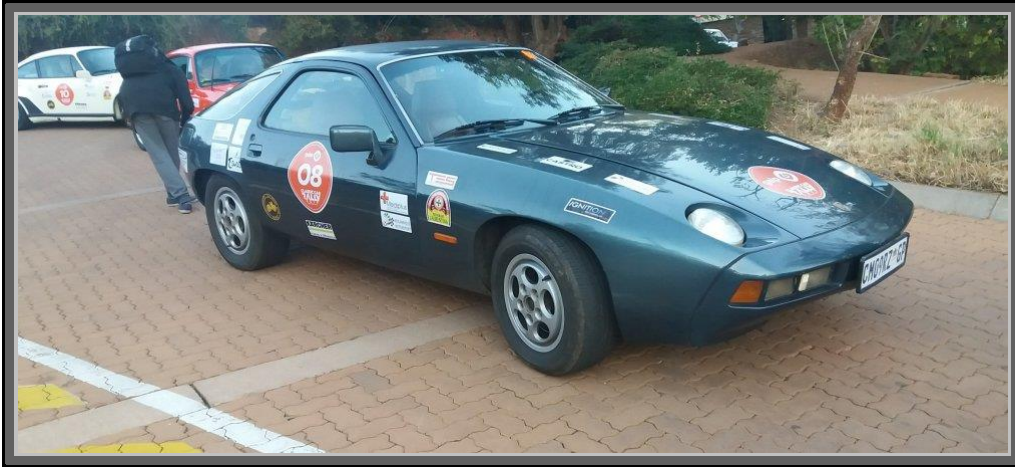
A hilarious motor experience were when I was in the Safari business for the last 30+ years, so sometime in the late 80's I was working in Botswana. One night in Savuti there was a Safari company with 2 Unimogs , one with a starter problem the other a clutch problem.

So they let the one idle for the whole night so they could pull the other in the morning. The next morning on the way out we found a pack of wild dog, and the one with the clutch problem drove around the dogs in a circle for about 20 minutes. And it was really funny seeing the clients trying to take photo's

What will your advice be for young/new motor enthusiast? I do not really have any advice, -buy what you can afford and drive it. The fun for me is driving my cars



A couple of photo's of my story.





UPCOMING EVENTS

2021 DJ update.

As Covid 19 has affected all our lives and activities, it has also played a role in the organising of the 2021 DJ Rally.

We have been busy as much as we can from home, organising sponsors, venues, and some thoughts on the route. No dates can be considered yet, as we do not know how long this dreaded virus will be with us. No route rekkies have been done either. As soon as interprovincial leisure travel opens, we will be able to start on the route.

The DJ committee is having a meeting early September to discuss the way forward. As soon as we have dates, we will publish them, believe me we are as anxious as you to get everything rolling.

The DJ will survive Covid 19, until then stay safe.

See you soon – Larina



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750 x 18 — R2.75	1000 x 22 — R3.25
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The above vehicle for restoration. It is complete, with spare fuel tank, gearbox and rear springs. It was parked off by my father around 35 years ago as breaks were not working. It is in Johannesburg.
Contact: Alan Henning,
alan.henning@mweb.co.za cell: 0829242212

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Onvoltooide projek : **Model AA insleep trok** met baie ekstra parte.
Kontak Siggie Duvel, cell: 0824925214





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- 1940/1946 CHEVROLET CLUTCH ASSEMBLY DIAPHRAGM SPRING TYPE.
Contact Robert Dadford 0839299533
- Info needed: I'm currently looking for a vehicle that was owned by someone in your region around the 1960's.

My Father bought a 1932 Swift Cadet about 35-40 years ago. And he was told that there were only 2 of these vehicles left in South Africa. The one is our Cadet and the other one was a different model Swift.

I recently got hold of the Swift owners club in the UK. And they informed me that they never knew of my Swift and according to their records there are now only 2 Swift Cadet Cars left in the world that they know of. I spoke to Oom Stephen Coetzee from Welkom and he said he remembers seeing the car at one of your Cars in the Park shows in Pietermaritzburg the 1960's. The owner also wrote in an article that he never serviced the car since he bought it. I would really like to get in contact with someone that knows the history of these cars in South Africa. If you have any information for me about this other swift vehicle it would be appreciated.

Hannes Snyman, hannes.snyman@gmail.com, cel: 0798844921

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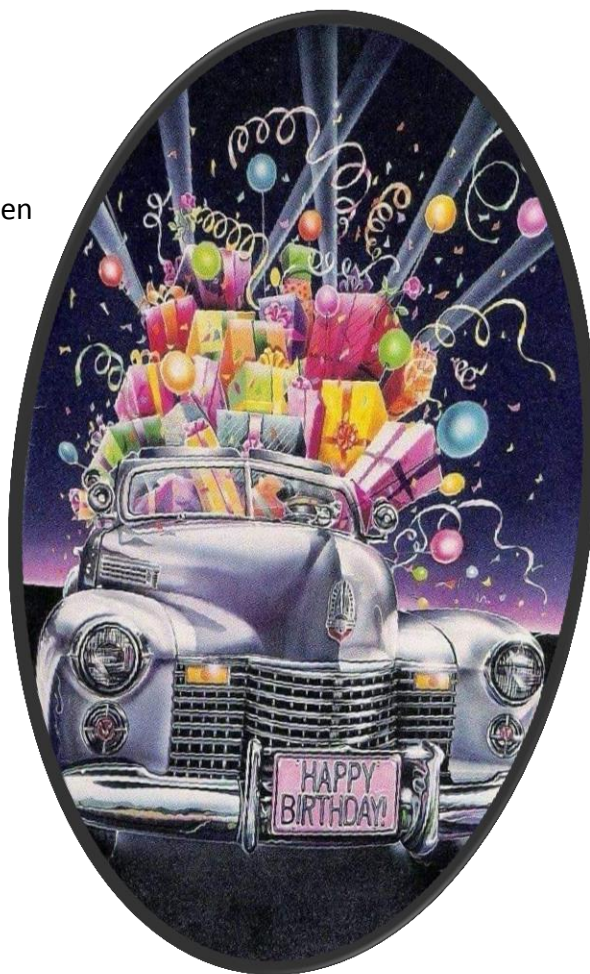


Verjaarsdae/Birthdays

On behalf of all the POMC members, we would like to wish the following people a happy birthday. May this year bring with it all the success and fulfillment your heart desires.

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

2 September	Ernie	Jacobson
3 September	Harvie	van Heerden
6 September	David	Alderson-Smith
6 September	Hano	Bekker
7 September	Marc	Russeau
8 September	Petro	van der Westhuizen
8 September	Minnie	van Schalkwijk
14 September	Lynn	Marques
14 September	Konrad	Giering
16 September	Rosalind	Billson
16 September	Marcel	Labuschagne
17 September	Frans	du Toit
17 September	Brian	Smith
18 September	Mariana	Conradie
18 September	Roger	Houghton
20 September	Len	van Driel
25 September	Ester	Marx
25 September	Tinus	Steenkamp
25 September	Helen	Flynn
27 September	Dammies	Damstra
28 September	Alida	Boshoff
28 September	Cornel	Coetzee
30 September	Paulette	Janssens
30 September	Christo	Groenewald





REGALIA

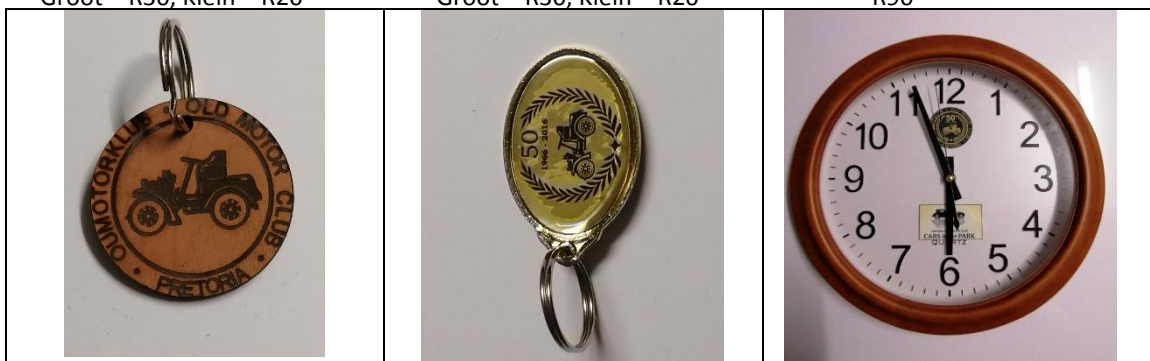
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POMC – Lap embroid badge:
Groot – R30, Klein – R20

CIP – Lap Embroid badge:
Groot – R30, Klein – R20

POMC – Motor wapen
R90



POMC – Hout sleutelring
R25

POMC: Staal sleutelring
R25

POMC – Horlosie
R250



POMC – Swart pet
R100

POMC: Swart Beanie
R80

POMC – Geel koffiebeker
R30



POMC – Swart & Geel Lounge
R200



POMC: Wit Lounge
R200



POMC – Swart Lounge
R200



POMC – Swart Serp
R40



POMC – Voorskoot
R150



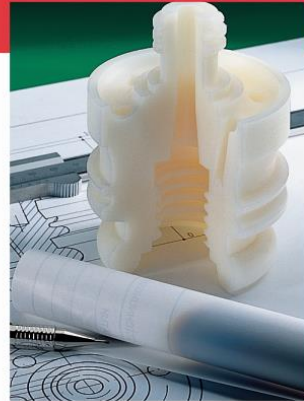
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