



a-hoo-ah!

FEBRUARIE 2021

FEBRUARY 2021





Voorblad: 1958 Mercedes Benz Ponton 219

Owner: Doeke Tromp

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

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

Hennie Rautenbach sorg vir die braaivleis vuur vanaf 18h30



Februarie 2021 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 2021 POMC COMMITTEE

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a-hoo-ah! Compiler a-hoo-ah! Samesteller	Hannie Kuschke	072 242 8880 hannie@mailzone.co.za



POMC CLUBHOUSE:

WEDNESDAY MEETINGS, 2nd SUNDAYS & OTHER:

Woensdagaande	2 ^e Sondag	Ander
3 February	14 February Bonnets-up	
3 March	14 March American Classic Day & Mini Auto Pretoria	27 March Summer rally
7 April	11 April Vintage & Veteran Day	
5 May	9 May	23 May Cars on the Roof
2 Junie	13 June British Classic Day	5 June Mampoer Rally
7 July	11 July European Classic Day	
4 Aug	8 August	1 Aug CARS IN THE PARK 11-15 Aug Magnum Rally
1 September	12 September	25 September Diamond Run
6 October	10 October Spring day	
3 November	14 November Japanese Classic Day	
1 December	12 December	

Cancelled due to Covid-19 pandemic

Bonnets-up
14 February
@POMC Clubhouse

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

Summer Rally
27 March

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

CARSON THE ROOF
23 May
Venue TBA

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

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

EUROPEAN Classic
Car and Bike Day
11 July
@ POMC Clubhouse

Club meeting and braai
every first Wednesday of the month

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

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

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

CARS in the PARK
40 year celebration
1 August
@ Zwartkops Race Track

MAGNUM RALLY
11TH to 15TH 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

FCR fotos



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

Na 'n baie moeilike jaar wat die Covid-virus beperkings teweeg gebring het, was dit lekker om die oplewing in klub aktiwiteite tydens Oktober, November en Desember te ervaar.

Covid-gogga het ongelukkig weer al ons beplande aktiwiteite vir Januarie in die wiele gery en gekanselleer. Daar is dus nie veel waaroor ek kan rapporteer nie behalwe vir die enigste aktiwiteit wat wel kon plaasvind, is die pretrit vanaf die Lolly pop Pad kafee na die V8 Pad kafee by Hartebeespoort. Daar was ongeveer 14 motors, wat effens teleurstellend was, maar diegene wat dit meegemaak het, het dit baie geniet.

Ons het gehoop dat hierdie inperkings van korte duur sou wees en dat ons van Februarie af weer ons normale program sou kon volg, maar dit is ons nou steeds nog nie beskore nie.

All clubs are however in the same boat as us. Proof of that is the notice we have just received about the Knysna Motor show which is now also cancelled.

An aspect which can keep our interest and minds in our hobby alive, not only during these restricted times, but under normal circumstances as well, is through our newsletter, the **a-hoo- ah!**

In this regard the Committee would like to urge our members to send in articles for publication to Hannie Kuschke, who is really doing a good job of and putting a lot of effort into our newsletter.

Lede kan die geleentheid gebruik om ons te vertel van hulle projekte waarmee hulle besig was of is en hoe hulle sekere probleme opgelos het. Lede kan ander mede lede van raad bedien. Hulle kan hulle spesiale talente, vaardighede en dienste wat hulle lewer, aan ons bekendstel, en/of adverteer.

Ek is seker daar is baie interesandhede oor motors wat met ons gedeel kan word. Ons vra dus asseblief vir ondersteuning in hierdie verband.

Wat lief en leed betref is ek slegs bewus van Leonie Kraamwinkel wat in die volgende week gaan vir kardiologiese toetse. Ons wens haar sterkte toe.

Ek hoop die res van ons lede is sprankelend gesond en bly weg van die Covid-virus af.

POMK Groete

Christo Ferreira



CLUB NEWS

Level 3 restrictions of Covid-19 pandemic are currently stopping club members to enjoy the POMC club facilities and events.

The club facilities and terrain are constantly managed by Frik Kraamwinkel and is in miraculous condition.

The security officer, Enoch is guarding the club grounds and started a vegetable garden during the pandemic. Enoch is very proud of his mielie crop!!





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FUN RUN

– 30 January 2021

Club members gathered at the Lollypop Roadhouse in Church street and followed the road to Hartbeespoort dam's V8 Road house. There were approximately 14 club members and a view additional enthusiast that join the trip.







1936 SAGP Drivers Starting Money Document

Mark Woolley from speedstreamgroup send this interesting article..... *Enjoy*

I stumbled across this fascinating document and thought I'd share it with you. It details Brud Bishop's (the organiser of the pre-war SA GPs) detailed notes on the negotiations with each driver for their Starting Money in the 1936 SAGP.

There are some fascinating names of people who could well have attended the event, but their negotiations failed or their entry was too late, including Helle Nice, Count Lurani, Pierro Taruffi, Pierre Veyron and the return of Dick Seaman in an ERA.

The calibre of cars is also noteworthy. Of interest is that Helle Nice was down to drive a 2900 Alfa Romeo. Her exploits in a Monza are well known, but I can't see anywhere that she drove one of the bigger capacity cars. It could be a mistake, but equally makes for interesting reading if it was correct.

The notes show Bishop was in negotiations with both Auto Union and Enzo Ferrari's Scuderia for the event too. Auto Union asked for the princely sum of £ 1300 to bring two cars, driver Hans Stuck and another as yet unnamed driver. Bishop's counteroffer of £ 500 was rejected. And we know the intervention of Baron van Oertzen later that year to have the Silver Arrows at the 1937 GP, as a marketing exercise to promote the DKW brand, was successful.

It is also noteworthy, and a little humours, to see that Ferrari's negotiations remained 'not disclosed' – something one can just imagine happening with Ferrari on the other side of the negotiating table.

What is also interesting is the negotiated conditions for coming first or second in the race for some of the drivers. Pat Fairfield would have received no money if he'd won.

I cannot vouch for these being Bishops notes, as there is no other documentation to support that as a fact. However, the level of detail suggests that if they are not in his hand, then they are those of someone who was privy to his negotiations. We know from his book that he took charge of these discussions and also raising the funds to pay the drivers. It is a rare and fascinating insight into how negotiations were conducted, back in a time where things were literally done on a bit of paper...



2nd S.A. Grand Prix 1/1/36

Overseas Competitors Accepted

Starting Money.

① Pat Fairfield.	} £250 { less £250 if 1st less £125 if 2nd.
1100 cc E.R.A. 5/6	
② Eileen Ellison.	} £200 No conditions.
1500 cc Bugatti	
③ Lord Idowe	} £500 No conditions.
3300 cc Bugatti 5/6 C.P.	
④ J.P. Wmille	} £500 { less £250 if first less £100 if 2nd.
3300 cc Bugatti 5/6 C.P.	
⑤ Austin Dobson	} £300.
2600 cc Alfa Romeo 5/6 C.P.	
⑥ Arthur Dobson	}
1500 cc Riley	
⑦ T.P. Chalmers & Jagger	}
2900 cc Maserati 5/6 C.P.	
⑧ R.O. Shuttleworth	} £200 (less £100 if 1st)
2900 cc Alfa Romeo 5/6 C.P.	

Other Overseas Competitors.

① Mlle. Helle Nice	} Asked £350 - No accepted Asked £250 - too late.
2900 cc Alfa Romeo 5/6 C.P.	
② R.E. Featherstonhaugh	} Asked £300 - No accepted
2500 cc Maserati 5/6 C.P.	
③ Count J. Lurani	} Asked £400 - No accepted Prepared to accept less - too late.
1500 cc Maserati 5/6	

2nd S.A.G.P.

④ P. Janoffi	} Asked £400 - no accepted 1500 cc Maserati 5/6
⑤ Auto Union	} Asked £1300 - offered £500 2 cars (stick + X) No accepted.
⑦ Giulio Rampani	} Offered £200 - not accepted Alfa Romeo
⑧ Mrs. Gerenda Alvar	} Asked £200. 1500 cc Delby op 5/6 offered £300 (less £100 if 1st) not accepted.
⑨ Enzo Ferrari	} negotiations not disclosed. Alfa Romeo
⑩ Carlo Puliscuda	} Enquiry too late 2900 cc Alfa Romeo 5/6 C.P.?
⑪ Robert Brunet	} " " " 3000 cc Maserati 5/6 C.P.?
⑫ Raymond Danner	} " " " 2900 cc Alfa Romeo 5/6 C.P.? or 3300 cc Bugatti 5/6 C.P.?
⑬ Pierre Veyron	} " " " 3300 cc Bugatti 5/6 C.P.?
⑭ Dick Leaman	} " " " 1500 cc E.R.A. 5/6
⑮ Lazlo Idartmann	} " " " 1500 cc Bugatti 5/6?
⑯ Ian Brian Lewis	} unable to come. 3300 cc Bugatti 5/6 C.P.?
⑰ Paul Rovere	} Enquiry too late 1500 cc Maserati 5/6?
⑱ Barrane	} " " " 1500 cc Maserati 5/6

How is this for an old piece of F1 history !!

Mark Woolley

mark@speedstreamgroup.com



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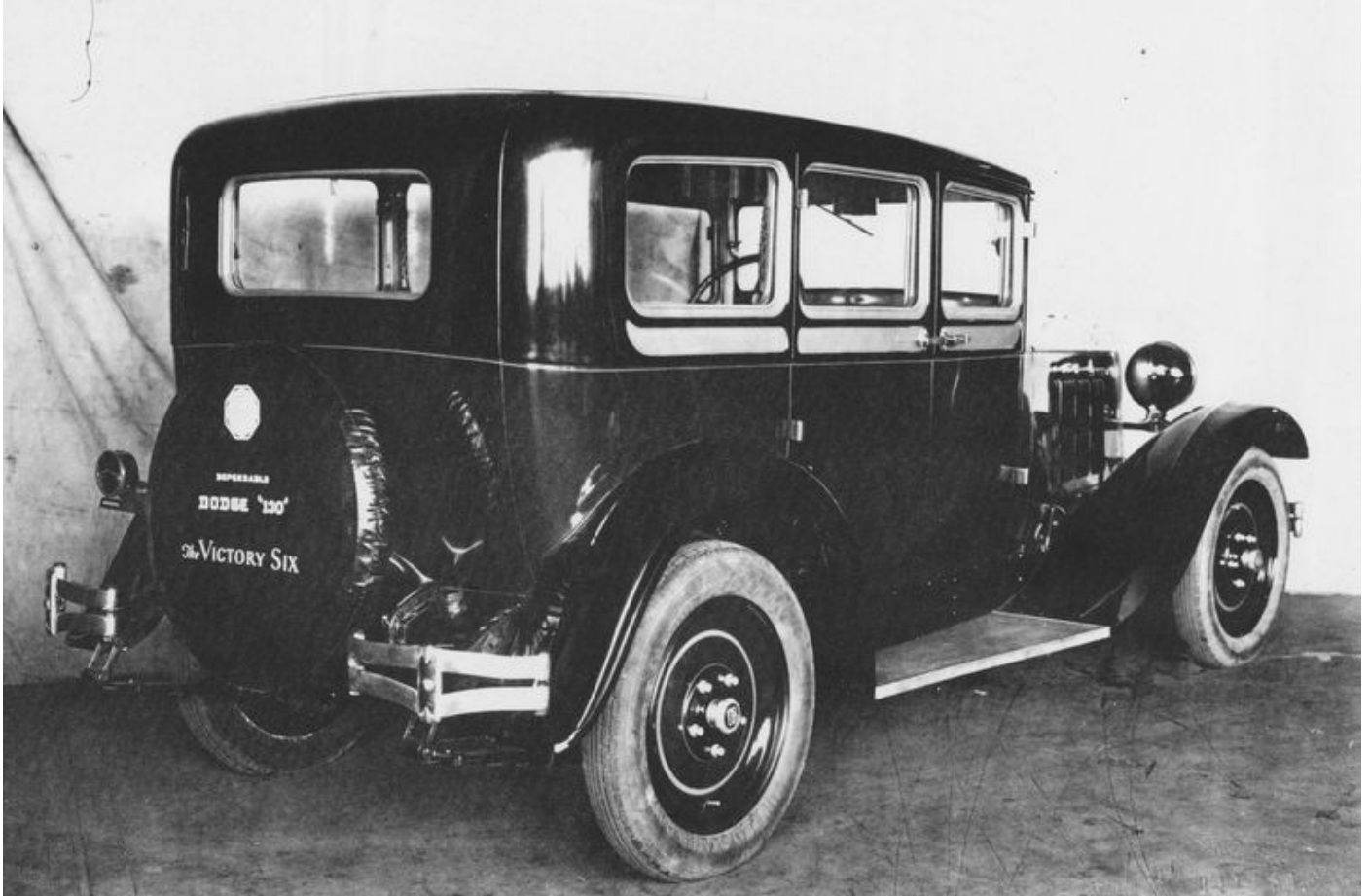




1928 Dodge Victory Six

It may not look like much, but the 1928 Dodge Victory Six could be the most important car in the history of coachbuilding

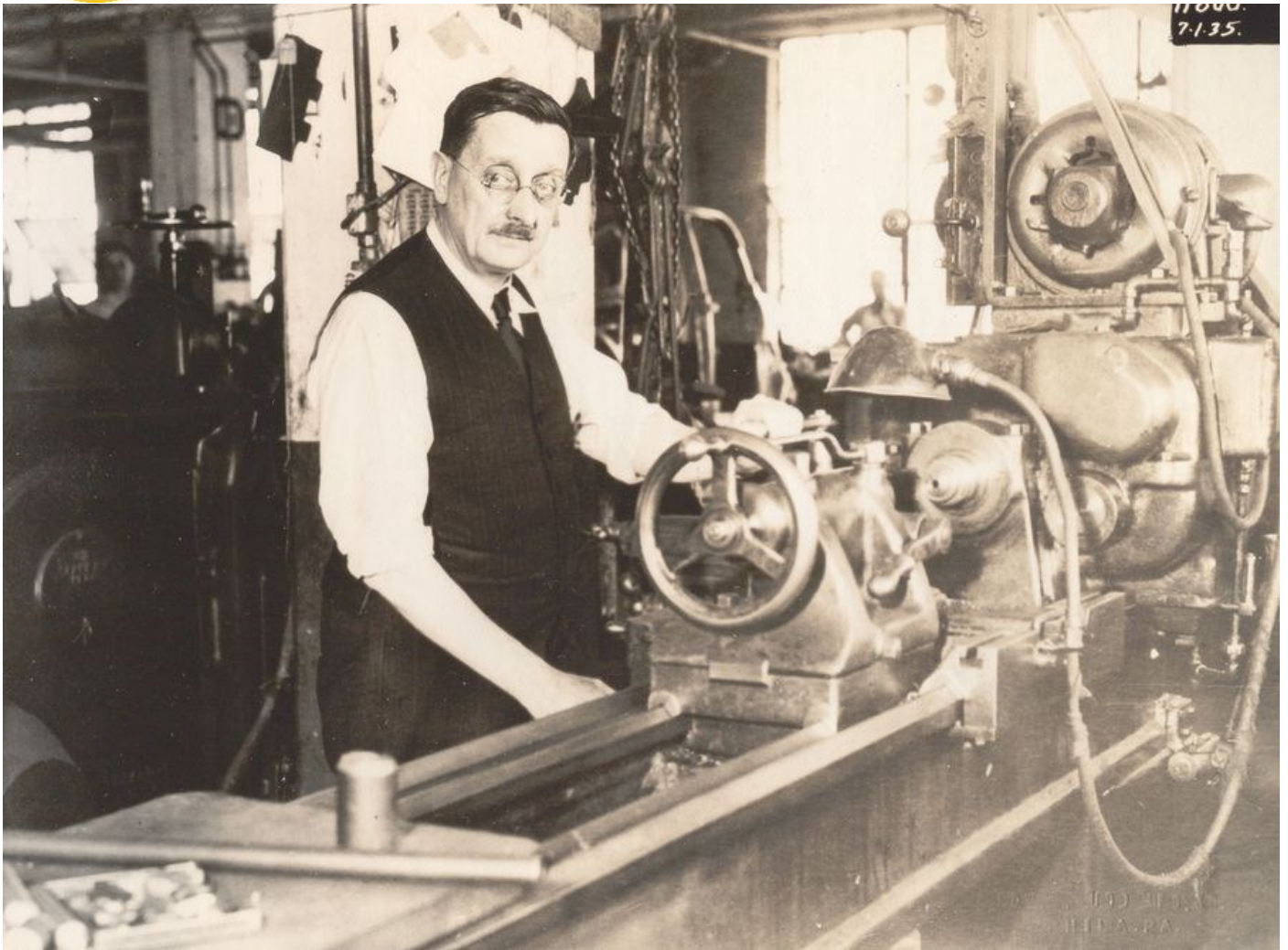
- By [Per Ahlstrom](#) published in *Hemmings*



The 1928 Dodge Victory Six started a new era in the history of automobile manufacturing. It was the first car with the body designed to make full use of the inherent properties of steel. It was the first sedan that didn't have the body panels attached to a framework. The panels were taking part of the stresses and the car was a forerunner to the unit-body cars that came onto the market in the 1930s. Photo courtesy Dodge Club archives at the AACA Library.

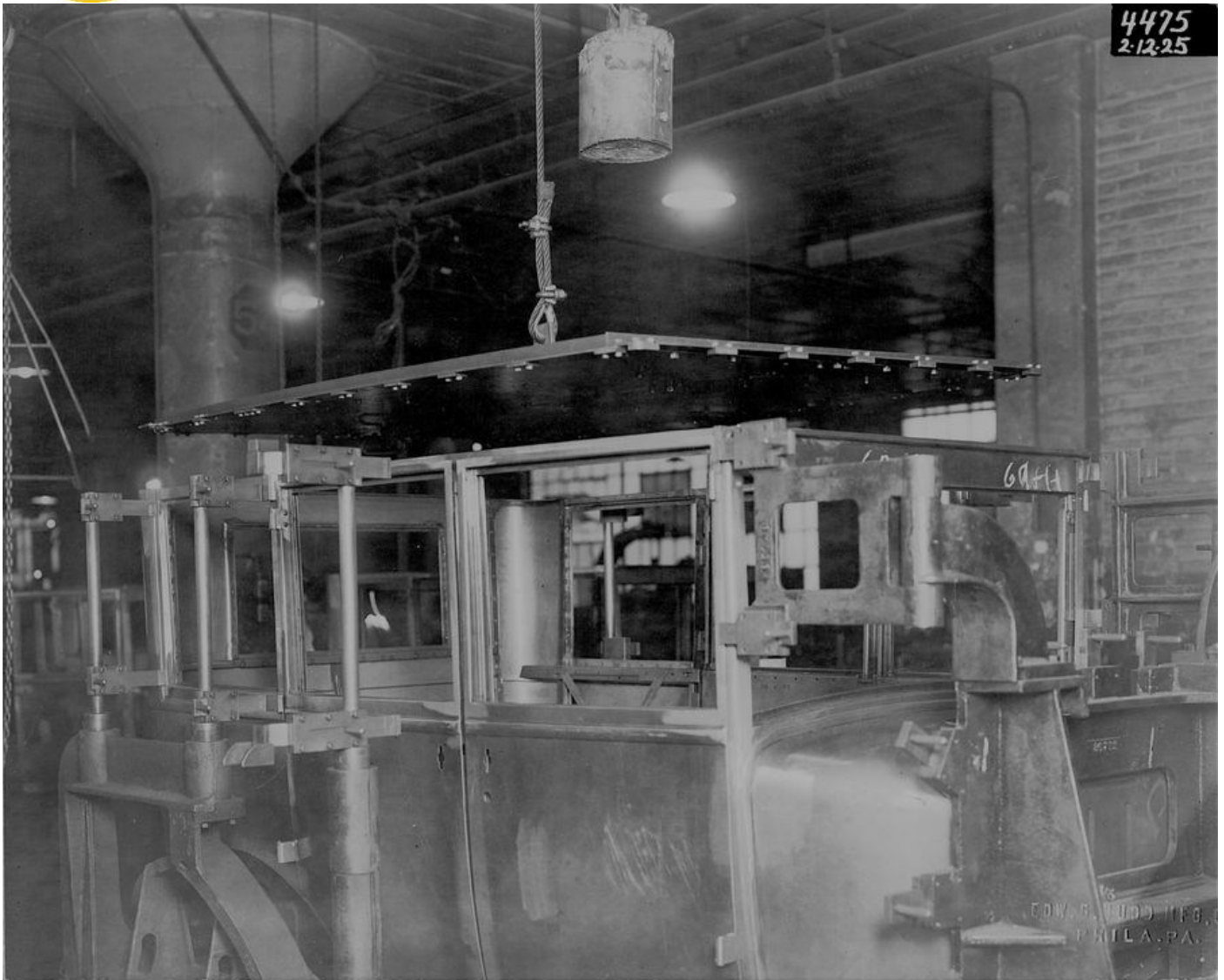
Few people regard the 1928 Dodge Victory Six as a revolutionary car. It looked about the same as other cars of the era and it was in most respects a very conventional car. But the way it was built was truly revolutionary. The 1928 Dodge was the first car to make a clean break with the auto body building traditions carried over from the days of horse-drawn carriages. It was the first car with a body designed to make full use of the properties of sheet steel. It was the first car to be built with the technology that made the modern, mass-produced automobile possible.

From the very beginning, Dodge had all-steel bodies made by the Edward G. Budd Manufacturing Company in Philadelphia. Budd and his engineering team, led by his chief engineer Joseph Ledwinka (not to be confused with [Hans Ledwinka](#) of Tatra), pioneered the all-steel bodies, and developed and patented welding and stamping methods that gave the company a factual monopoly on the manufacture of all-steel bodies throughout the 1920s and 1930s.



Joseph Ledwinka was a hands on inventor and engineer. He actually built cars and machinery with his own hands. Photo from the archives of Robert Masciantonio.

Before the appearance of the Dodge 1928 Victory Six, the basic design of all-steel bodies didn't really differ much from the conventional composite bodies, where sheet steel was nailed onto a wooden framework. For the all-steel bodies, the wooden framework was basically copied in steel profiles and had the body panels welded on to the steel framework. The steel pieces were placed in jigs and welded together.



The production of all steel sedans was difficult in the 1920s. There was so much welding that the bodies warped out of true when they were taken out of the jigs. This made it difficult to fit the doors, which also were warped. Budd photo.

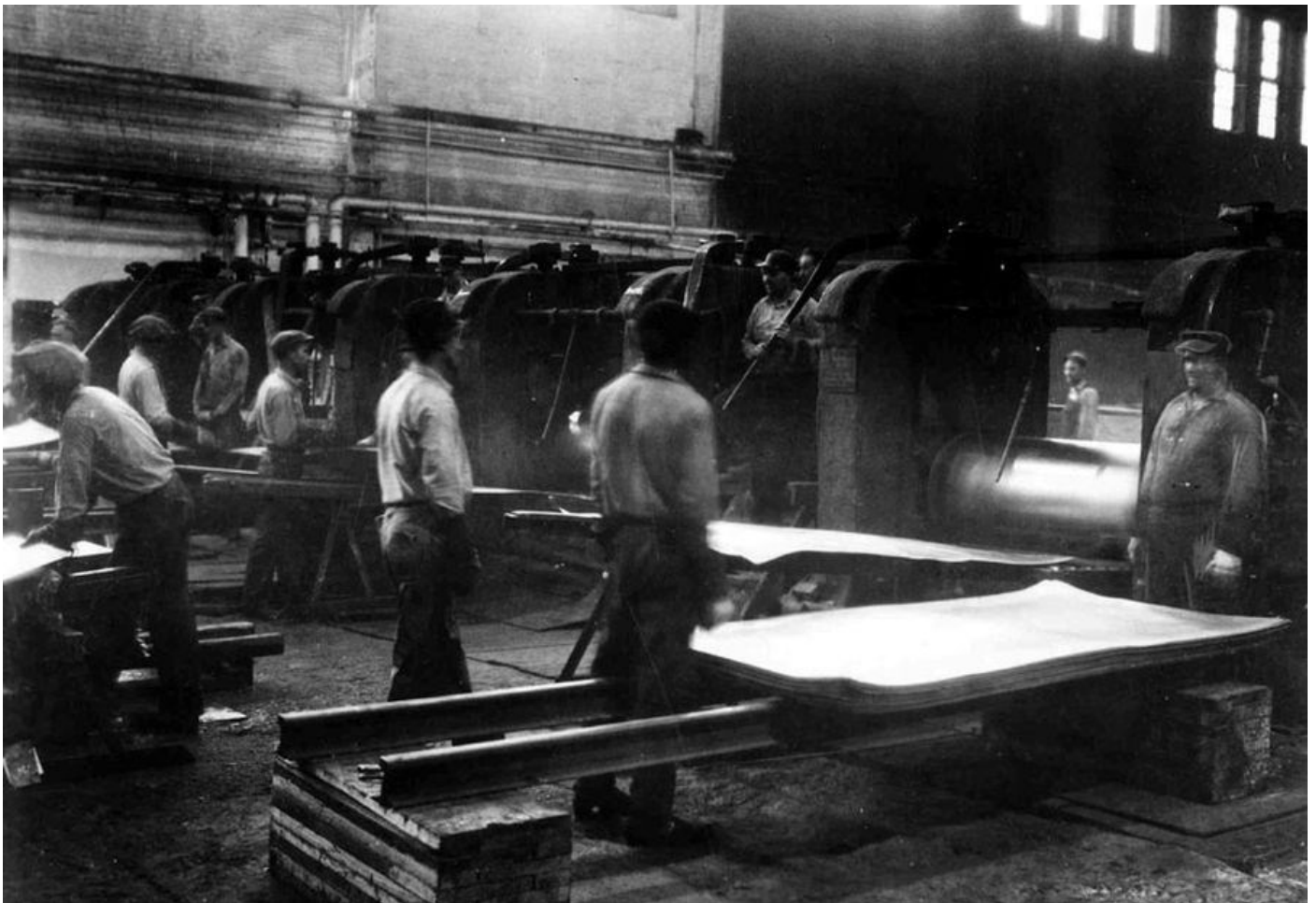
These all-steel bodies didn't offer that much of an advantage over the composite bodies. The tooling for the many stamped parts was expensive and it was more difficult to fasten the upholstery. The main advantage was that the painted all-steel bodies could be baked, to make the paint dry faster. This was important, as it otherwise could take up to 10 days for the paint to dry. The drying cars took up a lot of space and also tied up a lot of capital. Another advantage was that the all-steel bodies held up better to vibrations and thus were quieter and longer lived than the composite bodies. But the majority of auto companies did not think that the advantages of the all-steel bodies outweighed the drawbacks.

One of the major drawbacks of the all steel bodies was that the bodies warped from all the welding when they were taken out of the jigs. Adjusting for the warping wasn't all that difficult in the flexible open car bodies, but when the Budd company started to build all steel sedans, they were saddled with a nightmare. Ledwinka described it like this:

"When the closed or sedan body came into use, we got into real trouble. Customers insisted we make the contours of the steel bodies as nearly as possible like those of the wooden bodies and we did, joining the many parts together either by gas or electric arc welding. The parts were assembled and clamped in large jigs and welded together while clamped into



place. When we removed the bodies from the jigs they tended to spring out of true, because there was so very much welding. The door openings could not be kept accurate so when fitting the doors, which themselves were none too accurate in size, it can be seen what a heartbreaking job we had. This started in the period between 1919 and 1922 and went on."



Sheet steel, thin enough for use in automobile bodies was a novelty in the beginning of the 20th century. The sheets were pulled back and forth between rollers that had the gap between them narrowed for each passage. The production was labor intensive and expensive. The dimensions were uneven and the sheets were often wavy. Photo courtesy American Rolling Mill Co.

At this point in time the steel industry could only produce thin steel sheets that were a couple of feet wide. The quality of the sheet steel was uneven, as it was produced in small rolling mills where the metal was passed back and forth through the rollers. The gap between the rollers was reduced for each pass, to make the sheets thinner and thinner. In the final stages of rolling the sheets were doubled up and rolled to achieve the desired thickness, then pulled apart again. No two sheets were exactly the same, and no sheets were big enough to press much more than half a car door in one piece.

Ledwinka realized that the existing method of producing all-steel sedans was unsustainable. Something radical had to be done.

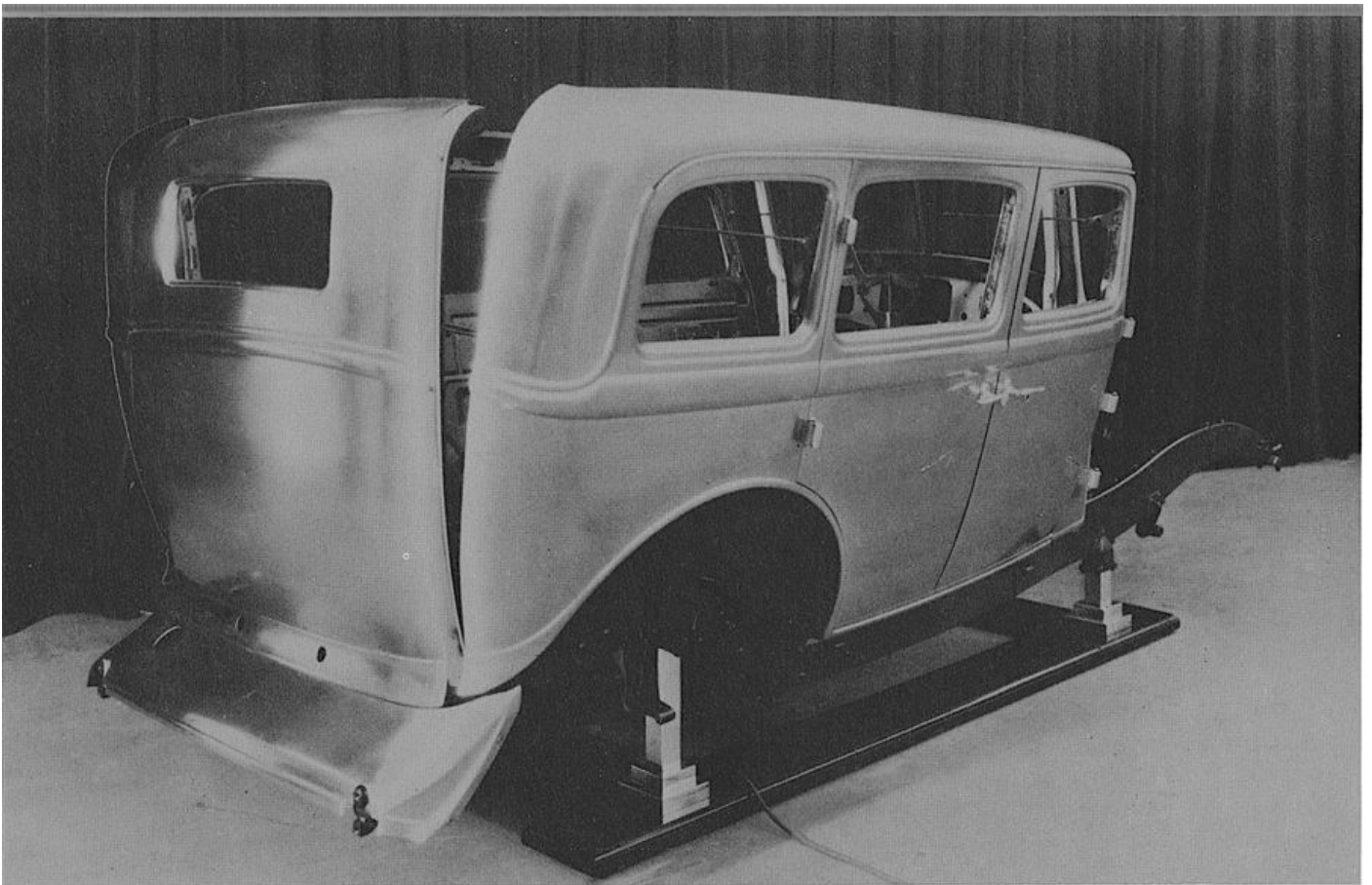
In time I saw we could not continue in this manner, and by 1924 or 1925 I developed much better ideas as to how a steel body should be built. Leaving off sharp corners in door openings and windows would enable us to draw these corners in



the presses. Pressing the whole side in one piece complete with the door openings would assure accurate and unvarying door opening sizes. Also doors drawn in one piece complete with window frames would be accurate in size and would fit the accurately sized openings without trouble. In short, I concluded we must forget simulation of wooden body construction and design the steel structure to make best uses of the qualities of the material itself.

I talked to Mr. Budd about these ideas and he thought more steel would be required, especially larger sheets of steel which the steel mills were not rolling and perhaps could not roll. After several months I talked to Mr. Budd again, telling him I couldn't get this idea out of my mind, that I must try it to satisfy myself. Mr. Budd then agreed that I should 'go ahead'. First I made a Dodge sedan by hand and Mr. Budd's interest was keenly aroused. This was about 1926.

Ledwinka patented the rounded off corners of doors and windows and also a method for butt welding two sheets of steel together, hammer the weld and then heat treat it, to make the wide sheet pliable enough to draw in a press. He also applied for patents of designs that could do away with the heavy gauge frames and which made the chassis form the body threshold. It was in fact an early version of a unit body. These inventions made it possible to radically reduce the number of body parts and to stamp a whole side or back of a car in one piece. This reduced the number of welds and thus the warping. The doors, also pressed in one piece, now could be fitted with a minimum of adjustments.



The 1928 Dodge Victory Six was the first all steel sedan engineered to make full use of the inherent properties of steel. The number of body components was greatly reduced and the body panels were part of the load carrying structure. It was the first car that truly broke off from the traditions of carriage building that prevailed in automobile manufacturing. Photo courtesy of the Dodge Club archives in the AACA library.

The first car to be produced with Ledwinka's new method was the 1928 Dodge Victory Six. The bodies of the new Dodge Sedan looked conventional, but the way the body was made was completely new to the industry. The tooling was much more expensive than tooling for the conventional steel-on-wood bodies, but in mass production the new



method of producing car bodies was superior in every way to the composite bodies. The new bodies were much cheaper to produce in large numbers and they were lighter and stronger.



The first continuous rolling mill for sheet steel was built in Ashland, Kentucky. The old mill at Ashland produced 500-600 tons of sheet steel per month. By 1927 the new continuous mill produced 40,000 tons per month. By 1940 the American steel industry had built another 26 mills of the same type. As the production went up, the price went down. In the beginning of the 1920s high quality sheet steel cost \$135 per ton. In 1940 the price was down to \$60 per ton. Photo courtesy American Rolling Mill Co.

About the same time as Budd Manufacturing introduced the new stamping technology, the steel industry invested in continuous rolling mills that could produce large quantities of sheet metal in high quality and at much lower prices, making the all-steel bodies even more economical. The first rolling mill that could roll steel wide enough to press the whole side of a car body in one piece came on line in 1932 in Indian Harbor, Illinois.

The new way of building all-steel car bodies changed not only the structure of car bodies, it changed the structure of the whole automobile industry. Up until now the investment necessary to start a new car industry or car model had been comparatively low. The marginal cost for increased production was also low. It was a labor-intensive industry with fairly low capital intensity. The introduction of a new model might cost a few tens of thousands of dollars.

Ledwinka's new approach to all-steel bodies, introduced on the 1928 Dodge, changed all that. The tooling for a new model and investment in gigantic presses required millions of dollars. The marginal cost for increased production also became very high. When a production line reached full capacity it was expensive to add new tooling to make more cars. The all-steel bodies forced automobile manufacturers to use clay modeling to try out new designs. When adjusting the shape of a composite body it had been fairly easy to adjust the wooden framework where needed. This



was no longer possible, and designers and modelers were hired to make sure that the cars were pleasing to the eye, before management took the decision to invest in tooling for the new models.

Another invention by a Budd engineer, George C. Kelley, made the new way of building all-steel bodies even more competitive. He devised a method for deep-drawing sheet steel, making it possible to rapidly and economically press steel into very advanced shapes, shapes that were impossible or extremely expensive for the coachbuilding industry to copy. Suddenly the expensive custom-built luxury cars looked dated compared to the designs of the mass-produced Chevrolets and Fords.

The Edward G. Budd Manufacturing Company had a unique position in the auto industry. Its patent portfolio covered practically every aspect of the production of all-steel bodies. All major auto manufacturers, both in the U.S. and Europe, were customers of Budd, either for licenses, body components or whole bodies. This enabled Budd to introduce the new technology to the global automobile industry in a way that no other could have done.

The demise of the coachbuilding industry and the small (and some not so small) independent car manufacturers has mostly been seen as a result of the economic depression in the 1930s. It is no doubt this was a major factor in the radical structural changes the automobile industry went through in the 1930s, but there is also no doubt that the new all-steel body technology was a major factor in the dramatic changes.

The big three, GM, Ford and Chrysler, could make full use of the new technology. They had the capital necessary for the upfront investments in machinery and tooling. They produced cars in numbers that made it possible to pay off the expensive tooling in a very short time. The smaller manufacturers had no way of competing, as their cars became outdated before the tooling was paid off. Some of them, especially in Europe, where small manufacturers were protected by high tariffs on imported cars, managed to keep the same basic model in production for many years, spreading the high cost of tooling over a long time. But the coachbuilders and most of the smaller car manufacturers had to give up when the composite bodies no longer were competitive.



Joseph Ledwinka at the drawing board. Here he drew up plans that revolutionized the automobile industry. He was a prolific inventor and held 276 US patents in his own name. One of the patents was US Patent No 2.000.000, which he was awarded at a ceremony on May 6 1935. From the archives of Robert Masciantonio

The Budd/Ledwinka/Kelley inventions also made the modern mass production of automobiles possible. The stamping and welding methods they introduced lent themselves to automation in a way that would have been impossible for composite bodies. The body technologies developed by the Edward G. Budd Manufacturing Company had as far reaching, if not more far reaching, consequences for the automobile industry as the Ford assembly line did. Ford changed the way labor was organized to build cars. Budd changed the way cars were built.



The 1928 Dodge Victory Six therefore ranks as one of the most important cars in automotive history, right up there with the 1886 Benz, the 1892 Panhard, the 1908 and 1912 Cadillacs, the Model T Ford, the 1934 Citroën Traction Avant and the 1959 Mini – the cars that changed the course of car design and manufacturing.

---oOo---

When Continental kits were cool

REMEMBER THESE??????????????

Stu Johnson's comment.....I did a feature on one for Car Magazine in 1987. Actually quite cool to drive, not that big. From 1955, the Thunderbird out-sold the first-gen Corvette by about 10 to one. GM were thinking of discontinuing the Corvette before Zora Arkus Duntov worked some magic with the handling, and of course, the Chevy small-block V8 became available in 1955. Those early Vettes had the mild stove-bolt straight six motor and a two-speed automatic. The T Bird came with a 6,0 litre V* out the box in 1955, so it out-gunned the "Vette.

Then in '58, Ford turned the T Bird into a four-seater and ruined the balance of the car, but sold about three times as many!

Stu







Imagine parking one in our shopping malls !!





UPCOMING EVENTS





PEEPING THROUGH THE WINDOW....

Club member: Johan Krause

Die eerste 20 jaar van my lewe het ek gewerk aan verskeie ambagte wat my baie handig te pas kom wanneer dit kom by restorasies en vervaardiging van alle goed wat jy nie in die hande kan kry of koop nie en intussen moes ek werk aan die verliefdheid

My eerste kar was 'n VW Beetle 1500 en nuut was hy R2250.00 . My veteraan motor versameling bestaan uit n 1929 Packard 626 Rumble Seat en dan het ek 'n 1937 Packard 4 deur Sedan en daar is al heelwat werk gedoen op die 1929 Packard en die plan is om verder te gaan met die restorasie .

Die 1937 Packard wil ek graag restoreer want dit is n baie mooi kar en is baie in aanvraag oorsee maar ek oorweeg dalk om maar eerder die 37 te verkoop want ek glo nie ek gaan die tyd kry om hom te restoreer nie. Ek het dan ook n 1947 4 deur Packard Clipper wat ek 4 jaar terug gerestoreer het maar daar is nog n paar klein goedjies wat ek nog aan werk , ek geniet elke oomblik wanneer ek met hom ry want dan bevind ek my in 'n ander tydperk . Dan het ek ook n 1972 Siat 750 Abarth afkomstig van Zimbabwe en ek is nou die 4de eienaar .

My belangstelling in ou motors en die restorasie van ou motors het begin vandat ek n jong seun was, my pa het sy eie paneelklopper besigheid gehad en daar het ek gesien en geleer hou om met verskillende gereedskap te werk, daar was tye wat motorkar onderdele baie skaars was of glad nie beskikbaar was nie dan het my pa bak panele en parte met die hand vervaardig . Ek het self al n klompie ou karre vir ander mense gerestoreer en ook ander manne se restorasies moes oor doen wat eerder as butcher jobs beskryf moet word , maar nou ja -----

Ek het een Saterdag vir my klere gekoop by n winkel in Krugersdorp waarna ek die klere in my motor gaan sit het en weer terug in die winkel is omdat ek sakdoeke gaan koop het wat ek in die eerste plek vergeet het , toe ek weer by my motor kom toe kry ek hom nie oop gesluit nie, met die gesukkel toe kom daar n ou aan en vra my wat ek by sy motor doen toe verduidelik ek kom dat ek klere gekoop het en in my motor gesit het en weer terug winkel toe was en nou kry ek nie my motor oop nie , die ou sê toe vir my maar dit is sy motor maar ek sê vir hom maar daar is my klere dan in die motor en ek het die motor oopgesluit met my sleutel en weer gesluit en nou werk die sleutels nie meer nie, hoe nou gedaan ? Na verdere ondersoek kry ons my motor 4 motors verder geparkeer, die selfde tipe motor met dieselfde kleur, toe lag ons lekker .

As ek kan raad gee aan julle jong manne en ouer manne wat dit oorweeg om met n restorasie te begin, wanneer jy op n motor besluit om te restoreer moet jy eers navorsing doen om meer inligting te kry oor die tipe motor en wat is die beskikbaarheid van parte. Dit is belangrik met enige restorasie of dit nou n Dinky Toy of 'n fiets is of wat ook al jy wil doen. Baie mense begin 'n restorasie en op 'n dag sien hy hy is in 'n doodloop straat en dan beland die projek op 'n hoop en later by die skrotwerf. Vra iemand wat weet as jy nie regkom nie want dit is hoe jy leer en ondervinding opdoen. Ek sê altyd daar is nie 'n dom vraag nie maar baie stupid antwoorde .



1947 Packard Clipper voor restorasie



1947 Packard Cilpper gerestoreer



Johan Krause



1972 Fiat 750 Abarth



1929 Packard Sedan



1937 Packard Sedan

Baie dankie Johan vir die mooi en interessante artikel !



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:

Wilne Dednam(Spangenberg):

My father was one of the bigger car enthusiasts I have seen. His passion and love for the classic is what I presume other people read about in books

He always took me classic car shows as he said classics are a work of art, the craftsmanship , the detail, the time spent on every masterpiece.

He passed away last year after a battle with cancer - I was heartbroken when the cars in the park did not happen as I know he will be with me always, every show I go to. He left me his car magazine (Wiel, Car and Hotrod) collections starting from 1981 - some still in the original plastic.

Any buyer for these classics- ?

Contact: Wilne

[email: wspangenberg@gmail.com](mailto:wspangenberg@gmail.com)

FOR SALE:



PORTAPACK GAS SWEIS STEL.

E-pos: loubornman@gmail.com.. Sel. 0823372966

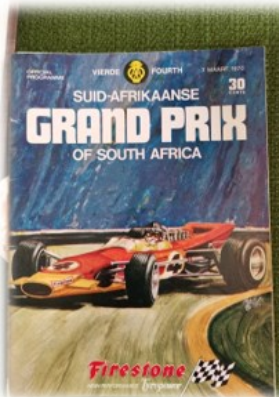
Prys: Onderhandelbaar.



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

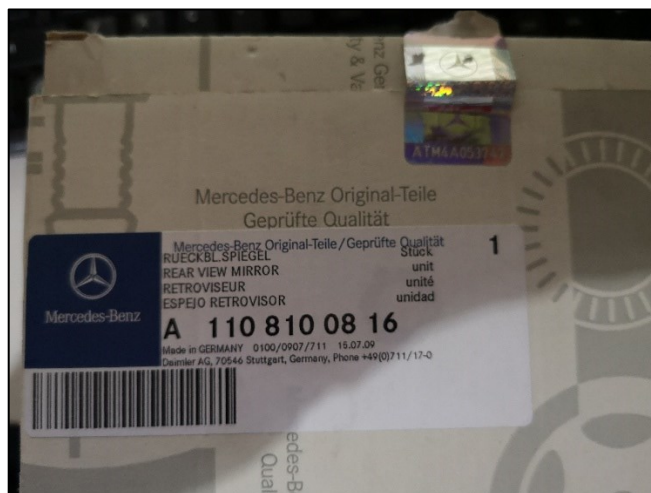


Contact **Miemie Mitana 079 395 5339**

TE KOOP

Mercedes spieël - R2 000

Kontak: Frik Kraamwinkel





FOR SALE – a must have for 2021!

Motorheads DIARY 2021 – annual edition #15

The ultimate diary for the motoring enthusiast

A concise annual overview of motoring in South Africa, for the motoring enthusiast, to showcase the spectrum of motoring events & to provide the enthusiast with relevant information.

Motorheads Diary is an A5 size, hard-cover page-a-day diary which is designed to appeal to a wide spectrum of people - from National & Regional Racing & Rally drivers, to Street Rods & Classic Car owners, motorcyclists, & every other kind of motoring enthusiast. The diary features historical motoring-related facts, as well as a calendar of motoring events - races, rallies, shows, biking, and aircraft events. Some significant international events are also included. It provides all the information you need to fuel your passion for motoring throughout the year.

Profiles & short articles featuring a cross-section of both well-known & lesser-known car people & clubs provide additional interest. Because of 2020 having been what it was, Motorheads 2021 focuses a lot more on people.

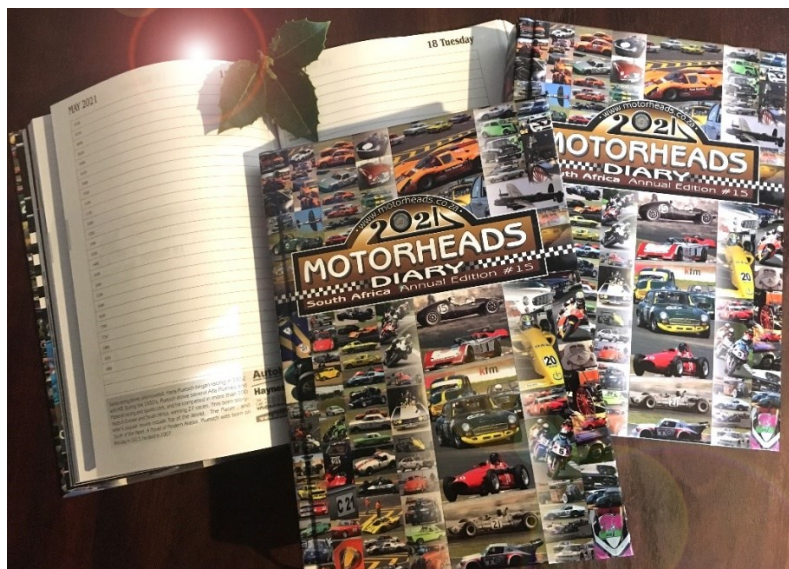
Also included is a wealth of other useful information, such as a car club index, advertisements of useful services, & track information.

Over 120 different custom covers have been produced for various companies, clubs and tracks over the years. A promotional gift that lasts an entire year!

Retail selling price: only R 210

The diary is available from Autobooks, Aviation Shop, Models for Africa, Model Mania and other stores and events.

For more info, or to place an order, contact Heide-Marie von der Au on 083 455 7684 / hm@motorheads.co.za





Wanted/Search for:

69t Porsche

LEE DURRANT is searching for info on his 69t Porsche ex South African

Hope you could help me, I'm English living in the UK and have got an early 911. It was sold new in UK but never registered. Someone in 68 shipped the car to South Africa.

In 2002 it returned to the UK. I'm trying to find the old owner when the registrations were TBV32 and BXN530T. Recently found some old pictures.

I've been told it could have been raced back in the day. I am trying to track history or owners.

Please contact me for any relevant info

Lee Durrant

leedurrant@aol.com





TE KOOP

Hierdie Mercedes is alles oorspronklik. Volledige papiere en is op die pad.

Kontak : Joe Thomas

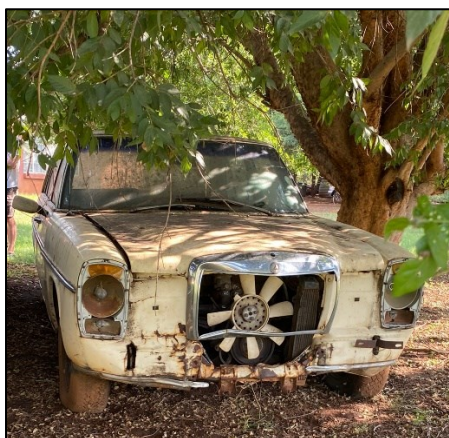
(083) 266-0129

Prys: onderhandelbaar





Hierdie 2 voertuie is 'n regmaak proses.



Kontak : Joe Thomas, (083) 266-0129





TE KOOP

1935 Plymouth De Lux Sedan.

Stephen Donovan 082 924 2130

Prys R250 000._

Jaargang 113 No. 23 (013) 235-2501 Fax: (013) 235-170

Ná 63 jaar weer tuis!

Mnr. Danny Donovan van Pietersburg met die 1935 Plymouth De Luxe Sedan wat sy pa as gebruikte motor in 1937 by Sydney Clow & Kie. deur mnr. Ralph Morgan van Morgan's Garage op Lydenburg gekoop het. Hy en die pragmotor het vandeessiek weer na 63 jaar by die huis waarin mnr. Donovan op die hoek van Viljoen- en Kerstrate op Lydenburg sy Kinderdae gespendeer het, kom klier. Vandaag behoort die huis aan mnr. Bennie en mev. Ina Liebenberg. Mnr. Danny Donovan Snr. het op 11 Desember 1940 tragies in 'n motor-ongeluk in die Houerspas tussen Lydenburg en Pelgrimsrust gesterf. Sy vrou, Elsie, het die gesinsmotor gekoop en toe die gesin kort na haar aan se dood Pietersburg toe verhuis, het die Plymouth saamgetrek. Mev. Donovan het vir baie jare daarmee gery totdat sy op 80-jarige ouderdom deur haar kinders in 1984 aanbeveel is om maar eerder nie meer self te bestuur nie 'aangesien sy in jare aanstap'. Sy was toe reeds 80-jarig oud. Mnr. Danny Donovan Jnr. het in 1995 begin om die motor te restoreer en in Maart vanjaar was die liefdestaak uiteindelik voltooi. Hy is 'n kranige motorvoertuig-restoureerder, wat tans twee ander veteraanmotors en die veteraan BMW-motorfiets - wat hyself gerestoureer het - besit. Die Plymouth se aankoopprys was destyds £150. Die restaurasiekoste? 'Dit was 'n fortuin - my geheim!' het mnr. Donovan vandeessiek geskerk waar hy, sy vrou en twee vriende vandeessiek by die A&J Kruger Gastehuis op Lydenburg huisgegaan het. Die Donovans en mnr. Helmut en mev. Mertens (ook van Pietersburg) is nou weer met die Plymouth die ou paai wat die motor voorheen ook besoek het. Mnr. Mertens het met die restaurasiewerk gehelp.

History of the Donovan Family Car

1935 Plymouth De Luxe Sedan

This Car was purchased by Danny Donovan Snr living in Lydenburg on the 18th December 1937 with 12000 Miles on the Speedometer from Sydney Clow & Co Ltd Johannesburg via his friend Ralph Morgan of Lydenburg. Danny Donovan Snr died in a motor accident on the 11th December 1940 at Robber's Pass Pilgrims Rest. Elsie Donovan his wife inherited this Car and used it in Lydenburg, later in Pietersburg.

This Plymouth was used continuously on a regular basis until 1984 when Elsie Donovan reached the age of 80 years.

The Plymouth was given to her son Danny Donovan Jnr, who put the Car in storage and proceeded to find many new spares in order to restore the Car.

Restoration started in January 1999 and completed in March 2000 to its present condition. The Colour of the Car is as it was when manufactured.

This Car has been completely rebuilt back to as near original as possible and is destined to travel some of the roads and visit towns it used to do many years ago.

This has been a faithful Car in the Donovan Family for 80 years and we hope to have it around for more years.

Original Second Hand Purchase Price
One Hundred & fifty Pounds.

Restoration Cost a small Fortune and its a secret.

Restorers Danny Donovan & Helmut Mertens



ISSN 1662-7733

weekend

1120
1017
914
811
708

Polokwane review

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a dad

The Limpopo Classic Car Club and Mail of the North (Moth) are holding the World of Wheels Expo from June 23 to 25. Several club members, along with Donovan will exhibit their vehicles. Bone van der Merwe (Club, marketing manager), and Thabisa Lenganyane (Moth, marketing assistant) is here to meet with classic car collector Danny Donovan (World of Wheels Expo) and his 1935 Plymouth De Luxe Sedan. The expo will be held at the local court entrance.



FROM THE DESK OF SAVVA - 18

SAVVA Chairman's Statement

MMXX is a year we all wish to forget. It brought about many hardships, loss of friends and loved ones as well as creating a sense of nervousness and anxiety that has beset us all. The first part of MMXX1 does not seem as if it will be any different.

In terms of Government Gazette 11224 of 13 January 2021, the adjusted Level 3 Revised lockdown has been extended until 15 February 2021. You will recall that one of the restrictions relating to this adjusted level 3 lockdown relates to various gatherings.

The size of gatherings is limited, restrictions are placed on venue owners and operators, and in some cases gatherings are banned outright. Because of this many clubs have cancelled their monthly events and a number of National Rallies have been cancelled.

SAVVA Council realises the need to keep its members safe and not expose them to any unnecessary risks, especially given that many of the members are in a high-risk group, whether by reason of age or comorbidities or both.

We therefore urge all clubs to carefully reconsider holding any events at this time and even though they may comply with all the Covid19 regulations at your previously planned event, you could be putting your members at risk by running these events.

The Council will monitor the situation over the next few weeks and revert back to you when SAVVA and the Government consider the situation has improved to allow us back to a more normal form of social contact with friends and fellow club members.

SAVVA Council met last night for the first time in MMXX1 and decided that we would like to make MMXX1 a little easier for the clubs.

SAVVA subscriptions will for the year be reduced from R 20.00 per member to R 10.00 per member, which is a 50% discount.

If you have already paid your subscriptions for the year you have two options; A) Ask Gavin for a refund and advise him of the club's banking details.

B) The overpayment will be applied to your MMXX2 subscriptions.

Please advise Gavin at treasurer@savva.org.za

The form to complete is on the SAVVA website

<https://savva.org.za/wp-content/uploads/2019/10/CLUBS-ANNUAL-REMITTANCE-FORM.JAN-2020docx.pdf>



SAVVA CALENDAR OF EVENTS 2021

February 28	All clubs Day	EPVCC
March 1 – 5 CANCELLED DUE TO COVID-19 PANDEMIC	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 CANCELLED DUE TO COVID-19 PANDEMIC	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 SEPTEMBER 11th	Magnum Rally SAVVA AGM QUEENSTOWN	POMC 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



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.)



02-Feb	Fred	Calitz
04-Feb	Leni	Saayman
05-Feb	Christo	Ferreira
08-Feb	Ralph	Van der Merwe
09-Feb	Abe	Zeilinga
10-Feb	Ina	du Preez
11-Feb	Annie	Oosthuizen
11-Feb	Johan	Stapelberg
14-Feb	Taco	Kamstra
14-Feb	Roland	Stokhof
15-Feb	Hannie	Kuschke
17-Feb	Piet	Kleingeld
22-Feb	Cecelina	Lombard
24-Feb	Gideon	Scheepers
26-Feb	Jo	Farmerey



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



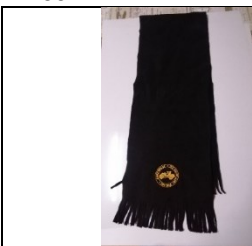
POMC – Swart & Geel Lounge
R200



POMC: Wit Lounge
R200



POMC – Swart Lounge
R200



POMC – Swart Serp
R40



POMC – Voorskoot
R150



CIP – Assorted
Volwasse: R120 Kinders: R80



Membership Dues – Ledegelde Ordinary Member: Country Member	R450 (most of us) R225	Student / Scholar:	R150
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.
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