



a-hoo-ah!

DECEMBER 2020

DESEMBER 2020





Voorblad: 1958 MGA – eienaars: Alex & Heleen Duffey

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 – see you at **DECEMBER members meeting 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 -

Sien julle by die **DESEMBER** lede vergadering 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 plasings 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	14 November A.G.M
2 Desember	13 Desember – Cars & Bikes Day	5 December Afsluitingsfunksie

Bonnets-up
9 February
@POMC Clubhouse

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

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

CARSON THE ROOF
30 May
@ KOLONNADE RETAIL
PARK
Montana Park

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

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/POMCclub
082 770 8800 / 082 444 2954



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

Dit is vir my 'n voorreg om hierdie sitplek by die POMK oor te neem. Dit gaan nie vir my maklik wees om oor te neem by die vorige gesoute persone nie. Ek beskou myself maar as 'n groeintjie wat ondervinding, gebaseer op jare van lidmaatskap by die POMK, betref, want ek is maar nog vir 'n relatief kort tyd by die klub betrokke in vergelyking met die vorige voorsitters en komiteelede. Ek het dus nog baie om te leer en daarom aanvaar ek graag enige raad en kritiek, positief of negatief. Ek glo egter dat, met die ondersteuning van die ervare en lojale komiteelede, ons uitsien na 'n suksesvolle en vrugtevolle jaar waartydens ons almal ons passie vir ou motors kan uiteleef en ons, ons ou motors en die samesyn met ander klublede kan geniet.

Ek wil graag vir Berto Lombard, as uittredende voorsitter, namens myself, die komitee en ek glo alle klublede bedank vir sy insette as voorsitter tydens sy twee tydperke van drie jaar in die bestuursitplek. Hy het, soos ek verstaan, op 'n moeilike tyd die leisels oorgeneem en met groot sukses anderkant uitgekom. With regards to club activities I am glad to be able to report that members are actively attending meetings again. The monthly members meeting took place on 4 November. It took place in the form of a social meeting and was well attended.

Ons volgende maand vergadering vind plaas op 2 Desember en belooft om 'n baie interassante aand te wees waartydens Dirk Engelbrecht sy 6 silinder Borgward gaan voorstel.

The Second Sunday meeting took place as the Japanese day on 8 November. The Japanese car owners rocked up in their numbers and it was very well attended by members as well as non-members. We look forward to our Second Sunday meeting on 13 December.

Our AGM took place on Saturday 14 November and notwithstanding the fact that it took place on a Saturday afternoon, the attendance was quite acceptable.

Our year end function is taking place on 5 December and we hope to see you all there. I really hope to be able to attend myself, after a more than two months period of recovery from the burn wounds.

Last but not least, you must remember the fun run on 6 December. These fun runs became very popular during the last year and we would like to thank Mario Coetzee for organising these.

Leo Middelberg het ook 'n interassante lopie in gedagte in die plek van die 2020 Magnum wat nie plaasgevind het nie. Dit sal in die vorm van 'n replika van die Magnum plaasvind, maar i.p.v. die kompetissieritte gedurende die drie dae, sal daar nie-kompeterende pretuitstappies na oumotorversamelaars, watervalle en ete by 'n piekniekplek langs die Panoramapad en 'n besoek aan die Kruger Wildtuin wees met middagete by Skukuza piekniek terrein. Daar is nog nie 'n datum vasgestel nie, waarskynlik gedurende laat Januarie of Februarie 2021. Hou maar Frik en Leo se kennigewings dop.

Op die gesondheidsfront klink dit of dit beter gaan met Stefan en Alta Stander, Frik en Leonie Kraamwinkel, Gerco Kraamwinkel, Taco se hand en Danie du Plessis se vrou Natie. Bill Flinn is steeds besig om hartritmetoetse te ondergaan. Ons wens almal 'n spoedige herstel toe.

Aangesien hierdie die laaste Nuusbrief van die jaar is, wil ek graag vir almal, namens myself en die komitee, 'n aangename feestyd en 'n baie Geseënde Kersfees toewens en ons hoop dat die volgende jaar vir ons almal baie voorspoedig en virusvry sal verloop.

POMK Groete



Christo Ferreira

POMC CHAIRMAN'S ANNUAL REPORT 2019/2020 POMK VOORSITTER SE JAARVERSLAG

The year 2020 will be known in history as the year of COVID-19 during the whole country came to a standstill in the lock down. As with all motor clubs and most institutions in the community, this had a direct impact on the activities of the Pretoria Old Motor Club. In April the Club had no choice but to suspend all its meetings and activities. The situation fortunately improved to such an extent that subject to the prescribed statutory restrictions and precautionary arrangements, club activities could be resumed in October after a period of six months. During the lock down period the Club was kept 'alive' by communicating with its members by means of its monthly newsletter. As usual, the *A-hoo-ah!* contained numerous interesting articles and snippets of information pertaining to the hobby. Hopefully, this rejuvenated members' interest in the hobby and motivated them to spend more quality time with their old vehicles. Sincere thanks and appreciation to our editor, Hannie Kuschke for her sterling service as editor of the *A-hoo-ah!*

This report covers the period 6 November 2019 to 14 November 2020.

MAANDELIKSE KLUBBYEENKOMSTE

Die sewe maandelikse sosiale byeenkomste op die eerste Woensdag van die maande waarop ons wel bymekaar kon kom, is goed bygewoon. 'n Verdere ses byeenkomste kon nie plaasvind nie. Die vertoning en aanbiedings oor die ontwikkeling van Johan Stapelberg se blitsige 1972 Corona Mk 2 Bakkie en die restourasie van Mario Coetzee se pragtige Karmann Ghia was uitstekend. Mario se aanbieding oor die beskerming van bates (ou motors) en boedelbelasting was boeiend en het heelwat bespreking ontlok. Met die aanbieding van Taye Perry oor haar wedervaringe met haar motorfiets in 2020 se Dakar het die aanwesiges behoorlik aan haar lippe gehang. Anton Roux, Voorsitter van Motor Sport SA wat ons toegesprek het, het 'n baie positiewe boodskap oor ons stokperdjie gebring en te kenne gegee dat hy beïndruk was met ons klub en die atmosfeer wat hy hier ervaar het. Roger Houghton se presentasie oor die *WRC Wales Rally GB* en die *2019 Kyalami 9 hour Intercontinenta Challenge* en die vergelyking van laasgenoemde met die oorspronklike 9-uur wedrenne was interessant en tekenend van hoe dinge oor tyd kan verander – en nie altyd ten goede nie. Die onlangse kuieraand met kort interessante foto aanbiedings deur Taco Kamstra en Dirk Myburg, asook die vrystelling van Dirk se boek *Motorstories* (beskikbaar by die memorabilia verkope), is deur almal geniet.

SECOND SUNDAY MEETINGS

The objective of the Club's traditional monthly second Sunday meetings is to provide an opportunity to members and their families to show off their old cars at the Clubhouse and to enjoy the company of fellow enthusiasts and their vehicles from other clubs, whilst also providing the public an opportunity to view the vehicles. The local model car club, Mini Auto Pretoria is also provided with an opportunity at some of these meetings to promote their hobby. Due to the lockdown, only the following six second Sunday meetings could be held during this year: two Japanese classic car and bike days, the American car and bike day, two social 'bonnets up' meetings and a fun run. Although the last few meetings were a bit "toned down" due to COVID-19, these meetings were very successful and enjoyed by all present. Unfortunately the six other popular second Sunday meetings, some of them which usually are very popular with the general public, had to be cancelled for the same reason.



CARS IN THE PARK, RALLIES EN FUN RUNS

Vanweë COVID-19, moes die jaar se Cars in the Park en al drie die Klub se jaarlikse rallies, die Somer Rallie, die Mampoer Rallie en die Magnum Rallie ongelukkig gekanselleer word. Die beplanning van hierdie aktiwiteite vir volgende jaar is reeds volstoom aan die gang en die datums vir volgende jaar se rallies en Cars in the Park is reeds bepaal en aan SAVVA deurgegee.

Dit was aan die begin van die jaar baie duidelik dat oumotor entoesiaste graag meer met hulle motors wil ry. Dus is daar in Februarie begin om “fun runs” vir klublede en ander belangstellendes te reël. Veral met die verslapping van die grendelbeperkings op mense se bewegingsvryheid het dit baie suksesvol geblyk te wees. Nie alle “fun runs” vind onder die vaandel van die Klub plaas nie en die doel daarmee is onder andere om sodoende lede vir die Klub te werf. Baie dankie aan Mario Coetzee wat dit reël.

COMMITTEE MEETINGS AND THE CLUBHOUSE

This year the POMC Committee consisted of the following members: Berto Lombard (Chairman), Christo Ferreira (Vice Chairman), Taco Kamstra (Secretary), Frik Kraamwinkel (Financial Official and CiP Manager), Mario Coetzee (Treasurer), Danie du Plessis (Asset Manager), Claude Stander (Rally Official), Gerco Kraamwinkel (Member Recruiting), Craig Jeannes (Dating Official) and Jan Nel (Coordinator: 2nd Sunday Meetings).

Except for the period during the lockdown, the POMC Committee regularly met once a month to deal with Club matters such as planning the various meetings, checking the Club's finances, and dealing with matters pertaining to the Clubhouse, bar etc. Despite the fact that certain costs were incurred for the Cars in the Park that subsequently fell through, as indicated in the separate financial report, the Club's finances are handed over to the new Committee in good order.

As stated in my previous annual report, enquiries were made last year at the Tshwane Metro about the renewal of the Club's rental contract for the Clubhouse and the possibility of the Club purchasing the property. Our enquiry coincided with a stock taking exercise by the Metro off all their properties being leased to other parties under similar conditions than the Club. Due to the recent political problems at the Metro, the Committee is still awaiting an answer to this. For the same reason the Committee is also still awaiting payback of the money incorrectly levied by the Metro. With the Metro starting to get its house in order again, these matters will again be taken up with them as matters of urgency.

During the year, the Club received a number of automobilia in the form of colourful and historically correct automobile related wall sign- and advertisement boards made and painted by himself, from Alex Duffey. This also included a mounted set of Buick wheel caps and a display of mounted rare spark plugs. Our sincere thanks and appreciation go to Alex for these items which now adorn the walls of the Clubhouse and greatly enhance the atmosphere in the Clubhouse.

After obtaining the Club's liquor licence, the bar remains fully operational and very popular. It is only open during activities at the Clubhouse and not to the public as previously. As always, the Committee dealt with various matters pertaining to the repair and upkeep of the Clubhouse and its terrain during the year. Some of the repairs that received attention were part of the sewerage system that had to be rebuilt, as well as damages due to a tree that fell on the fence and the kiddies jungle gym. A special word of thanks and



appreciation to Frik Kraamwinkel for dealing with this and for looking after and seeing that things are in order

at the Clubhouse and its terrain – even during the lockdown. At present, arrangements are being made to install a toilet facility in the Clubhouse for persons with disablements. Christo Ferreira is in charge of this.

SLOT

Ten spyte van die onvoorsiene COVID-19 beperkings, kyk ons dus terug op 'n suksesvolle jaar vir die Klub. Daarom wil ek graag alle klublede bedank wat op een of ander manier bygedra het tot die Klub se bedrywighede - al was dit net deur gereelde bywoning van klubgeleenthede. Ek wil graag enkele name in hierdie verband noem: Leonie Kraamwinkel vir die voorsiening van verversings in die saal op ons tweede Sondag byeenkomste, Emil Kuschke vir die reël van allerhande buite-klub aktiwiteite, Leo Middelberg vir die reël en aanbied van die Magnum Rallie, Hendrik Rautenbach verantwoordelik vir die Woensdagaande se braaivleisvure en Hendrik Byleveld vir die bemanning van die memorabilia tafel.

Gedurende my ampstermyn was ek as voorsitter bevoorreg om aan die stuur te staan van 'n goed funksionerende Komitee waar elke lid sy portefeulje met entoesiasme en verantwoordelikheid hanteer het en ook met ander sake gehelp het waar hulle kon. Sodoende is verseker dat die Klub se aktiwiteite goed verloop het en dat klubsake met groot verantwoordelikheid hanteer is. Ek dra graag my en die Klub se hartlike dank aan elkeen van die komiteelede oor vir die wyse waarop hulle die Klub dié jaar weereens 'n 'lekker plek' vir ons almal gemaak het en ek wens die nuwe Voorsitter en Komitee alles van die beste toe vir die pad vorentoe.

Berto Lombard

14 November 2020



PRETORIA OUMOTORKLUB PRETORIA OLD MOTOR CLUB

‘n Spesiale dankie sê brief aan.....

Prof Alexander Duffey

31 Oktober 2020

Beste Alex

Hiermee dra ek graag al die lede en Komitee van die Pretoria Oumotorklub se hartlike dank en waardering aan jou oor vir die pragtige automobilia kunswerke en artefakte wat jy die afgelope tyd aan die POMK geskenk het. Elke item het 'n ereplekkie aan die mure van die Klubhuis gekry en die indrukwekkende versameling vonkproppe se veilige plek is reeds bespreek. Die lede en besoekers spreek voortdurend hulle bewondering uit vir die versameling advertensieborde teen die mure en wat dit vir die Klubhuis doen. Ek ontvang ook gereeld navrae of jy dalk vir mense sulke items op bestelling sal skilder.

Soos ek rondbeweeg kom ek in 'n hele paar ander klubs se klubhuise. Mens word soms oorweldig deur die besondere oumotor- en ouwêreldse atmosfeer en sjarme van die interieurs van sommige van hierdie klubhuise. Jou skenkings van die afgelope jaar het ons Klubhuis so opgehelder dat dit wat die bogenoemde betref, beslis baie goed vergelyk met enige soortgelyke klubhuis in die land.

Baie, baie dankie dat jy die afgelope tyd van gedwonge afsondering so produktief tot die Klub se voordeel benut het.

Ons wens graag vir jou en Heleen alles van die beste toe.

Vriendelike POMK groete

Berto Lombard



POMK JAPANESE DAY

- 8 November

THE JAPANESE CONTRIBUTION

- By Stuart Johnston

The Japanese Day at the POMC clubhouse on November 8, 2020 drew a wide variety of machinery from the Land of the Rising Sun. Funnily enough, I can only recall seeing one motorcycle there, the mint-condition Kawasaki 1300 owned by Leonard Labuschagne. This was a machine that struck awe into the hearts of motorcyclists in the 1980s, mainly because it was huge! And also because it's six-cylinder engine had one of the most beautiful sounds of any machine outside of a Formula One paddock, especially if it was fitted with a six-into-one exhaust system.

Japanese motorcycles were more popular than Japanese cars in South Africa in the 1960s because machines like the Honda CB110, a 50 cc device, were many enthusiasts' first exposure to the amazing engineering capabilities of the Japanese. Datsun actually beat Toyota to the punch by importing small bakkies here from as early as 1958, but Toyota followed soon after with its Toyopet and Stout pick-ups. In the early 1960s the Pretoria police used Datsun 1200 bakkies and also a few Bluebird cars that were painted in a yellow colour.



It was a Pretoria resident by the name of Ewold van Bergen that put the Datsun name well and truly on the map by modifying a 1200 Bluebird three-speed saloon, and taking the 1964 and 1965 SA Rally Championship, after he had converted the car to a four-speed model. Van Bergen claimed the 1970 SA rally title again in a Datsun 1600 SSS, the car that made all South Africans sit up and take notice that Japanese cars had truly

arrived as an "enthusiasts' choice".

Today everyone still talks about the legendary SSS, which could clock an indicated 90 miles-per-hour (145 km/h) in third gear, but for me the car that was even more impressive was the 1200 GX, introduced here around 1973. This car had an engine that was virtually an identical copy of the famous A-series engine that powered the British Mini Cooper S. It had Japanese made Hitachi carburettors that looked just like the twin SU carbs fitted to Minis, only they seemed to be machined to a more accurate level (which they were!).



The thing about a 1200 GX was, you could rev it to 7 000 rpm in each and every gear, every day of the week, and it would just keep on delivering! You couldn't do that to a Mini, much as I love Mini's original Cooper S and always will.

At the POMC in early November there were plenty of tributes to the 1200 GX in the form of the cars and also the Datsun-Nissan 1200/1400 bakkies, which were essentially the same as a 1200 car except they could carry a load well over the little pick-up's half-ton rating. I had lots of fun chatting to the youngsters who are keeping the 1200 GX cult alive in Pretoria, through their small bakkies and cars. And given half a chance they would tell me all about the special carb, camshaft and compression ratios they were running in their machines.



A Japanese modern classic that appeals to younger enthusiasts is the MX5 sports car, which appeared here in the late 1980s in 1600 cc form, and then in 1800 cc form. The MX5 soon became the world's top-selling sports car in the early 1990s, thanks to the fact that in America it sold out to the point where dealers were asking huge mark-ups against the list price to jump customers up the long waiting

lists. It was great to see a couple of MX5s at the Japanese Day, and MX5 owner Chad Luckoff, actually a journalistic colleague of mine, said he's attended a number of these events in recent years and plans to keep on coming in the future.

In America the MX5 was known as a Miata, and we were lucky enough to see one of these on the Japanese Day. Club member Theo Kraamwinkel brought along a mint Miata, complete with very special factory-fitted accessories, that he had bought for this wife. It looks similar to an MX5, but there are subtle



differences, and Theo told us that world-wide, his wife's Miata is known to be very collectible because of its special factory options.

There were some viciously powerful Japanese sports cars present too, not least the red fourth-generation highly-modified Toyota Supra that was parked outside the clubhouse. Owned by a Mr Ingo Behrendt, it featured a fantastic body kit and a turbocharged engine installation that Ingo demonstrated via huge flame-burning exhaust pops. We have little doubt that the power output was at least in the 400 kW region!

At the other end of the scale, it was good to see original, sedate, well-preserved bakkies. Rare were the Mazda B1600 examples on display, and a very original (Toyota) Toyopet from the early 1960s, one of the bakkies that forged Toyota's reputation here in South Africa.

Well done to the club, and all those people who turned out to honour Japan's contribution to the world of classic petrol-head-onism!



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POMC Japanese day 2020

By – Daantjie Badenhorst

The COVID 19 pandemic had a devastating effect on planned events of the Pretoria Old Motor Club but the annual Japanese day was held at the club's premises in Silverton on Sunday the 8th of November.



One of the highlights of the exhibition was Harry and Gerda Venter's latest acquisition. The Dodge Colt 1600 GS Coupé was introduced to the South African market as an assembled model at the end of 1972 and remained on the market until 1976. Harry and Gerda recently bought a 1974 model in an immaculate condition. This is probably one of the most beautiful examples still around and Harry says that nothing has been modified or restored.

The successor to the Dodge Colt, and the Chrysler Colt sedans that were introduced in 1976 was the Colt Galant, known elsewhere as the Sigma. However, because that name was given to the motor corporation that was established when Chrysler in South Africa merged with Mazda, another name had to be found for South Africa. The Galant was a popular car but has disappeared from South Africa's roads. However, an immaculate 1979 model 2000 GLX manual was on display, and the only non-original item that has been fitted, is a set of Tiger Tornado alloy wheels, a popular accessory at the time. The owner also displayed the Road Test that Car Magazine published in the May 1979 issue.





In 1983, Alfa Romeo introduced the Daihatsu Charade to South Africa as a locally manufactured model. Jaco van der Linde's mother bought a CXL, which was the luxury model, new in 1984 and the car has been in the family since new. A distinctive feature of the South African model was the higher roof, which was necessary to improve headroom. The car is still in an immaculate condition and is completely original.



The Datsun club was well-represented and both original and modified cars were on display. One of the rarest Datsun models was the 260 C-Z Hardtop. The rally legend Hannes Grobler told the story: a few of these cars, which combined the 260 C Hardtop model with the engine of the 260 Z sports car that was never actively marketed in South Africa, were manufactured for Datsun-Nissan's directors and a total of 45 cars were manufactured for the public. Pieter van Zyl owns a 1975 model which is still totally original and has been at Cars in the Park a few

times.



The Datsun 1200 was one of the most popular cars on the South African market in the 1970's, but original examples are getting increasingly rare. One of the most beautiful is Belinda Fourie's 1973 1200 de Luxe. The range underwent a face-lift during that year and Belinda's car is one of the later models.

Several





1200 GX Coupés were on display, like Sammy Dhlamini's 1974 model. He admits that there is some work to be done; it needs a spray paint job and its rear side windows need replacement but he intends to do so in the future.



The Datsun 1500, also known as the 521, was probably the last Datsun bakkie that was popular in this country. However, they are becoming rare, but a 1971 model was on display. It needs a lot of work; the interior needs new door panels, upholstery and carpeting but it is mechanically in a good condition.

Johan Stapelberg's 1972 Toyota Corona Mark 2 bakkie has been featured before, but he has since replaced the twin carburettors with fuel injection. Johan says that the bakkie's fuel consumption has improved considerably, as has its performance.



Marin Thompson displayed



his 1971 Mazda B 1600, which was registered at the beginning of 1972. The B 1600 was introduced late in 1971 as an addition to the B 1500, which it eventually replaced. Martin's bakkie is original, and still has the



original service booklet, instruction manual, invoice and radio. He has also recently bought a Datsun 1500, which he intends restoring.



The Mazda MX-5 is the most popular sports car in history, and at least four were on display. The most distinctive was a Eunos Roadster which was built according to American specifications. Only 1 000 were built for Japan in right hand drive and there are a few small differences but you have to be a true enthusiast to notice them.

Another one was a 2005 model, owned by Jimmy Brink and imported by Samcor. This car had only done 30 000 km and all that has been replaced, has been the tyres.



Corneel Kraamwinkel displayed something unusual; the Daihatsu Feroza was a small 4x4, just a bit larger than a Suzuki Jimny, and with a 1,6 litre 16 valve engine. He bought it recently and intends fitting an air conditioning even though it has a removable hard top. Corneel's Feroza, which is a 1989 model, has done 278 000 km and has not been restored.

The final event for 2020 will be **Cars and Bikes at the Club** on the 13th of December



Ingo Behrendt Toyota Supra flame througher





PEEPING THROUGH THE WINDOW...

Club member: Jurjen Kamstra

Wheels have interested me since a very early age and a big influence must have been my older brother Taco. The reason is that if he had a set of wheels no matter what kind, he would build a “kaskar”. The closest and steepest hill was at Wonderboom High School. We would haul the box karts up to the top and race them downhill at scary speeds without any brakes. Luckily none of us ever got seriously injured, but however I do remember of times where some of our buddies went home crying and bleeding after sometimes the inevitable happened.

Going to high school HTS John Vorster as I became older engines and motorcycles were my biggest interest. I bought my first motorbike at the age of thirteen with pocket money I had saved up for R30. This was a Yamaha 50cc “poskantoor scooter”. During my highschool years I accumulated lots of parts and motorbikes wheeling and dealing. At age fourteen I got my first fine when traffic cops caught me on my newly acquired Honda CD175. In my final year of high school I got my first car, a Ford 17M station wagon which my dad had bought new in 1969 and was by now seventeen years old and not in the greatest shape any more. The reason for the Ford being a bit tired is the fact that my brother Taco also had this same car as his first car six or seven years earlier. After Taco was done with the old Ford it went to our older brother



which used it in his business as a delivery vehicle.



**1ste
motorfiets**



**Sommige van
Jurjen se ex-voertuie**

After matric I started my apprenticeship as a motor mechanic in 1987. I saved up some money and bought myself a Datsun 1200 Deluxe which I had for three weeks only as it got stolen in Vermeulen Street Pretoria. With the Ford sold by that time and Datsun stolen I needed some new wheels on a tight budget and found a 1970 Opel kadett at a swop shop for R1200. In August 87' my country needed me for military service and by that time I had the Opel and a Yamaha RD350. During the time in the Army with lots of time to think, my mind turned to the idea of building a streetrod once I finished my two years Army. So it happened that I was paging through a "WIEL" magazine one day and saw a 1949 Ford Prefect body for sale for R400. Needless to say that I bought it. I got the old Prefect running with Ford Escort 1600 sport engine, gearbox, diff and front suspension. Unfortunately the prefect project never got finished, the Opel was gone and my daily car was now a 1960 Karmann Ghia that I painted bright white, dropped the suspension and fitted the widest wheels I could find. This Karmann Ghia was so sexy that I caught my wife with it at the time. She must have thought that I had a lot of money with such a nice little sports car. Never the less, that was the beginning of my love for older cars and many more interesting cars I have driven over the years.



The Karmann Ghia served me well for a good couple of years until the sad day when an E20 taxi drove in to the back of it destroying the rear end completely. Other interesting cars I had was a Bedford panel van with beautiful interior, liquor cabinet, mirrors inside and a bed of course, a real custom van. I then bought my first of three vw splitty kombies. At the same time I had a 1937 Morris Commercial truck which I restored completely. Then came a Mini I fixed up and later traded it in on a 1982 Mazda RX7 rotary. I had the Mazda for sixteen years. It came with a 1146cc 12A engine originally but changed the engine with the larger 1308cc 13B turbo engine. It went from quite fast to a very fast car. At first I drove it with the standard turbo, then to a bigger Garret turbo and finally fitted a huge triple K turbo. It was crazy fast and I had plenty fun with it but in the back of my head I knew that I had created a bottomless pit as the rest of the drivetrain was a timebomb. Anything could break at any time and I sadly decided to sell the car after enjoying it for so many years.

Currently I have a 1932 Austin 7 C-cab built from nearly scratch. It started with a chassis, wheels and a grille. Later I found a bonnet at Modderfontein and bought front fenders from Leon du Casse. The rest of the body was built from scratch. It runs with a 1936 DKW engine and a Fiat topolino gearbox. Also I have a splitty VW Kombi panel van, a 1970 Chevrolet Kommando station wagon, 1970 Mercedes Benz 508D bus, 1933 Ford pick-up and a 1909 Reliable Dayton highwheeler replica that I have built from scratch and a couple of 50cc motorbikes.



Jurjen se huidige voertuie

Lastly a friendly word of advice to any young car enthusiast that wants to become involved in vintage cars, be warned..... vintage cars are far more addictive than any drug you will find today, but the high is much better.

Happy and safe travels in your oldie.



Divide and misrule: How Formula One's regulations are written



By Dieter Rencken, South Africa's only full-time Formula 1 racing journalist

Double points in 2014 and elimination qualifying in 2016 are two damning examples of how Formula One's governance process can get it badly wrong. These two deeply unpopular changes were rubber-stamped amid howls of protest, only to be quickly rescinded.

Who has the power to change Formula One's rules? And how has this begun to change since the sport acquired new owners? @DieterRencken explains:

Formula One's governance process is certainly the most convoluted in the international sporting world and arguably the most dysfunctional. F1's players conveniently blame oft-incomprehensible decisions taken by a collective of acronyms – TRMs, SRMs, WGs, SGs, F1 Comms and WMSCs – for the sport's complexities. Yet they fail to acknowledge that complex processes themselves perpetuate complexity.

For vivid proof of this statement look no further than a comparison of 1963's F1 regulations versus the current (double) book. The regulations covering Jim Clark's first title-winning season ran to two pages (below) as provided to F1 Fanatic by the Scot's chief mechanic Cedric Selzer – who not only spannered Clarks' Lotus 25s, but built them first – whereas current regulations total almost 200 pages!

Indeed: F1's Technical and Sporting Regulations run to 125 and 70 pages respectively, while regulations governing staff registrations contribute a dozen folios. Add in the International Sporting Code, which governs international competition and administrative processes (78 pages, albeit in FRA/ENG), and the total number is north of 250 pages.

Any wonder, then, that fans' eyes glaze over as a precursor to grabbing their TV remotes when they hear of rule clarifications and protests and appeals and counter-appeals and international tribunals, particularly when unfathomable decisions are based upon processes taken by unpronounceable acronyms? However, all will be explained.

As the (exceedingly quaint) 1963 regulations prove, it was not always thus; equally, it is fair to state that the situation careered out of control during the recent past – to wit, after the incorporation of the (dysfunctional) Strategy Group into the governance process.

World Championship Formula 1 regulations from 1963-1965



INTERNATIONAL RACING FORMULA No. 1

(Valid until 31st December 1965)

1. Racing cars with an engine capacity superior to 1,300 cc and inferior or equal to 1,500cc.
2. No supercharging device.
3. Commercial fuel as specified by the F.I.A.
4. Minimum weight of car without ballast: 450kg in working order including lubricant and coolant but without fuel. The ballast prohibited is that of a removable type. It is, therefore, permissible to complete the weight of the car through one or several ballasts incorporated into the materials of the car, provided that solid and unitary blocks are used and that they are fixed by means of a tool and offer the opportunity of being sealed should the officers entrusted with scrutineering deem it necessary.
5. Compulsory automatic starter, with an electrical or other source of energy capable of being controlled by the driver when sitting at the steering wheel.
6. Protection against fire. Besides that already provided by Article 125 of the International Sporting Code, the car shall be equipped with a general electrical circuit-breaker either operating automatically or under the control of the driver.
7. Driver's seat capable of being occupied or abandoned without it being necessary to open a door or remove a body panel.
8. A fastening system for a safety belt is demanded (although) the belt itself being optional.
9. A roll-over protection bar is compulsory, complying with the following requirements:
 - (a) It shall not overhang the driver's head
 - (b) It shall exceed in height the driver's head when he is sitting at the steering wheel.
 - (c) It shall exceed in width the driver's shoulders when he is sitting at the steering wheel.
10. All the wheels shall be exterior to the body, so that the vertical projection be contained within the figure drawn by the vehicle wheels when the front wheels are pointing dead ahead ('not steered' in the French text).
11. A double braking system is compulsory, operated by the same foot pedal and defined as follows:
 - (a) The pedal shall control the four wheels in the normal way.
 - (b) In case of a leakage at any point of the brake system pipe lines, or of any kind of failure in the brake transmission system, the pedal shall still control at least two wheels of one same axle.
12. Fuel tanks must comply with the following requirements:
 - (a) The filling port(s) and their cap(s) shall not protrude beyond the coachwork material.
 - (b) The opening shall have a sufficient diameter to allow the air to be expelled at the time of quick refuelling (with particular reference to pressure fuelling systems), and if necessary the breather-pipe connecting the tank to the atmosphere shall be such as to avoid any liquid leakage during refuelling or running.
13. No replenishing with lubricant is allowed throughout the duration of a race.
The filling port(s) of the oil tank(s) and radiator(s) shall be fitted with the wherewithal to which seals may be applied.



The lead(s) sealing the filling port(s) of the lubricant tank(s) may not be removed at any time during the race. The lead(s) sealing the filling port(s) of the radiator(s) shall be in place at the start of the race but may be removed at any pit stop.

And, finally, for 1963 the rules demand a 'catch-tank' into which the breathers from crankcase, oil tank, and transmission are led-to avoid oil being spilled on to the circuit.



Today there are as many as 30 people dedicated to working on each car at a GP weekend.

South African-born Dieter Rencken (left) chatting to Adrian Horner, bossman of Red Bull Racing in the paddock in pre-Covid times!





UPCOMING EVENTS



YEAREND 2020

5 DECEMBER
12:00 FOR 12:30
@
POMC CLUBHOUSE

Cost R160,- per person
Book before 25 November
with Craig 082 439 5902
craig.cars@hotmail.com

Account info
Pretoria Old Motor Club
Nedbank Gezina 160345
Acc 1603 055096
Reference: Name and surname
E-mail proof of payment to
frikkr@gmail.com

Frik



FUN RUN

to
East Rand Motor Show
Boksburg
on
6 December



Program

07:30 Meet at POMC Clubhouse
c/o Keuning and Fred Davey
Silverton/Meyerspark

08H00 - 08H30 Coffee & Vetkoek

08h45 Start run to Boksburg

09H15 - 9h25 Engen Highveld 1 Stop

09h45 Arrive @ Show
51 Dr Vosloo road Boksburg
Parking reserved for POMC

Bring own chairs

Book with Mario 084 517 4680



Frik



CAR and BIKE SHOW

13 December 2020
10h00 till 14h00



PRETORIA OLD MOTOR CLUB
CARS in the PARK

Vintage and Classic Cars and Bikes

@
POMC Club House
c/o Keuning street and Fred Davey avenue,
Silverton / Meyerspark

Admission: R20 person Children Free

Food and drinks for sale

Braai facilities and Picnic area available

Proceedings of the day will be donated to Sonitus School



Info:
Jan Nel 082 442 3480
jannoddy@vodamail.co.za
Frik 082 444 2954

Frik fotos

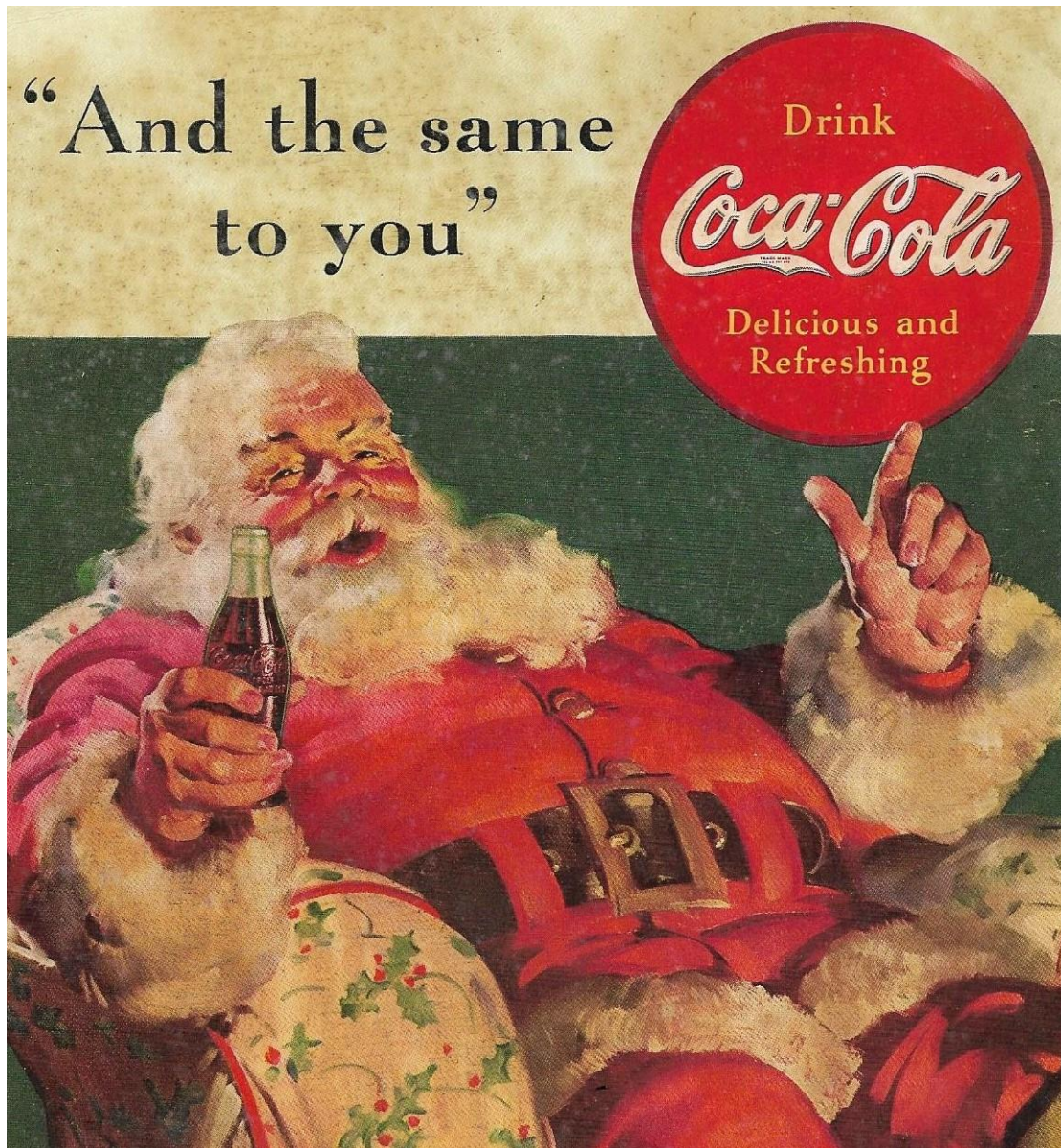


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To all members and friends of the POMC – Enjoy the December holidays and may you all stay safe.



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.

FOR SALE



1937 Chevrolet Sedan te koop - R250,000.00. Prys onderhandelbaar. Hy is op die pad, moet net geregistreer word. Papiere is alles reg. Heeltemal oor gedoen en 100% in lopende toestand. Kontak **Liezl Wahl 0718797230**



FOR SALE



Available a 1915 Hupmobile Series N chassis (119") with front axle, diff and springs.

Contact **Retief** at **083 2689057** for more information.



FOR SALE

Air duct and wing of Graham Hill Lola after his accident on Kyalami

Article on Graham Hill's crash



Original program signed by most of the drivers



Man Cave items for sale



Contact Miemie Mitana 079 395 5339



SAVVA Technical Tip 160 – Bending plastic tubing and retaining the shape

Some time ago we received this article from Dane Fraser. Thanks Dane and apologies for taking so long to use it:

From Dane:

If you have ever had to create a sharp bend in the clear tygon tubing you know how easy it can kink. I bought a new replacement carburettor for a small engine the problem was it came with a straight fuel inlet instead of the 90° one the old one had

No problem I thought I would just use a piece of 1/4" tygon tubing for the fuel line only when I tried to make it do the sharp bend required to connect between the carb and the gas tank it would kink.

I decided to give it a preform by making a shaping mandrel or bendable forming tool that I could insert then bend the tubing.

The best thing I have found for jobs like this is lead as it is easily shaped into whatever form you need and will retain its shape as long as needed. and if required it can be straightened out again

A couple of years ago I made some half round lead sticks by melting the lead and pouring it in grooves for using in leading in seams and small dents in auto-body work. I found that was exactly the diameter I needed when folded double.

I inserted it in the tygon tubing then bent it to the shape I needed. I placed it in a cut open soft drink bottle then poured in boiling water and left it until the water cooled.

To remove the forming tool I had to straighten it out somewhat but the tubing retained its shape due to being heated in the boiling water.

Tubing and tool before forming.



lead tool inserted in tubing



Formed and in boiling water note the drink bottle deforming



tubing now formed and cooled

Lead now removed note tubing retains the formed shape



Installed on the engine

I hope this helps someone if they ever find the need to form plastic tubing.



SAVVA CALENDAR OF EVENTS 2021

February 28	All clubs Day	EPVCC
March 1 – 5	SAVVA VETERAN & VINTAGE NATIONAL - DRAKENSVILLE	VVCC
March 12-13	DJ Commemorative Run	VVC
March 20 – 21	OD Inggs Memorial Run	AVMCC
March 21	Piston Ring Swap Meet	Piston Ring
March 27	Summer Rally	POMC
March 27	Great Train Race Grand Ball	VVC
April 11	Century Run	CMCN
May 1	Dam Busters Run	Sunbeam Club
May 2	Knysna Motor Show	Garden Route Club
May 6 - 8	Natal Classic	CMCN Durban
May 8	Vryheid Car Show	VVCC
May 23	Cars in the Park	VSCC Ashburton
June 5	Mampoer Rally	POMC
June 13 – 16	Milligan	EPVCC
June 19	VDubs Harvard Drive	Jacaranda Beetle Club
June 26	Golden Oldies Car Show	Golden Oldies Rustenburg
July 25	VCC Hillcrest Car Chow	VCC Durban
August 1	Cars in the Park	POMC
August 6 – 9	Prowl	DECC
August 9	Cars in the Park	OFSVCC
August 11 - 15	Magnum Rally	POMC
SEPTEMBER 11th	SAVVA AGM QUEENSTOWN	Queenstown Automobile Club
September 19	Piston Ring Swap Meet	Piston Ring
September 24	National Drive It - Heritage Day	All SAVVA Clubs
September 24	Heidelberg Great Train Race	VVC
September 25	Diamond Rally	POMC



FROM THE BACK SEAT

The back seat have been empty for a few months, due to the implications of the Covid 19 epidemic. How much we wish to think of the virus as not so pandemic than earlier this year, it is unfortunately wishful thinking. For a while at least, we will still have to follow the rules set by the Government.

Fortunately the POMC survived the virus and activities slowly gets momentum again. The “fun runs”, brain child of Mario, seems to be favourite events and were well attended during the times of forced separation. Stay tuned to this one, because Fun runs came to stay and exiting runs are to be announced soon.

Een van die hoofredes vir “From the back seat”, is om die dames wat wel behoefte het daaraan, meer betrokke te kry by POMC. Tot dusver was die poging nie baie suksesvol nie.

Die nuwe tendens om tafels te dek in die saal tydens die 2de Sondag-byeenkomste en die koffie en koek wat van vroeg af beskikbaar is, lei tot die gesellige verkeer van die lede en besoekers. Nuwe vriendskappe word gesmee en die laaste oorblyfsels van die dag se koek, word opgeraap vir nagereg, wanneer die middagbraai ook rondom die tafels geniet word. Kom een Sondag en gee vir ons terugvoer rondom hierdie idee.

I would really like to call upon the ladies to join in the fun. Any help and or ideas to make the club a better place for everybody would gladly be accepted. If you are blessed with a special talent, please come forward and share it. There are so many ways to get involved.

An excellent example is the stunning signs painted and donated by Alex Duffy.

Die algemene voorkoms van die klubhuis en –gronde lyk al aansienlik beter as n paar jaar gelede. Die tuinuitleg het egter n kundige hand nodig. As daar enige iemand is wat kan raadgee sal dit baie waardeer word. Ons kan arbeid reël, as daar iemand is wat sy kennis en idees kan deel. Die uitdaging hier is dat daar soveel moontlik parkeerplek vir die spesiale motors moet wees. Tog dra ‘n bietjie kleur baie by tot die algemene voorkoms van die klub en ons wil nie heeltemal wegdoen met die bietjie plante wat daar is nie. Selfs as jy kan steggies deel uit jou tuin, kan ons dit gebruik. My persoonlike gevoel is dat vetplante en aalwyne min aandag verg en maklik van steggies groei, maar heellaas is tuinmaak nie een van my spesialiteite nie.

Hou in gedagte dat die klub altyd fondse benodig en die verhuring van die fasiliteite is ‘n goeie bron van inkomste. Indien die voorkoms van die klub ‘n goeie indruk skep, verhoog dit die kanse om dit te verhuur. Kom ons kyk of ons asseblief hulp onder ons kan kry om aan hierdie belangrike aspek aandag te gee. Frik (082 444 2954) kan gekontak word indien iemand kan help.

Op hierdie noot groet ek en hoop ons sien ‘n rekordgetal gaste by die jaareindfunksie, op 5 Desember 2020. Craig en Michelle staan aan die stuur van hierdie funksie en hulle doen baie moeite. Dit word spesiaal gedurende die dag gehou en nie in die aand nie, omdat daar versoeke gekom het dat dit moeilik is om laataand na ‘n funksie veilig huis toe terug te keer. Sien julle daar.



Leonie Kraamwinkel



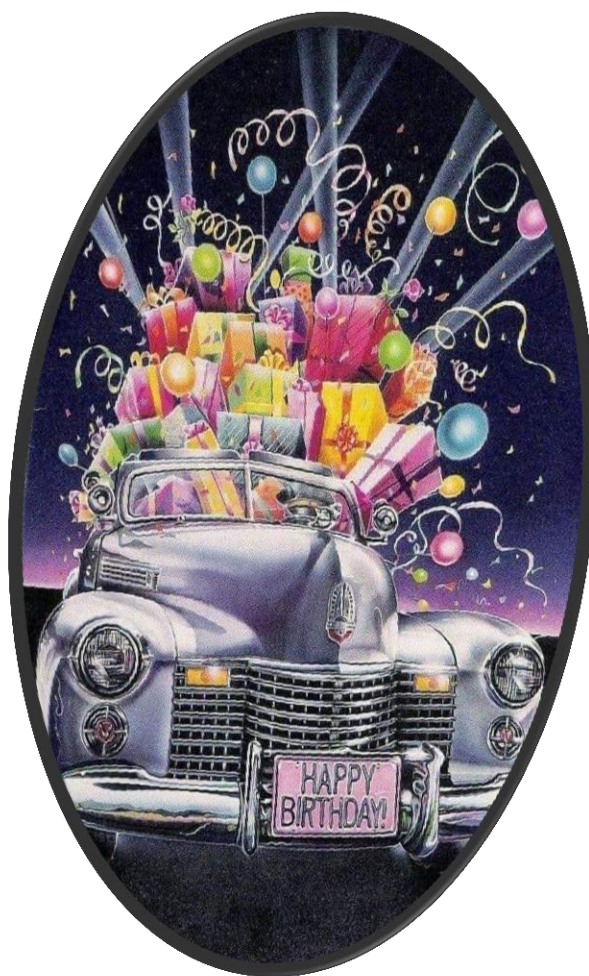


Verjaarsdae/Birthdays

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.)

1 December	Stefan Wintershoven
5 December	Lorraine van Velden
6 December	Daantjie Badenhorst
7 December	Graham MacPherson
8 December	Pieter Neethling
9 December	Robbie Feun
10 December	Gume Oberholster
10 December	Louise (Dadford)
10 December	Werner Strauss
11 December	Barry Stephanou
12 December	Tina Kraehmer
13 December	Ian Howie
14 December	Frans Willemsse
16 December	Dean Erasmus
18 December	Sureshan Pillay
19 December	Pierre Vermaak
20 December	Pierre Diedericks
21 December	Willie van Niekerk
24 December	Ettienne Fourie
26 December	Wilhelm Steijn
28 December	Pitman Combrink
29 December	Johan Erasmus
29 December	Kallie Coetzee



22 December	Martin Kohler
24 December	Egbert Olivier
27 December	Johan Krause
29 December	Ron Hibbert
29 December	Loraine Venter



30 December

Albert Etsebeth

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:	R450 (most of us)	Student / Scholar:	R150
Country Member	R225		
Half Year: Ordinary member	R225	Country Member:	R112
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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