



a-hoo-ah!

OCTOBER 2020

OKTOBER 2020





Cover page: 1953 Austin Princess Limo owned by Christo Ferreira

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 – **OCTOBER's members meeting IS ON!!!** - see you at the clubhouse.

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

OCTOBER se vergadering IS WEER AAN – sien julle by die klubhuis.



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



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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	-	

2020



Bonnets-up
9 February
@POMC Clubhouse



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



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



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/POMC.club
082 770 8800 / 082 444 2954

Club meeting and braai
every first Wednesday of the
month



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



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



POMC DIAMOND RUN
26 September
Start: POMC Clubhouse
Finish: The Art of Silver
Cullinan





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

This month we have some good news. Following the lowering of the restrictions imposed on us due to the Coronavirus COVID-19 to level 1 lockdown, regulations of 21 September 2020, most normal Club activities can resume, with the prescribed precautions and health guidelines having to be followed at all times. People should nevertheless remain prepared for an increase in alert levels if necessary. Therefore, POMC can at least look forward to gradually getting back to our normal programme and activities as planned to the end of the year. However, as we understand the regulations, attendance of club meetings at the clubhouse will have to be restricted to club members and their family members only (spouses and dependent children of members are associate members of the Club), with no members of the public being allowed to attend. All the prescribed precautionary measures have to be met.

Met die ontvangs van hierdie goeie nuus, het die Komitee op sy onlangse vergadering besluit om hierdie maand voort te gaan met die hou van die volgende vergaderings:

- 7 Oktober: Gewone klubvergadering by die Klubhuis
- 11 Oktober: Tweede Sondag sosiale byeenkoms by die Klubhuis

Verder word die algemene Jaarvergadering op hierdie stadium beplan vir 7 November. Ons sal nog kyk na die res van die jaar se geskeduleerde aktiwiteite en datums. Intussen bly die *fun runs* wat van tyd tot tyd deur Mario Coetzee gereël word goed bygewoon en baie populêr.

Thank you for your patience during this period when all club activities had to be suspended and came to a standstill. Come and enjoy the above mentioned meetings and activities. Whilst the Club will ensure that all preventative measures are taken and in place and available, please note that ensuring your health and utilising these measures during the Club meetings remain your responsibility.

Ons wens graag ons onder-voorsitter, Christo Ferreira, alles van die beste toe vir 'n spoedige herstel. Hy het brandwonde opgedoen toe petrol in sy garage onlangs aan die brand geslaan het.

Sien julle by die Klubhuis!

Berto Lombard



POMC Road Trip to @Church - Cullinan – 20 September 2020

- deur Hannie Kuschke

Na 6 maande se wegbly van die POMK was die oggend van 20 September 2020 baie spesiaal.

Ongeveer 50+ voertuie het by die klub hek ingery vir 'n dag uitstappie na @Church in Cullinan.

Die getroue en alombekende koffie en beskuit was uitgepak, die tuin is groen en klubhuis skoon en netjies. Die atmosfeer was gemoedelik met 'n opgewondenheid om al die beskendes weer te sien en te kan groet.



Die whatsapp groep van “dag uitstappies” het beslis 'n paar nuwe motors en kennisse na die klub gelei en ek hoop hul word almal nuwe lede!





Mario het almal welkom geheet en kortliks die roete en die ontbyt reëlings deurgegee waarna die “stoet van ou motors” die pad na Cullinan aangedurf het.

We were welcomed in Cullinan, At @Church, by Jan and Anita Erasmus. A Sir Herbert Baker Design church that was build in 1908 and a new extension build in 2020 that became a stunning wedding & conference venue. They served a buffet breakfast in the beautiful hall and outside on the stoep.



One of our founder members, Steffan & Alta Stander joined us for breakfast, and their granddaughter was one of the waiters for the day.

Thank you for every one that took part in this joyful day. Thank you to the organizers – a great

success!

Enjoy all the beautiful cars of the day:





The Heidelberg Great Train Race Thursday 24 September 2020 Heritage Day - (With no train)

- deur Emil Kuschke

Vir my en Hannie was dit 'n groot voorreg om die byeenkoms te kon bywoon met ons 1915 Model T Ford Runabout.



1915 Model T Ford Runabout



Heidelberg is some 110 Km south east of Pretoria nestled at the eastern end of the Suikerbosrand Nature Reserve, just off the N3 to Durban ...a very nice little town.

Met die inperkingsregulasies was daar twyfel of die byeenkoms wel sou plaasvind, maar met innoverende denke van die organiseerders en die verslapping van sommige inperkings het dit wel voortgegaan. Weens die onsekerhede van die COVID-19 pandemie, was daar geen trein nie, maar dit het geen afbreek aan die dag gedoen nie.

1958

Mercedes Benz Ponton



The day started with a nice drive to Heidelberg (Model T on trailer, unfortunately). Arriving at the Heidelberg Airfield it was a hustle and bustle of activities Classic cars, bikes, old aeroplanes and people dressed in period clothing to suit their vehicles.

After breakfast the cars were allowed onto the airfield apron for photographs with the old aeroplanes and models.

Die hoogtepunt van die dag was sekerlik die “toer” van ongeveer 15Km deur die dorp. Die organiseerders het die toer gereël aangesien geen toeskouers, weens die inperkings, toegelaat was by die vliegveld nie.



1928 Model A



Die inwoners van Heidelberg het op verskeie plekke in die dorp ons ingewag om die mooi voertuie te sien. Ongeveer 60 voertuie het aan die toer deelgeneem met Ali van Jaarsveld se 1912 Buick die oudste kar. Die POMK was goed verteenwoordig met Theo Stander (1928 Model A), Doeke en Winnie Tromp (1958 Mercedes Benz Ponton), Fred Calitz (1928 Model A) en Graham Blackbeard (1935 Bentley). Baie mooi en unieke motors het die dag meegemaak, maar die kar wat sekerlik my oog gevang het was die besonderse 1922 Bugatti Racer.



1928 Model A



1935 Bentley

During this time several Aeroplanes took part in Aerobatic manoeuvres

Out of this wold.



1922 Bugatti Racer

Te gou was die dag verby en ons moes weer terug na Pretoria...





Classic Car Rally 2020

The history of the rally...

The history behind the event known as the LM rally, then Polana rally – Now the 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 the first time in 22 years, this time sponsored by the Polana Hotel with some assistance from Maizey Perspex as well.



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 1998 the event undoubtedly became the premier event on the classic calendar. Although the Polana Hotel was still the major sponsor, with TOTAL again contributing to competitor's fuel, this was also the first time that a tour was included thanks to the initiative of Speedy Fitment Centre's. Fittingly this year also marked the first time, since the return, that competitors had the opportunity to actually compete on Mozambican soil, giving the local motor club (ATCM) the opportunity to receive some marshal training in the process. Due to the construction of the Maputo Corridor, the 1999 event followed a slightly different direction by covering some of the LM routes of yesteryear. The route passed through 4 Provinces (Gauteng, Mpumalanga, Orange Free State and Kwazulu Natal) and traversed 3 countries (RSA, Swaziland and Mozambique).

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.

In 2016 the organizers notified the competitors that they won't be continuing with the rally at the Gala evening held at the Polana Hotel which is where the current organizer, stood up and announced that he would ensure that this prestigious adventurous rally, stamped in history will continue.

Since then event was run with great success during 2017, 2018 and 2019.

The **Classic Car Rally 2020** was run only in the RSA due to COVID-19 as the **KA'R'CHER Classic Car Rally 2020** from the 24th till 27 September.





The rally.....

- by *Leenie Kramwinkel*

The rally started at the POMC Clubhouse, on Thursday 24 September. The atmosphere with all the excited participants standing around having coffee, already showed promises of an unforgettable event.

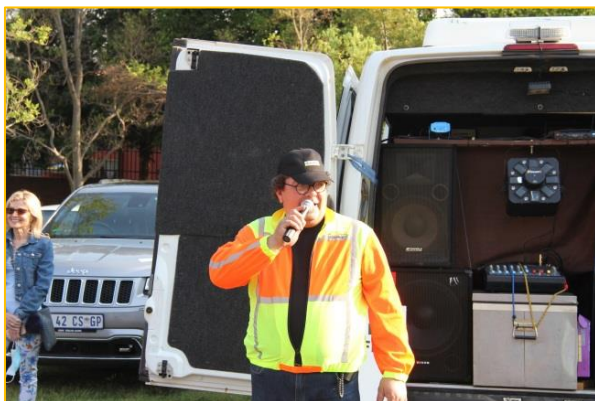
With scrutineering and branding of the cars done, the first car took off to Lydenburg, via R104 to Bronkhorstspuit, N4, Belfast and Dullstroom.



Branding and scrutineering of vehicles



Registration and Admin



**Event Director Antonio Barbosa
wellcome competitors**



**COC Paul Greebe
do drivers briefing**



The first stop after 280 km for refuelling and a lunch break was at the Engen Convenience Centre in Mashishing (Lydenburg). The competitors had 90 minutes for lunch and a display by local dance teams organised by the Centre's owner.



Engen Convenience Centre



Lunch



Dance display and spectators

After lunch the rally continue to White River via the Longtom pass with a stop at a view point on top of the mountain. The set speed enable the competitors to enjoy the scenery without endangering them self and other motorists.



Stop at view point

After 377km, we arrived at **Ingwenyama Conference & Sports Centre**, in White River where we were booked in for three days.



James Keulder waiting for loggers to be handed in

On day two, we were joined by members of the Lowveld Old Wheels Club. The route took us via Sabie for fuel stop at Engen to Pilgrims Rest, where we enjoyed lunch and explored the town.



Pilgrimsrest hotel



Central Garage Transport Museum

Met elke stop het die deelnemers meer gemaklik met mekaar geraak en teen hierdie tyd het meeste van ons mekaar al goed geken en heerlijk wysgede met mekaar gedeel. Ons was nou op pad na Hazyview via Graskop. In Witrivier het ons aangedoen by Casterbridge Laeveld museum, waar ons weereens heerlijk saamgekuier het, terwyl ons lafenis gesoek het teen die hitte en die motors in die museum bewonder het.



Die laaste skof vir die dag het ons terug geneem na die Ingwenyama oord waar 'n onvergeelike Mexikaanse aand met tipiese Mexikaanse kos in die vooruitsig was. Die goeie gees van die deelnemers het weer duidelik na vore gekom toe almal vrolik, en aangetrek soos mexikane die aand, om die swembad deurgebring het. So het ons teoreties die einde van die amptelike tydsberekende tydren bereik.

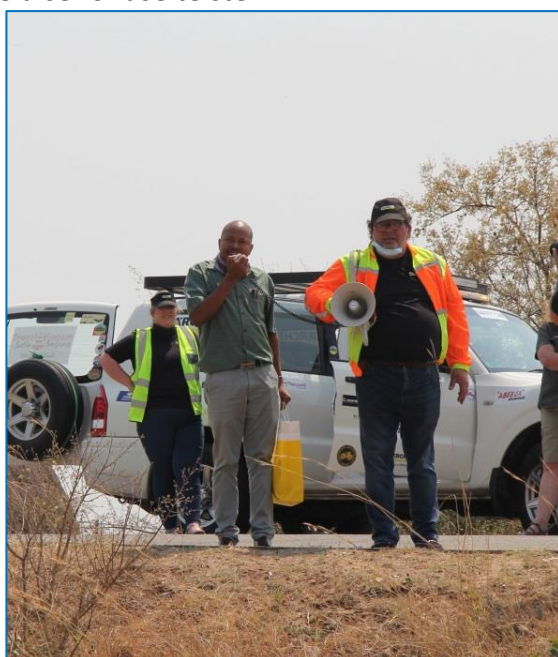


Mexikaanse gala aand

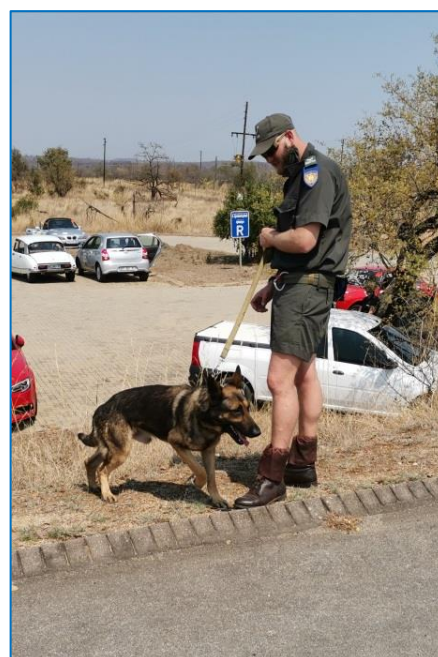


Tony & Saydee Barbosa at the Mexican evening

Die derde dag was 'n besoek aan die Kruger Nasionale Park en middagete in die dagbesoeker kamp by Skukuza. Lede van die K9 Anti-stroper eenheid was ook teenwoordig en het vaardighede van die K9 honde verduidelik. Deelnemers het bydraes gemaak om die eenheid se fondse te sterk.



**Mnr Buti van Parkeraad
verwelkom die deelnemers**



**Lid van K9 Anti-stroper eenheid
en sy hond**



Middagete in dagbesoeker kamp voorberei deur die organiseerders

Na middagete is daar vertrek na Malelane Toyota waar brandstof ingeneem is, oppad na Mbombela (Nelspruit) vir die prysuitdeling by die ABEEGA padkafee.



Prysuitdeling en aandete by ABAAGA padkafee

Winners

Lowveld Classic Car Club Competition

- 1 Ken Grossmith en Allan Blair
- 2 Ferdie Lourens en Gaye Lourens
- 3 Mark Gouws en Shirley Gouws

Touring Category

- 1 Rui Dos Santos en Jean Badenhorst
- 2 Tiago Veloso en Catarina Barreira
- 3 Dirk Fourie en Marriette Theunisen

Classic Car Category

- 1 Stefan Winterhoven en Tristen Winterhoven (POMK)
- 2 Schalk en Susan van Niekerk (TMC)
- 3 Gideon Scheepers en Terma Kussman (POMK)

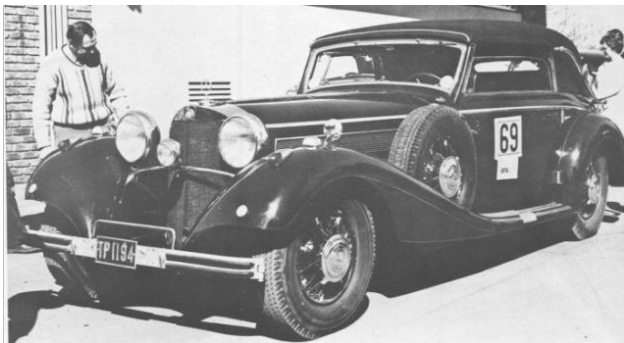
Ons het hierdie besondere naweek afgesluit met 'n dag waarop ons deur die bestuur bederf is met 'n middagete, wat deur hulle voorberei is. Die aand het ons vir oulaas saamgekuier en met ontbyt Sondagoggend is oral gehoor: "ons sien julle volgende jaar weer".



16th Int. Concours d'Elegance Automobile 2020 in Schwetzingen, Germany. 4 to 6 September

- Deur Taco Kamstra

Goeiedag vriende. Ek het al tydens ons ledevergaderings gepraat oor die 1937 Mercedes 540k wat destyds aan Eddie Dixon behoort het.



Wyle Eddie Dixon, oud-lid van die POMK, se 1937 Mercedes 540K tydens die Post-Vintage rally waaraan Eddie in Augustus 1973 deelgeneem het en gewen het

Great news regarding this Mercedes is that this ex-POMC Mercedes won 1st in it's category at Schwetzingen at the 16th Concours d'Elegance. This event is a very upmarket event, where very special oldtimer cars are invited and displayed. Schwetzingen is between Mannheim and Heidelberg.



The current owner had 3 of his vintage cars on display.. Horch 853A, Mercedes 540K and Maybach SW38



Die huidige eienaar, Hans-Jürgen Zapf en sy vrou, Adèle by die oud-POMC 1937 Mercedes 540K



After a long time without vintage car events, the unique, circular baroque garden of Schwetzingen Castle was again the arena for an automobile journey through time, for which 160 selected classic vehicles from various eras in the course of their years of construction were on display. Whether steam or electric cars, motorized carriages, small economic miracle cars or state coaches and clever individual developments - CLASSIC-GALA SCHWETZINGEN 2020 showed how the automobile has developed over the last 120 years and how important design is for its success.

A hygiene concept ensured a risk-free visit for around 15,000 visitors.



Participants are encouraged to wear era related clothing and prizes were awarded for best dressed participants. In the photo, Adèle and Ute Bangert

In 1986 het Eddie Dixon die Mercedes aan 'n Duitser, Mnr Zaepfel verkoop. Mnr Zaepfel het die Mercedes toe ten volle gerestoureer. Daarna is die motor aan Classic Centre Mercedes verkoop en is in 2002 weer verkoop aan Hermann Seibold.

Die huidige (Duitse) eienaar, Hans-Jürgen het die Mercedes in 2018 gekoop. 'n Vriendin en werknemer van die eienaar, Ute Bangert, was al hier in Suid Afrika gewees om die geskiedenis van hierdie motor te probeer vasstel. Ons het baie inligting en fotos by Alex Duffey en Albert Etsebeth gekry en ook ander lede wat hierdie besondere motor nog kan onthou.

Maar ons kon nie veel inligting kry waar die motor van 1937 tot dat Eddie Dixon die motor gekoop het, opspoor nie.

Ons het wel onlangs gehoor dat die Mercedes op 'n stadium aan iemand in Kroonstad behoort het en ook aan 'n ander persoon in Springs. Ene Phil Howie het dit ook vir 'n tydperk besit voordat dit aan Eddie verkoop is.

Ander interessante inligting is dat die bakwerk van die Mercedes op 20 Junie 1936 van Sindelfingen na Untertuerkheim gestuur is. Die argitek JJ Woernitz het die motor in 1937 bestel, maar die eerste eienaar van die Mercedes was Jack Barclay LTD in London, waarna die Mercedes na Suid Afrika verskep is..

Ons het ook onlangs 'n naam van 'n persoon in Port Elizabeth ontvang, met wie ons nou probeer kontak maak. Indien enige een van julle meer inligting of fotos van hierdie besondere Mercedes sou he, sal dit baie waardeer word dat julle met my in kontak kan kom.



Dankie Taco vir die interessante artikel.

The Same Car for 82 Years

Mr. Allen Swift: Born - 1908, Died - 2010

He owned and drove the same car for 82 years.

Can you imagine even having the same car for 82 years ?

Mr. Allen Swift (Springfield, Massachusetts) received this 1928 Rolls-Royce Piccadilly-P1 Roadster

from his father, brand new - as a graduation gift in 1928.

He drove it up until his death ... At the age of 102.

He was the oldest living owner of a car that was purchased new.

Just thought you'd like to see it.

Rolls Royce Phantom I 1928

It was donated to a Springfield museum after his death.

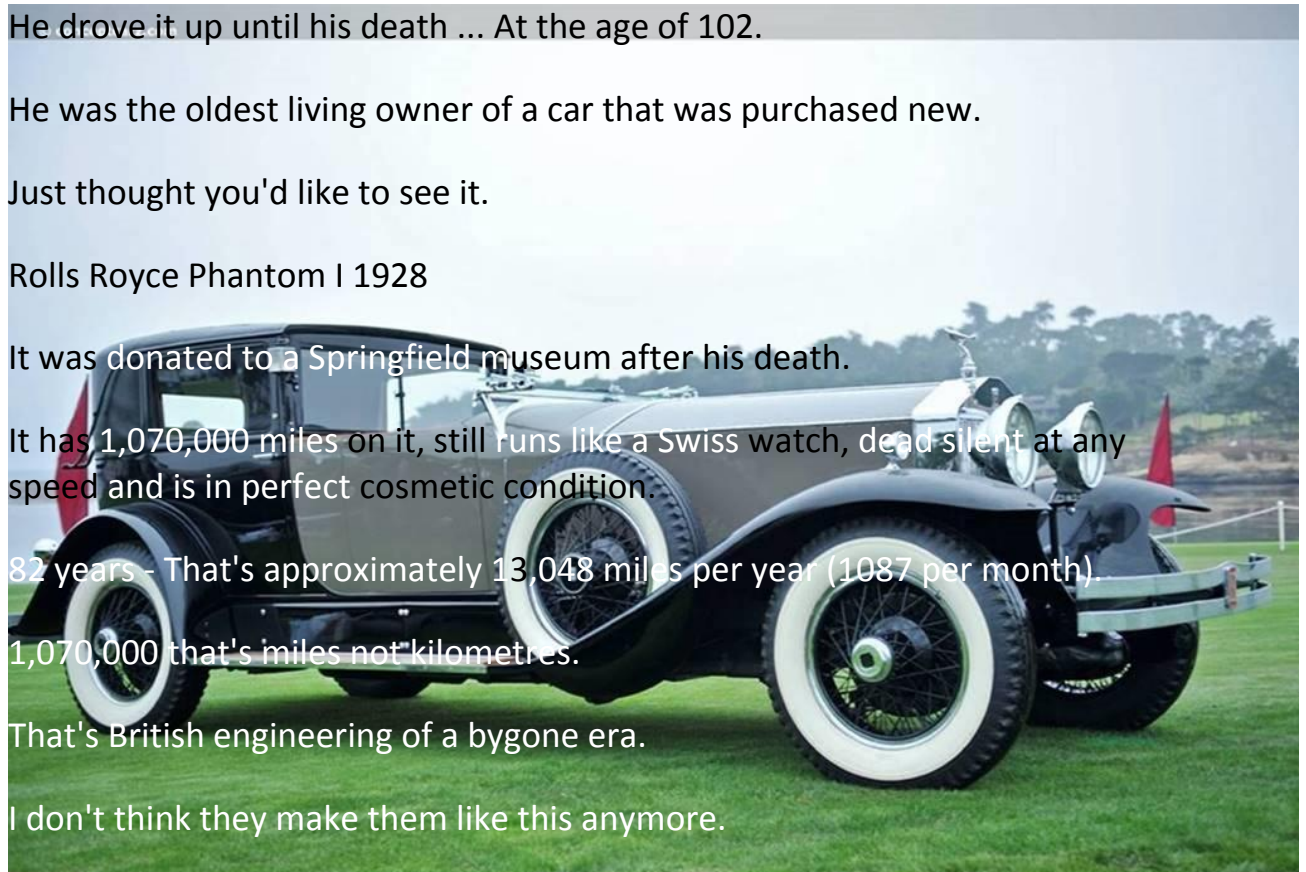
It has 1,070,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition.

82 years - That's approximately 13,048 miles per year (1087 per month).

1,070,000 that's miles not kilometres.

That's British engineering of a bygone era.

I don't think they make them like this anymore.



AMAZING !!!



PEEPING THROUGH THE WINDOW....

- By CLUB MEMBER: GORDON BOUWER

My father was in the S A Air Force and as a result we moved around fairly frequently.

I was born in Port Elizabeth during 1938 and spent the first seven years of my life there. After world war two had ended and my father returned after serving in Italy and North Africa, he was transferred to Pretoria.

My schooling started in Port Elizabeth for the first year followed by three years in Pretoria, six years in Bloemfontein and finally two years in Dunnottar where I matriculated at Nigel High School.

My compulsory military training followed and I was fortunate to complete the training at the Air Force Gymnasium, in Pretoria, in one year during 1957. We were the only year that kept in touch and to this day we still get together for our annual luncheon.

In 1958 I started my career at the S A Bureau of Standards and retired after 41 years.

My first car was a black 1947 Hillman Minx, a real 'PUDDLE JUMPER', which I purchased in 1958. I owned the Hillman for two years until I found my dream car, my 1953 Studebaker Starliner hard top coupe, which I still own and enjoy after 60 years. Gloria refers to the Studebaker as my first wife and she the second.



My other Studebaker is a 1941 Double Dater coupe. I admired this car for 12 years and eventually managed to buy it in 2001 from Len Weyers who was also a POMC member.



This car originally belonged to his grandfather, then to his father who built a caravan and painted it the same two-tone brown. The Studebaker towed this caravan for many years to Plettenberg Bay for their annual holiday. Len inherited the car in 1970 and stored it until 1986 before he did a floor up restoration.



My third car is a 1970 Volvo 164 which I call my Swedish Studebaker. This car belonged to my father-in-law and I bought it from his company when he passed away

in 1974. This was my caravan tow car and was used as such until 1998 when I retired. The Volvo still goes like a dream, but as I still have the same wife, same house and same car, the cheapest would be to upgrade the car and still gain air conditioning as well. I bought the 1995 Volvo 960 which is now 25 years old and could also be classified as vintage, as well as being my daily driver.

My motor enthusiasm started when my father bought his first car after the war and I was 8 years old. The car was a 1935 Ford Prefect which was actually a convertible, but had the canvas top permanently fixed and belonged to an elderly lady. The doors were fitted with removable canvas flaps which had centre celluloid sections fitted to see through. When they were fitted and it rained, you had more water inside than outside, but was great fun for us youngsters.

My most hilarious motor experience and there were many, when I think back, was on a trip to East London in the Starliner before there were maximum speed restrictions. I was cruising at approximately 150 k.p.h listening to Springbok Radio. At that time they had a hospital program in the morning. I had just passed through Queenstown, had all the windows open when they started playing the hymn 'NEARER MY GOD TO THEE'. At the same time the roof lining seams decided to tear, resulting in the roof lining dropping over my head and obscuring my vision. I thought my time had come. Fortunately I managed to stop without any mishap. An upholsterer from the Railways repaired the lining on a Saturday afternoon and only charged me the price of a ticket to the local drive-in theatre.



My advice to young and new motor enthusiasts is, when the bug bites, go for it, you meet and make wonderful friends at the car shows and outings. I even started collecting model cars and at present have approximately 850 models, specializing in Studebaker and Volvo models.

Thank you Gordon for sharing your great story!

5 CARS OF THE 1990S YOU SHOULD BE BUYING RIGHT NOW

'The Fast and the Furious' generation is looking for time machines, and the door is closing on these

- BY JAY RAMEY



RM SOTHEBY'S

It's 2019, and we're now seeing some well-kept pocket racers of the high school parking lot from a quarter-century ago become unaffordable. It's a slightly jarring experience to witness something like a 1998 Acura Integra

Type-R sell for \$65,000 on Bringatrailer.com, but that's where we are as a nation -- a nation that didn't get the car it wanted back in the 1990s and now has at least some money that's not going to student loan payments or house payments.

The ship has definitely sailed on a number of boy racers from that blessed dial-up decade. Forget trying to find a clean Mazda RX-7 FD from those years -- they're all in enthusiast hands now. They know what's they've got and they're not letting go. Even wagons like the wood-sided Buick Roadblaster or some other GM B-body wagon now command at least \$15,000, and you get golden retriever hair thrown in for free. But there are still a few cars out there that haven't inspired bidding wars on eBay Motors or a pillaging of one's 401k.



Here are five cars of the 1990s to keep your eye on -- before they become Bringatrailer frequent fliers.



1. Mercedes-Benz R129 SL-Class

Mercedes' drop-top flagship of the 1990s is one of those cars that can still be found on the cheap and with minimal mileage, having long been the summer driver of choice for wealthy elderly couples living

on either coast. You'll have Sheldon and Barb to thank for racking up minimal miles on their garage-kept SL-Class and for taking it to the dealer to get windshield washer fill-ups. Deferred maintenance can be a problem with these, though, and we now hear that some parts are becoming unobtainium, even at an official dealer. The R129-generation SL-Class exists in that in-between area now where very tidy examples are starting to command some respectable money, but condition and spec can vary widely.

The V12-engined beasts have always been pricey unless they were obviously mistreated. There is still a good selection of SL500s and earlier six-cylinder models that are very tidy and can be had for a minimum amount -- but bargain hunters are still scared of their maintenance bills. The most sketchy examples are gone, and we still have another five years of bargains to find. But after that, the ship will have sailed.



NISSAN

2. Nissan 300ZX Turbo

The 300ZX was another street fighter back in the dial-up days, but even before the decade of the '90s ended, this coupe began to seem like an artifact of an earlier era. This coupe entered a long period of

hibernation and has only begun to emerge as values of its competitors started to notch upward. As with its main competitors, the worst-kept examples of the 300ZX



dropped some time ago, leaving only the best-kept ones and the slightly scuffed and neglected but repairable examples that could use a visit to a specialist shop.

The 300ZX Turbo has been ignored for some time, and we have the timing of its debut to blame for that, in addition to a relatively high price when new. Collectors are coming around to these coupes just now, which means the door is rapidly closing on the best examples of this model. Canadians are importing the JDM Nissan Fairlady version of this car, which should be a sign of things to come.



3. Mercedes-Benz W124 E-Class convertible

The W124-generation E-Class debuted in the late 1980s, and the values of the tidiest examples have been giving the SL-Class a run for its money. Codenamed A124, the convertible

was offered 300CE and E320 flavours, the latter one being the version offered during the last two model years with a new nomenclature. The smooth inline-sixes served up enough power to get from a luxury condo in Miami down to the marina for a lobster lunch.

Being a leisure-mobile, a lot of these convertibles were used sparingly and typically in very favourable climates, not counting a few hurricanes that battered the South Atlantic coast. So gently used examples with plenty of golf balls in various interior seat pockets are still very easy to find, along with mistreated examples that can swallow up some service bills. The hydraulics for the powered tops in these are said to be expensive items to fix, but the cleanest examples are starting to bring serious bucks. Values are inching up slowly, and there are still some bargains to be found.



DAVE SAUNDERS

4. Toyota Celica All-Trac Turbo

The Celica itself may draw yawns from collectors of six-figure cars, but the All-Trac Turbo flavour was something of



a secret menu item back in the day. Serving up 200 hp courtesy of a turbocharged inline-four paired with a five-speed manual transmission, a lot of these were used up and thrown out (or wrapped around a fire hydrant) way before the clock rolled over into the year 2000.

The reason these are becoming a bit of a hot item in unmissed-with condition is identical to that of the MR2 Turbo further down: It was a niche performance car back in the day for those interested in hoonage, so now it's difficult to find one that hasn't been hooned. But the surviving examples serve as a window into the best-handling cars that Toyota had to offer a quarter-century ago, now overshadowed by the NA Miata Industrial Complex.

The fact that Canadians are already importing JDM versions of this car, called the GT-4 there, should be enough of a sign that there is demand for these.



DAVE SAUNDERS

5. Toyota MR2 Turbo

The 200-hp second-generation Mister Two of the '90s got a turbo to play with, also gaining a more luxurious interior, rounder styling and a much-improved suspension. Just like the first-gen Miata, the MR2 Turbo looks tiny viewed through today's eyes -- more like a jet pack that you'd wear or a low-slung motorcycle with reclining seats than an actual CAR. And that's what made it so great, quietly eclipsing the somewhat finicky first-gen model. The second-gen MR2 Turbo served up very sharp handling, helped by a modest curb weight and more power than a Miata of the day, all while offering a very engaging driving experience and also being able to be driven slowly when needed.

Enthusiasts are snapping them up, but later MR2 values haven't crashed through the ceiling just yet. In another couple of years, these will all be swallowed up by enthusiasts and collectors who will want a king's ransom for one.



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UPCOMING EVENTS

Second Sunday's, 11 October event..... **SPRING DAY** is definitely a special day..
The club is open!!..... all members are welcome to bring their vehicles, picnic
baskets, braaivleis and enjoy the camaradery of members.

Die POMK se **Hoot &**
maak 'n draai vir 'n "tjorts"!



Toot sal oop wees ... Kom



CLASSIC JAPANESE CAR and BIKE DAY

8TH November 2020
10h00 till 14h00



Classic Japanese Cars and Bikes

Model cars by Mini Auto Pretoria



@

POMC Club House

c/o Keuning street and Fred Davey avenue, Silverton

Food and drinks for sale

Braai facilities and Picnic area available
Proceedings of the day will be donated to Sonitus School



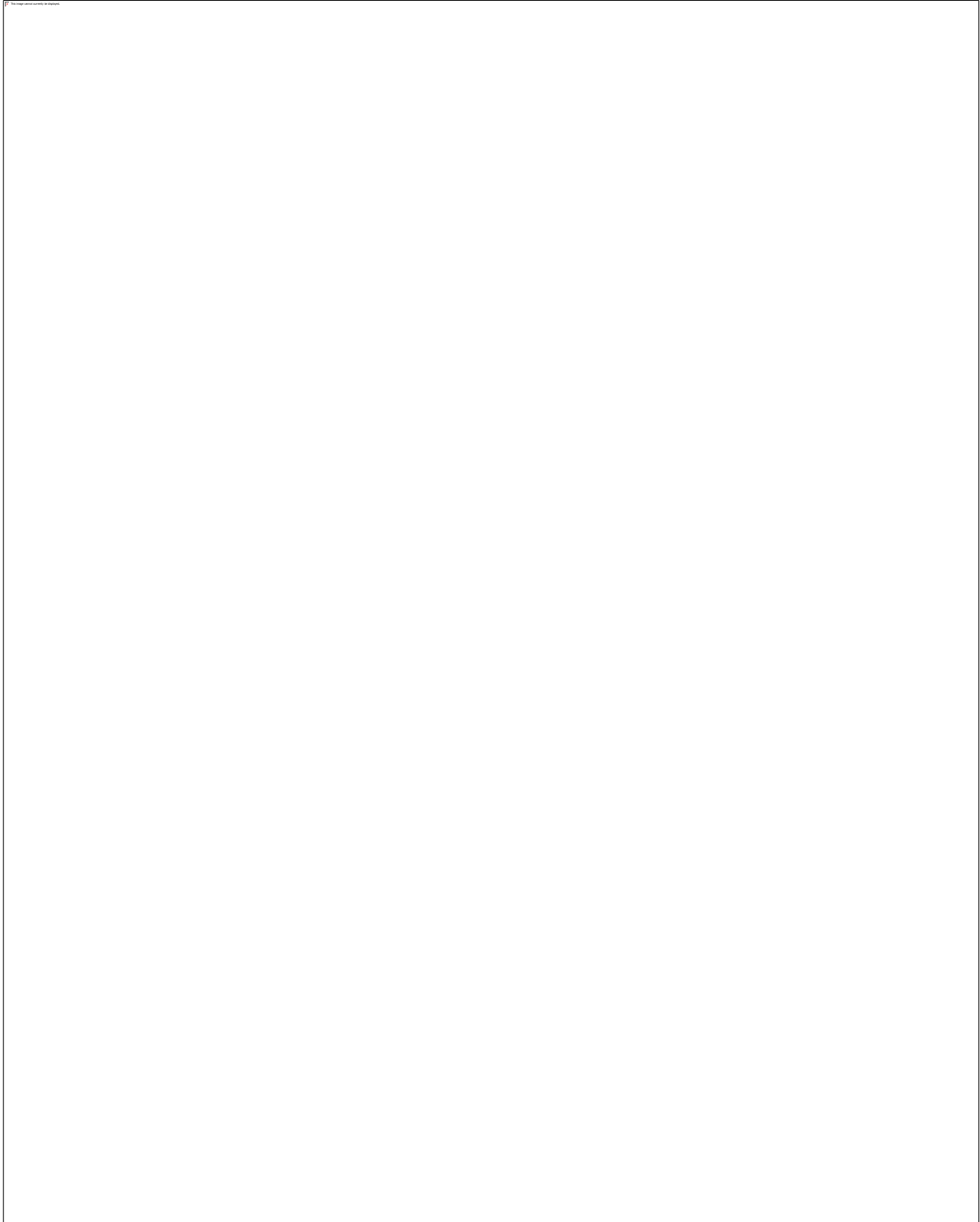
Info:

Christo Ferreira 082 779 5703

christo@blpta.co.za

Frik 082 444 2954

Frik fotos



FOR SALE & WANTED



The following cars, parts, odds and ends etc. are listed in our montly magazine. The purpose of this page is for the advertisement of items by private individuals and not for businesses/dealers. If you are interested in something, please contact the person directly. The POMC do not take any responsibility of sale/wanted goods.

1969 Wolseley 6/110 MK2 Overdrive.



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

TE KOOP

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



TE KOOP



Motor is rybaar en papier werk is op datum. Kontak Gert Botes: 062 647 0182 of 072 99 17048



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SAVVA Technical tip 158 – Woven brake linings.

Some months ago, we discussed the use of woven brake linings compared to modern harder ones that are fitted today. On good advice I'd fitted woven linings on an early Buick and it transformed the braking so much so that I had to disconnect the brake booster that was fitted.

In more recent times I became the owner/custodian of an early Ford bakkie fitted with mechanical brakes. Typical of these early vehicles the brakes were very marginal if not terrifying.

I found that a previous owner had overhauled the brake system, bushes replaced, drums re - sized and new linings fitted. Unfortunately, the linings fitted were the modern bonded linings. To improve the braking I had the hard linings ground off and fitted a set of imported woven linings. The result is much improved braking, although one still has to take deep breath when stopping in a hurry.

Fitting the woven linings wasn't too difficult as the holes were already in the shoes and the linings came correctly drilled. I didn't have a riveting tool so used a punch to turn the rivet heads over. Time consuming, but it worked.

Attached is a picture of the linings in question.



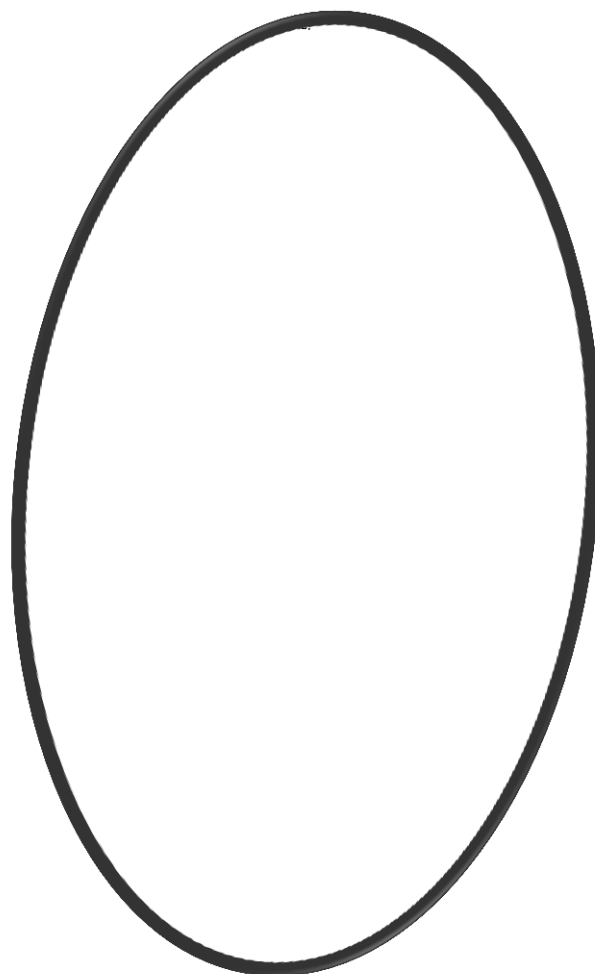


Verjaarsdae/Birthdays

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.)

4 Oktober	Veronica van Rooyen
6 Oktober	Sarel Barnard
7 Oktober	Chris Beyers
8 Oktober	Dane Fraser
8 Oktober	Teresa Stander
11 Oktober	Annette Thomas
12 Oktober	Merwyn Wolder
12 Oktober	Schalk van Staden
13 Oktober	Douw Steyn
13 Oktober	Ken Smith
18 Oktober	Corrie Kleingeld
20 Oktober	Marelize Stokhof
22 Oktober	Gloria Bouwer
25 Oktober	Annalida Groenewald
26 Oktober	Louis Pretorius
29 Oktober	Graham Blackbeard
29 Oktober	Riekie Barnard
31 Oktober	Giles Millard



Lief en leed: Baie sterkte aan alle lede wat deur moeilike tye gaan.

Lede wat ons bewus is van -

Christo Ferreira wat gebrand het terwyl hy besig was om in sy motorhuis te werk.

Leonie Kraamwinkel wat geval en haar arm beseer het. - Mag jul spoedig herstel.



REGALIA

A great opportunity to buy POMC gifts! You can order your Regalia with **Hendrik Byleveld 079 912 4145**



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



CIP – Assorted
Volwasse: R120 Kinders: R80



MEMBERSHIP FEES:

Although the 2020 year were challenging for the club, not being able to present the "CARS IN THE PARK", and numerous club events, the clubs' financials is still stable.

MEMBERSHIP ANNUAL FEE IS NOW PAYABLE - SEPTEMBER 2020 - AUGUSTUS 2021.

You can deposit your membership fees into the POMC bank account:

Account name: POMC

Bank: Nedbank

Acc no: 1603 0550 96

Reference: Name and Surname

Thank you for the members that already paid their membership fees. It is important for members to pay their yearly subscription fee as according to the SAVVA regulations, - only paid-up members are allowed to participate in Club events.

IF IN DOUBT CONTACT-Taco Kamstra: 082 779 8800
tacokamstra@gmail.com

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

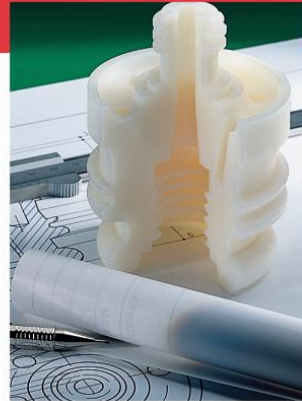
Any new Student or Scholar member need not pay the Entry Fee.

Any new Ordinary or Country member needs to add the Entry Fee to the initial payment.

Annual subscription is from 01 September to 31 August.



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