



a-hoo-ah!

JUNIE 2021

JUNE 2021





Voorblad:

1958 Austin Princess LWB, 1980 Rolls Royce Silver Shadow

Eienaar:

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.

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



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 and bikes at Loftus park
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

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

Voorsitter Chairman	Christo Ferreira	082 779 5703 christo@blpta.co.za
Ondervoorsitter Vice-Chairman	Frik Kraamwinkel	082 444 2954 frikkr@gmail.com
Sekretaris Secretary	Taco Kamstra	082 770 8800 tacokamstra@gmail.com
Tesourier Treasurer	Mario Coetzee	084 517 4680 mario@mariocoetzee.co.za
Projekbestuurder Project Manager	Frik Kraamwinkel	082 444 2954 frikkr@gmail.com
Batebestuurder Asset Manager	Danie du Plessis	083 676 0130 carlpen@mweb.co.za
Tydrenbeampste Rally Official	Claude Stander	082 570 2498 claudestander2.co.za
Dateringsbeampste Dating Official	Craig Jeannes	082 439 5902 craig.cars@hotmail.com
Koördineerder: 2e Sondagbyeenkomste Coordinator: 2nd Sunday Meetings	Jan Nel	082 442 3480 jannoddy@vodamail.co.za
Ledewerwing Member Recruiting	Gerco Kraamwinkel	079 916 6277 gercok@gmail.com
Nuwe komitee lid: New committee member:	Neil Stander	060 9846850 stander@gmail.com
a-hoo-ah! Compiler a-hoo-ah! Samesteller	Hannie Kuschke	072 242 8880 hannie@mailzone.co.za



2021



Bonnets-up
14 February
@POMC Clubhouse



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



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



CARS at Loftus
23 May
@ LOFTUS PARK
Arcadia



MAMPOER Regularity 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



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

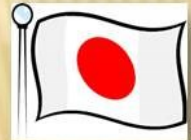


CARS on the ROOF
18 July
@ Brooklyn Mall

Cars & Bikes @ the Club
12 December
@ POMC Clubhouse



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
1980 - 2021
40 year celebration
1 August
@ Zwartkops Race Track



MAGNUM Regularity Rally
11TH to 15TH August
Hotel Numbi & Garden Suites
Hazyview
Mpumalanga



One of the few parts you replace each year on Ford-built cars

Another reason why Ford Motor Company cars are quality built. It's the durability of the individual parts. Standard on most of our cars are aluminum mufflers that last twice as long, fuel filters good for 30,000 miles, and transmission and axle fluid that's sealed in for the life of the car. Even the screws in all exposed areas are made of stainless steel. These are just a few of the more durable features pioneered by Ford Motor Company in its determination to free you from car cares. They add up to the fact our cars are quality built to last longer, need less care and retain their value.

PRODUCTS OF MOTOR COMPANY
FORD: Falcon, Fairlane, Galaxie, THUNDERBIRD
MERCURY: Comet, Meteor, Monterey, LINCOLN CONTINENTAL



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

Ten spyte van die sprake van 'n derde vlaag van Covid wat ons bedreig, is ons klub aktiwiteite darem nog op dreef. Ons hoop en vertrou dat dit so sal voortgaan en dat die verwagte derde vlaag van Covid nie sal realiser nie.

Ons maand vergadering op 5 Mei was weer 'n baie aangename geleentheid gewees toe Mario Coetzee vir ons sy wedervaringe tydens 'n besoek van 'n paar jaar gelede aan Zimbabwe vertel het. Die doel van sy besoek was om te gaan soek vir 'n klassieke motor om te koop. Uit die vertellings en fotos was dit verbasend om te sien en te verneem hoeveel ou motors daar in agterplase van huise rond staan wat nog restoreerbaar is. Veral Amerikaanse motors staan nog in groot getalle daar rond en dan is dit nogal dikwels kopees wat baie gesog is.

Ons is regtig bly oor die goeie bywoning van ons vergaderings deur ons lede en ons se weer eens baie dankie aan hulle daarvoor. Ons sien uit na ons volgende vergadering op 2 Junie waar een van die lede weer vir ons sy gerestoreerde trots gaan kom wys.

We would like to remind our members and other clubs to please support our Mampoer Rally on the 5th of June. Claude and his helpers are really putting in a lot of effort to arrange the event to be enjoyed by us.

In lieu of our "Second Sunday" meeting of 9 May, we had the "Cars and Bikes at Loftus" event on the 23rd May. This was a first but very well attended by various clubs and car enthusiastic groups. I am sure this can grow into a very popular event in future. Thanks to Frik for his arrangements.

Die res van die jaar se program lyk baie interessant. Daar is 'n paar nuwe "venues" waar ons gaan uitstal en kuier. Hou gerus Frik se kennisgewings dop.

As gevolg van die Covid bedreiging en beperkings is die "Cars in the Park" steeds 'n onsekerheid. Frik hou daagliks sy vinger op die pols van gebeure in hierdie verband. Indien hierdie geleentheid weer eens nie kan plaasvind nie, is Frik en die komitee hard besig om te kyk na 'n afgeskaalde maar baie interessante byeenkoms vir hierdie jaar se "Cars in the Park".

Wat Lief en Leed betref dink ons aan Taco wat nou al geruime tyd nie lekker voel nie. Ons wens hom sterkte toe. Ten spyte van sy ongesteldheid sorg hy egter nog steeds vir baie interessante insetsels vir ons maand vergaderings. Baie dankie Taco, dit lewer 'n groot bydrae om ons vergaderings interessant te maak.

Intussen het ons verneem dat Dirk Engelbrecht, wat baie pyn beleef as gevolg van 'n ernstige probleem met sy rug, tans weer in die hospitaal is en onder sterk verdoving is teen die pyn. Ons bid hom sterkte toe en glo dat die behandeling baie suksesvol sal wees. Sterkte ook aan sy vrou Yvonne en ander familie.

Dit is met leedwese dat ons verneem het van die afsterwe van een van ons lede, Willem du Plooy, as gevolg van Covid. Sterkte ook aan sy naasbetaandes

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

Op daardie noot groet ek tot volgende maand

POMK Groete

Christo Ferreira



Cars and Bikes at Loftus Park

- Deur Daantjie Badenhorst

On the 23rd of May 2021, the Pretoria Old Motor Club had an event for classic cars at Loftus Park.



Unlike most events held at the club premises in Silverton, any classic car regardless of age or country of origin, could be displayed and visitors were able to see cars that have either disappeared from our country's roads or are extremely rare.

The last event held at the club premises so far featured vintage cars, and one of the cars on display at both these events was a 1941 Chevrolet Master de Luxe owned by Sammy Dlamini. This car, which was built at General Motors's factory in Port Elizabeth and this is also where the car was originally registered. Sammy has owned this car for just over a year and it is still in an original condition.





Another Chevrolet built in the same factory but only a few years later was the 4100 LS, based on the Opel Commodore. This was a top seller in South Africa in the mid 1970's but it has become a rare sight. Lenard Labuschagne owns an immaculate 1975 model, one of only a few fitted with air conditioning and power steering. This car, which has had only one previous owner, and has only done 73 000 km.

In the 1960's, the British Motor Corporation (BMC) manufactured several models based on the Mini. Two of them had an added notchback which gave them something of a luggage compartment. The Riley Elf is just about unknown in South Africa, because the One Point Five was the last Riley to be introduced here. The Elf could be distinguished by an upright grille that was similar to that of the Wolseley Hornet. Raz Weiss

owns one that was manufactured in 1963; one of the first Mark 2 models which was fitted with the one-litre engine. He has owned his car, one of at least three in this country, for the past year.





The Mercedes-Benz Unimog has been a popular go-anywhere workhorse, and two were on display. Pieter Henning owns a 1982 model built in the East London factory, and the plaque



with its most important information is under the bonnet. This vehicle was originally used on a farm near Bapsfontein. It was complete but had to be built up. Pieter is the chairperson of Unimog Freunde (Unimog Friends), which is the South African Unimog owner's club and he came from Marble Hall to

display this vehicle.

Henry Wickham's 1978 Unimog originally came from a farm near Brits, and is totally original. Henry drove one when he was doing his military service, and since then he has always wanted one. However, he decided to give his Unimog an agricultural rather than military appearance.





In the early 1990's, Nissan introduced the Infiniti marque to South Africa for the first time.



Willie van Rensburg owns the first Infiniti Q 45 to be imported to South Africa. He bought it from the late Hennie van Vreden. This car was used as a training vehicle for Nissan's mechanics, and after that, the dealer principal of the dealership in Orkney bought it, after which Hennie bought it.

The Peugeot 504 was a popular car in South Africa for more than a decade. Shikar Soarki owned a 504 several years ago when he was still living in Durban and was looking for another one. He found his 1980 GL, one of the last of these models to be manufactured, three months ago and bought it. He admits



that there is still some work to be done, but he intends restoring it to its original condition.



In the early 1990's, Nissan introduced a series of retro-styled models for the Japanese market, and only a few were imported. One of them was the Figaro, which was a coupé which was available in four colours, representing each of the four seasons; green for spring, blue for summer, grey for winter and brown for autumn. There are five in South Africa; one of them is part of Freek de Kock's Nissan collection in Bothaville. FC Buys owns a green one which he bought from the original owner who imported it from Japan.





The Fiat 125 was introduced to South Africa for the 1969 model year, and in 1970, the 125 Special was added to the range. Martin Pitzer owns an original 125 Special, which he bought from the first owner who was from Italian descent. The car still has its original service booklet and the sales documentation from Cartoria Motor Industries, the Fiat dealership in Vermeulen Street, Pretoria in those days. Before Martin bought this car, it was in storage for five years.



A popular car of the 1970's which is not a common sight anymore is the Datsun 1200, but at least two in an original condition were on display. Johan Potgieter owns a GX sedan manufactured in 1975, the final year of production. He bought the car in Pretoria after he saw it advertised on Facebook, and to his surprise, the car was recently valued at R 95 000.

Another car Johan displayed, was a 1980 model 280 ZX with the then-popular T-top. He bought the car in Cape Town, and the previous owner sold the car to raise money to help a child with leukemia. He bought the car in December 2020 but does not know the history of the car well.





The Alfa Romeo Giulietta 105 series coupé had an unusually long model life, and was on the market for more than a decade. The last version to be introduced, was the 2000 GTV, introduced in 1972. Joe Rebelo is the original owner of an immaculate 1974 model that is still in an immaculate condition and has never been restored.



In 1978, the last version of the Chrysler Valiant was introduced to South Africa. Although the Chrysler L and SE were manufactured in South Africa, they sold in limited numbers. However,

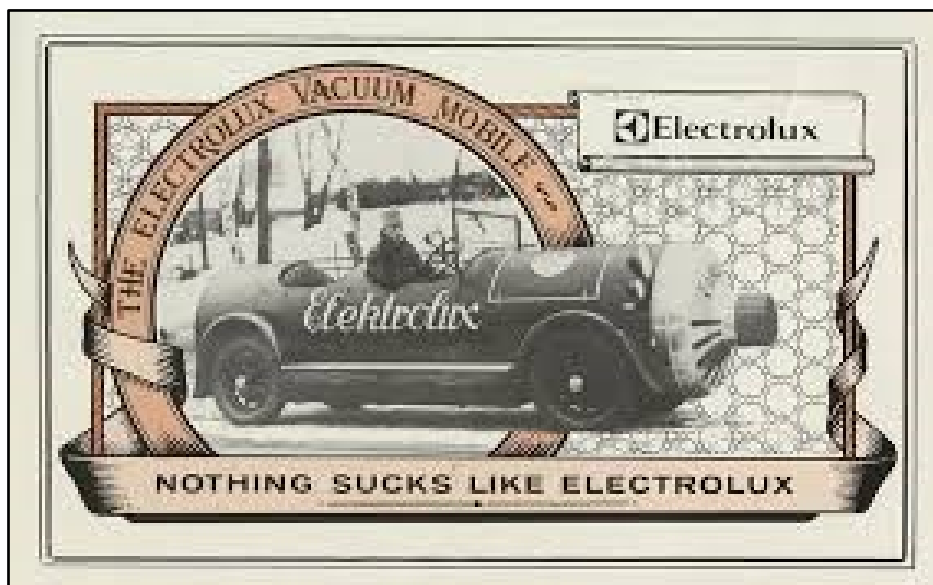


Mpho Mogsumi's 1978 model is in an immaculate condition despite having done almost a million kilometres.



The Colt Galant, known as the Mitsubishi Sigma in some countries, was a top seller in South Africa in the late 1970's and early 1980's, but only a few are still around. Sammy Dlamini owns a 1600, built in 1983, the last year of production. He bought it a month ago from its original owner in Kempton Park.

The next event on the Pretoria Old Motor Club calendar is the annual British day, on the 13th of June. This will be held at the club's premises in Silverton.





Pretoria Old Motor Club at Loftus Park

- By Caroline te Reh

Vintage & Classic Cars and Bikes

On Sunday, 23 May 2021, Loftus Park was honored to host the Pretoria Old Motor Club Vintage & Classic Cars and Bikes. In the early hours of the morning, Pretoria was buzzing with the sounds of the vintage & classic engines making their way to Loftus Park. Exhibitors from all over had prepared for this day and eagerly anticipated displaying their vintage & classic cars and bikes in the centre overlooking the Loftus Stadium.

Although the morning was crisp, the cloudy sky made for a beautiful backdrop for the car displays. As the cars and bikes entered Loftus Park, the scenery changed and as if everyone had stepped into a time machine, the centre was transformed into a picture from the past. Club members with family and friends, shoppers and guests strolled through the approximately 170 vintage & classic cars display, taking in the masterpieces and enjoying the atmosphere of this unique event.

Situated next to the renowned Loftus Versfeld Stadium, the Loftus Park precinct is one of the most iconic mixed-use developments in Gauteng. The precinct totals an impressive 55 000 square meters and consists of P-grade office space, hotel, a premium gym, a medical centre, open-air piazza with restaurants and a convenience retail offering. Loftus Park seamlessly brings business and leisure together as it tackles both work and play in one vibrant precinct.

Loftus Park would like to thank the Pretoria Old Motor Club for utilizing the venue for this exquisite event. Thank you to all the Club Members for their impressive effort and showcasing of their masterpieces, all suppliers including Mega Stars for the musical entertainment, Checkers and Vovo Telo Loftus Park for the refreshments and platters and all Loftus Park staff for their support.

For future events, shows and exhibitions, follow @LoftusPark on both Facebook and Instagram.



POMC Classic Cars and Bikes at Loftus Park

- Deur Frik Kraamwinkel



POMK se Mei second Sunday het vir sewe jaar by Kolonnade Retail plaas gevind. Die sentrum het van eenaars verwissel en ons kon nie met die nuwe eenaars suksesvol kontak maak nie.

Dit het ons genoodsaak om 'n nuwe tuiste te vind vir ons Mei second Sunday. Die bestuur van Loftus Park was gretig om hul fasiliteit aan ons beskikbaar te stel.

Die geleentheid was besonder goed ondersteun deur verskeie klubs en meer as honderd voertuie is uitgestal. Daar was 'n wye verskeidenheid van

voertuie van die laat 1920's tot 2019 modelle.

Die Voorsitter van die Unimog Klub het van Groblersdal gekom met sy Unimog.

Die Thunder Tour deelnemers van regoor Gauteng was goed verteenwoordig met hulle V8's, so ook lede van Alfa, Triumph, Aircool Holicans en Van Toeka tot Nou. Die sentrum het koffie en verversings aan die uitstallers voorsien en musiek en sang is aangebied deur Adolph Oosthuizen en Delmarie.











Baie dankie Frik vir die reëlings om hierdie dag suksesvol te laat verloop. Jou insette word baie waardeer!



AGAINST ALL ODDS

- Alex Duffey

When one restores an old motor vehicle it often happens that something quite out of the ordinary happens which is very difficult to explain. I have spoken to many enthusiasts, who have undertaken restoration projects of old motor vehicles and then during the restoration experienced something which was against all odds of happening. When you have read my two stories, I am sure you can also think of something similar that has happened to you and I am sure that many of our readers would like to hear your story also. If you have experienced something similar, write about it and send it to me so that I can publish it in our Newsletter.

My first story begins in 1980 when I saw the engine of an old 1918 Buick on a farm near Delmas. The owner of the farm, Mr Will Heymans, had bought the car during the Second World War from a Dr Van der Merwe of Beaufort-West, mainly for the engine, which he used to drive a water-pump on his farm. After he had bought the old car in Beaufort-West he discarded the roadster body on Dr Van der Merwe's farm and only brought the chassis and engine to Delmas. When I told Mr Heymans that I wanted to buy the engine he told me that if I gave him a power-plant for his water-pump I could have the whole car. He had unfortunately cut the chassis in half to make a trailer from the rear section, but I could have all the pieces. I agreed and a week later the remains of the old Buick were at my home in Pretoria. Fortunately, Mr Heymans had saved the cowl with all the instruments and windscreen, one front mudguard and the radiator with its shell. Naturally my family thought I was totally mad to even think of making a car from the bits and pieces.



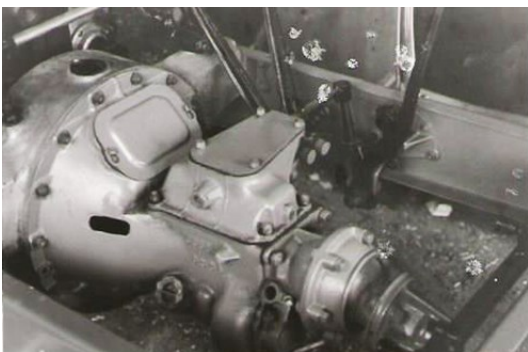
The 1918 Buick with chassis joined before taking it home



The original turtle-deck roadster body soon after it arrived.

Now this is where the unusual happened. Soon after I started stripping what I had, a Mr Donald Wolfaard visited me and when I showed him the remains of the old Buick, he told me that he knew the farm in Beaufort-West where the car had come from and that he was sure that the original body was still lying there in the veld. He also told me that he was going to fetch Hupmobile parts in Beaufort-West later that week, and if I was prepared to pay his diesel he would see if he could bring me the remains of the original roadster body of the car. A week later his lorry stopped in front of my gate and there on it was a rusted turtle-deck rear end of a 1918 Buick roadster. I couldn't believe my eyes and afterwards with the removal of some rusted sections I managed to save the body and re-unite it with its original chassis.

But this was not all! When I stripped the gearbox of the old Buick, I realized why the car had been retired in the first place – the cluster gear had most of its teeth missing. Where was I going to find such a gear? Enquiries overseas were in vain, because no one wanted to strip a gearbox only for a cluster gear. I contacted an engineering firm in Johannesburg to have it manufactured, but when I heard what the costs would be, I dropped the whole project.



The 1918 Buick gearbox – note the gear lever on the right



The 1918 Buick Roadster after restoration



Now this is where the second unusual event occurred. One Wednesday evening in 1982 I went to the POMC clubhouse as a new member and only found three members there that evening, the Chairperson, Chris van Rensburg, Blackie Swart and Louis du Plessis. Over a beer we started talking about our restorations and I told them about my problems with the cluster gear of my Buick. Then it happened again! Blackie Swart told me that he had seen the remains of an old Buick in a bush behind a hotel on the way to the Hartebeespoort Dam. That Saturday morning, I drove out to the hotel and spent the whole morning searching every bush in the veld behind the hotel. I was just going to give up when I saw a clump of dense trees about half a kilometre from me. I walked towards it and there amongst some large rocks was the remains of an old Buick chassis, parts of an engine and attached to it a complete gearbox. I immediately removed all the grass and plants covering it and to my surprise it was exactly the same gearbox as the one in my car. I then walked to a nearby farm-house to ask the owner if I could buy the gearbox from him. When I told him that I wanted to buy the gearbox of the car in the bush, he thought I was mad, because he didn't know about the remains of the car in the bush. When I took him to it, he started laughing and said that I could take all I wanted for free. That gearbox is still in my Buick today, because when I took it apart, I found that it was still in perfect working order.

The next unusual event happened while I was completing the restoration of my 1918 Buick roadster. One Saturday morning while I was working on the old Buick, a Mr Johan van der Hoven turned up at my place and while he was watching me working on the car told me that he knew of a much older Buick in the veld on a farm near Ellis Ras. I then agreed to go with him to have a look at it the next Saturday. We left Pretoria early that morning with my bakkie and by the afternoon we reached the farm he had mentioned. When I saw what he considered a car in the veld I was shocked. It was not much more than just a chassis of a very early Buick. I nevertheless decided to load everything lying around and returned to Pretoria. The chassis turned out to be the remains of a 1908 Buick Model 10 Runabout, but there was no engine and no gearbox.



1908 Buick chassis as found in the veld



Model 10 Buick engine after stripping it down

I told my wife that I would consider restoring the old car if I could find an engine for it. I then placed a wanted ad in the SAVVA Automobilist. Of course, everyone I spoke to thought I was mad – who would have an engine for an eighty-year-old 1908 Buick in South Africa. Then the unusual happened again! About a month later a Mr Jannie van Wafferen of Pietersburg contacted me and said that he thought he had an engine which was probably a 1908 Buick

engine. When I asked him what he wanted for it, he said that it was not for sale, but that he would consider a stationary engine in exchange for it. Just prior to this I had restored a 1901 Cushman engine, which I had acquired from my brother who was a scrap-iron dealer, and I asked Mr Van Wafferen if that would satisfy him. He told me to bring it along when I come to look at the Buick engine.

The 1908 Buick Model 10 engine after full restoration

One Saturday morning my son and I drove to Pietersburg to have a look at the engine. I showed Mr Van Wafferen my Cushman and he took me to look at the old Buick engine amongst the many stationary engines he had standing around. I immediately realised that it was a 1908 Buick Model 10 engine with Engine number EX 379 – the EX was for export and in 1908 Buick built 4002 Model 10's of which no more than 100 were exported overseas. Mr Van Wafferen was pleased to make the exchange and just before I left, I asked him where he had found the engine. Now this is the unbelievable part of the story! He told me that in the 1960s he had taken the engine out of an old derelict Buick lying in the veld on a farm near Ellis Ras! Car and engine were re-united after 80 years.



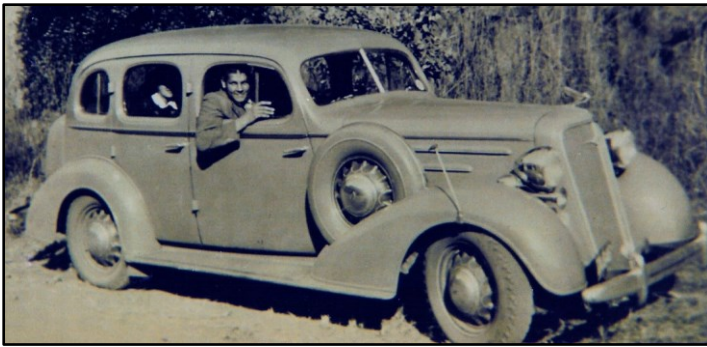
My 1908 Buick Model 10 Runabout after restoration.



Peeping through the window:

Lid: Berto Lombard

Ek is gevra om iets oor my oumotor belangstelling en wedervaringe vir die Nuusbrief te skryf. Self is ek 'n 1950 model, gebore en getoë in Pretoria waar ek in Pretoria-Noord groot geword het en weer kom bly het. As 'n baie jong knaap het ek my altyd wanneer ons gereis het vergaap aan ou motor wrakke wat op plase langs die grootpad gelê en roes het. Meestal was dit die oorblyfsels van motors uit die twintiger en dertigerjare. So het ek presies geweet wanneer ons vir my ouma-hulle op Machadodorp gaan kuier het, waar om watter wrak in die verbygaan te sien. Tydens kuiers het ek ook gesoek na ou karre waarna ek kon gaan kyk. Ek het baie gou geleer om die verskillende tipes motors en hulle jaartalle te identifiseer. Daardie tyd was dit nog moontlik, want die een jaar se model en die verskillende vervaardigers se motors het heeltemal verskillend gelyk.



Na my geboorte was dit glo nodig dat my pa sy eerste motor moes koop, 'n 1935 Chevrolet Master de Luxe. Hy het hom egter kort daarna deur 'n swaer laat ompraat om die Chev te verruil vir 'n 1942 Studebaker Champion. Die Stud se agteras het by meer as een geleentheid gebreek. Dan het hy gestaan waar hy staan. So het dit een keer reg voor Potgieterstraat nr. 1 (die Sentrale Gevangenis)

gebeur. Al uitweg vir hom en die betrokke swaer was toe om die as net daar langs die pad voor die tronk te vervang. Toe doen hulle sommer die remme ook net daar oor, aangesien hulle nou aan die kar gewerk het! Onder andere het ons met die Stud en 'n sleepwa na die destydse Bechuanaland gery vir 'n jagtog. Die Stud is later vervang deur 'n 1949 Ford wat my pa op 'n Weermagveiling gekoop het (linkerstuur en militêre khaki groen van kleur). Ek onthou nog hoe ek my pa gesoebat het om die Stud vir my te bêre, maar hy het hom by 'n 'scrapyard' verruil om die Ford in 'n siviele kleur (geel) te laat oorverf.

As skoolkind het ek met konyne geboer. My afsetgebied was Onderstepoort waar hulle waarskynlik vir navorsingsdoeleindes gebruik is. Toe ek hier in standerd agt rond was, sien ons in die koerant dat die Stadsraad 'n veiling van geabandoneerde voertuie wat langs die strate gelos is, sou hou. Daar was ondermeer 'n 1934 Chev onder die lot. Ek gee die R30 'haasgeld' wat ek gehad het vir my pa vir die veiling. So word ek toe vir R30 die eienaar van 'n 1934 Chev Two Door Coach. Mettertyd met die raad en advies van 'n buurman, het my werkery aan die Chev so gevorder dat ek 'n skoon en netjies geverfde 'running chassis' gehad het wat ek in die straat vir 'n suksesvolle toetsrit kon neem. A.g.v. my onvermoë om die houtraamwerk van die bak te vervang en my studies, kon ek nie verder kom nie. Ek het die Chev toe verkoop om 'n verloof-en trouing mee te koop. Dit was 'n goeie ruil!



My eerste gebruikskar was 'n 1957 VW Beetle ovaalvenster wat redelik gedaan was, opgevolg deur 'n 1965 VW Kombi, in bruikleen van my pa en later 'n 1966 VW Fastback. Op universiteit moes ek baie spot van my Weermag maats verduur oor die Kombi as my 'passion wagon'. In 'n snikhete Desembermaand het ek 'n



suksesvolle rit met die Fastback, Mariental (Namibië) toe en terug onderneem om vir my geliefde te gaan kuier –sonder dat hy ‘bearings geslaan’ het.

My eerste rybare ou motor was ’n swart 1958 Mercedes-Benz 190 Ponton wat ek in Bloemfontein gekoop het. Ek en Cecelina was ondermeer met hom op ons wittebroodsreis in 1973 na Golden Gate, maar dis ’n ander storie. Die ou motor het baie lekker gery en ek het verlief geraak op die Mercedes Pontons van die vyftiger en vroeë sestigerjare. Cecelina het

daardie tyd ’n 1962 Ford Anglia gehad wat ek graag vandag sou wou gehad het.

Terug in Pretoria aanvaar ek diens by Yskor. Op soek na ’n Ponton word ek in 1976 die trotse tweede eienaar van ’n Mercedes 190 van 1957, TA452 van Benoni wat nog in ’n toonkamer toestand was. Met hom was ons vroeë lede van die toe pasgestigte Mercedes-Benz Klub en het ons vele Klubbyeenkomste bygewoon. Die ou het my destyds die (toe) reuse som van R1 100, waarvan ek ’n deel by Yskor se koopvereniging moes leen, gekos. Hy het lank diens gedoen as ons tweede motor, maar wou later nie meer nie. Hy het toe vir jare in my garage gestaan totdat my POMK vriend Jan (Noddy) Nel hom in 2015 gerestoureer het tot die pragtige en betroubare toestand waarin hy tans is.

By Yskor het ek dikwels by mense met wie ek te doen gekry het navraag oor ou motors gedoen. Op ’n dag kom sê ’n ou vir my van ’n ou Ford. Hy gee my toe ’n adres in Erasmia en ek reël ’n afspraak na werk. Daar gekom blyk dit ’n 1935 Ford V8 wat gerestoureer moet word te wees. Die eienaar van die huis het ’n huurder uitgesit en die kar het agtergebly. Ek kan hom koop op voorwaarde dat ek hom dieselfde dag nog verwyder en het oor ’n prys ooreengekom. Ek spring toe daar weg, leen



noodgedwonge bietjie meer as die ooreengekome prys (wat baie min was) by Cecelina en organiseer ’n vriend met sy pa se bakkie. Om elfuur die nag sleep ons die Ford na my garage by ons Yskor woonstel. Ford het in 1978 saam getrek Pretoria-Noord toe. Mettertyd het my Yskor vriend, Sakkie van der Wat die enjin opgedoen en het ons min of meer weer ’n ‘running chassis’ gehad. Na vele jare het Jan Nel die bakwerk reggesien en geverf en op die oomblik word die Ford deur my goeie oumotor vriend, Danie du Plessis aanmekaargesit. Hopelik sal dit binnekort in ’n rybare toestand wees. Al probleem op die oomblik is dat, aangesien ek destyds die geld daarvoor by haar moes ‘leen’, Cecelina nou aanspraak maak op die eienaarskap van die tjor!

In 2001 gaan kyk ek saam met Danie du Plessis na ’n Ford Mustang waarin hy belanggestel het. Die uiteinde van die saak is dat ek die eienaar geword het van ’n 1968 Ford GL Fastback Galaxie tweedeur wat ook daar was. Die motor was welbekend in Kilnerpark en is deur sy oorspronklike eienaar uit die VSA ingevoer. Eintlik is my groot oukarliefde Amerikaanse motors van die dertigerjare en was ek nie mal oor Amerikaanse ‘skepe’ van die 1960s nie. Die koop van hierdie Ford met sy outomatiese ratkas en kragstuur was egter na die



motorongeluk waarin ek die gebruik van my regterarm verloor het, 'n bedekte seën. Dié ou Ford ry baie lekker en maak 'n lang pad sommer vinnig kort.



Dit was my voorreg om gedurende 2013 tot 2016 en 2018 tot 2020 voorsitter van die POMK te wees. Gedurende hierdie tyd het ek vele vriende en kontakte gemaak wat my help om my ou motors aan die ry te kry en te hou. Persoonlike hoogtepunte vir my was dat ek as voorsitter deel kon hê aan die viering van die POMK se vyftigste bestaansjaar in 2016 en wat daarmee gepaard gegaan het, dat die POMK in 2019 gasheer was vir SAVVA se jaarvergadering, en die feit dat die POMK gedurende die tyd met behulp van die toegewyde Komitee en klublede ontwikkel het in een van die toonaangewende ou motorklubs in Suid-Afrika. Tans geniet ek die stokperdjie as 'n gewone Klublid.

My 'versameling' ou motors bestaan uit die 1957 Mercedes 190, 1968 Ford GL, 1935 Ford, 1967 Volkswagen Fastback, 1950s Fiat Cub en 1961 Auto Union 1000S. Verder is daar ook nog die onafgehandelde besigheid wat ek het met die 1934 Chev. Daarvoor het ek die bestanddele van 'n 1934 Chev Roadster wat ten volle gerestoureer en opgebou moet word.



Berto Lombard

Baie dankie Berto vir die deel van jou stokperdjie. Hier is 'n duidelike passie vir ou motors!



The story behind one of the last SA-only homegrown supercars

SA MOTOR INDUSTRY IS A FOUNTAIN OF INNOVATION IN TOUGH TIMES

- By Roger Houghton

The South African automotive industry has been amazingly resilient and innovative over its history of more than a century. It has been particularly responsive when facing obstacles. Years ago this included making cars fit-for-use under local road and weather conditions, followed by a very stringent local content programme in the face of political economic sanctions and, only this year, the industry has had to cope with the hugely damaging effects of the COVID-19 pandemic.



Local assembly of knocked down car kits started as long ago as 1924 when Ford began building the Model T in Port Elizabeth.

The industry was given a big shake up in 1961 when an increasingly demanding local content programme was introduced. Initially the programme was limited to 11 listed components, being tyres and tubes, batteries, trim, exhaust system, paint, glass, seat frames, road springs, carpets, and mats.

However, the programme took a big jump in 1964 when the local content requirement for cars changed to 45% by weight, jumping up to 55% in 1968. The final step was a demand to move to 66% by 1977. The last phase also required 66% local content for commercial vehicles by 1981. Heavy punitive duties were levied

on imported built-up cars during this period, going as high as 115% of value in certain categories!

This resulted in an amazing period for the industry as the seven local manufacturers worked together to share many components, including engines and transmissions, as well as boosting support for a growing number of local parts makers.

The high cost of developing local content resulted in many manufacturers extending product life far beyond that of the parent company, while many special models were designed and built to fill gaps in the market.

One of the identified gaps was for performance cars. Here both the factories and local tuning companies and franchised dealers took up the challenge and built a host of amazing cars that were made and sold only in South Africa. Some of these creations were so-called "homologation specials" for use in motor sport and where the authorities required a minimum production run.

These "motor sport specials" included cars such as the Ford Capri Perana, Ford XR6 Interceptor, Chev Can-Am, various BMWs, Alfa Romeos, and Toyota TRDs as well as a Fiat 124 Racing and a limited production Mazda Capella Rotary.

Ford is the brand that generated by far the most of these SA-only builds, with the factory, dealers and tuning outfits all getting in on the act. It is therefore no surprise that one of the last of these SA-only "super cars" was the Ford Sierra XR8 which was probably the last new model to come out of the Struandale plant before Ford's merger with the former Sigma Motor Corporation to form Samcor, based at Silverton, in Pretoria.



The opening of the SA economy, which followed a few years later, meant that it was no longer necessary for motor companies in SA to build special cars as they could then import what they needed as import duties came down.

What makes the tale of the XR8's local development especially interesting is that the person responsible was local man Brian Gush. He was to go on to great things within the Volkswagen Group internationally before retiring last year and whose success story was chronicled in the October edition of CAR.

The Ford Sierra XR8 programme was, in fact, the first in which Brian had overall project responsibility as acting Chief Engineer.



The decision to design and build the XR8 arose from the needs of Bernie Marriner, who was then Ford South Africa's legendary motor sport boss. The previous Ford Cortina Interceptor "homologation special" with a 3-litre Essex V6 fitted with three downdraught Weber carburettors was being beaten on the race track so Bernie realised that he needed more than the Essex V6 to be competitive in motor sport when the Sierra replaced the Cortina in the local Ford line-up.



Bernie got talking to V8 specialist Willie Hepburn at a Kyalami race meeting who suggested the Sierra be fitted with a V8 power unit. So, the team loaded up one of Willie's spare V8 engines and took it down to Ford Motorsport's workshop in Port Elizabeth.

According to Brian "Bernie's guys offered the V8 up to a Sierra prototype and, of course, it didn't fit, with the main problem being the water pump fouling on the bonnet lock carrying crossmember." The upshot was that Bernie went to Derek Morris, the Product Engineering Director, and asked for help from Derek's department to complete the job.

There was a strict austerity programme running at Ford SA at the time, with bans on overtime, airfreight, and the like. Brian was called to Derek's office and asked if he would run the project as acting Chief Engineer, with no overtime himself or anyone he chose to join his team nor could any of Brian's current projects be allowed to "fall off the table". One concession was that Brian could sign off airfreight for the XR8 project.

Brian's direct boss was not happy with this unusual arrangement, but an enthusiastic team was soon assembled to work at lunchtimes and after hours on this exciting project.

Brian explains: "We used a Ford North America 5-litre Mustang engine with a four-barrel Holley carburettor in standard tune. It was only 100 mm longer than the V6. The Sierra driveline could not handle the V8's torque, especially the gearbox, differential and driveshafts, so we selected a Granada 5-speed gearbox with shortened input shaft and unique prop shaft linked to a Granada 84 BG differential unit and unique CV joints and driveshafts.

"This meant unique variations for front and rear crossmember subframes, a unique crossmember for the special radiator (no air-conditioning), and headlamps from the Sierra 2.3 on either side of a glass fibre slotted grille. Bernie wanted disc brakes on all four wheels so we chose AP Racing 4-pot callipers at the front and modified ATE Porsche 914/Ferrari 308 rear callipers which incorporated a handbrake mechanism and were bought as a job lot, one-time purchase. The new model was fitted with 15-inch 6J Ronal alloy wheels which were machined to fit over the callipers and shod with 195/60VR15 tyres.

"Bernie insisted on using the bi-plane, boot-mounted rear spoiler, against the wishes of Product Planning. But he got his way by quoting a lap time improvement! Altogether more than 90 special components were needed for the new model," added Brian.



"The V8 engine was relatively under stressed, producing only 161 kW of power at 4 750 r/min and 374 N.m or torque at 3 250 r/min. The Granada differential and gearbox gave no trouble during extensive testing. However, we consistently broke the unique rear stub axles during testing, which was due to rotational bending. The problem was cured by putting a 10-minute helix on the stub axle splines so that the retaining nut no longer saw a rotational load.

Brian still has all the project's paperwork and drawings, which fill a lever arch file and were required to get permission for it to be built at all. Eventually the programme was given international Special Vehicle Operations (SVO) approval, with authorisation No. 170. Bob



Lutz, then executive Vice President of Ford Motor Company, came out to South Africa to do the sign off at Aldo Scribante racetrack and subsequently ordered two XR8's, one for himself and one for display at the Ford world headquarters.

The changes made to the standard Sierra to convert it to the XR8 derivative were of such a nature that it was referred to as a "deviation" and could not go down the normal production line.

Initially an assembly line was laid out in the Product Engineering logistics store, but in the end the XR8 was built on the Louisville truck line at Deal Party.

"Two Ford enthusiasts, both farmers from the Cape West Coast, offered blank cheques for the first two cars, which were pre-production. When production started we numbered the cars to comply with the required 200 units needed for homologation purposes and planned the component purchasing to make 250 cars in total.

"In the end 252 cars were built: 250 in production and the two in pre-production. All the XR8s were white with Ford Motorsport triple blue stripes down the side and grey/blue moulded PVC rocker panel below the doors. Trim was grey," recounted Brian.

"The retail price at launch was R27 500, which I remember because the reward offered me for overseeing the project was to lease one at R275 a month!

"Consideration was given to building a second batch of XR8s but needed a solution to the rear brake problem where no more stock was available. We found a solution with a prototype Volkswagen GTi calliper, but Volkswagen SA refused to supply Ford, despite the request going right up to the Managing Director, Peter Searle! Then the Samcor negotiations started so the project was canned, and no more cars were built," concluded Brian Gush, who subsequently left Ford and moved to Volkswagen which led to senior positions on the international automotive stage.



The launch of the XR8 made the front page of CAR magazine in January 1985, headed: "XR8 Tested. World's Fastest Sierra". Inside was a detailed four-page giant test where top speed was reported as 231 km/h with a 0-100 km/h sprint time of 6.95 sec. Best stop from 100 km/h was timed at 3.59 sec. Fuel consumption at 100 km/h was 10 l/100 km.



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UPCOMING EVENTS



MAMPOER

Vintage and Classic Car and Bike Regularity Rally

5 June 2021





Start and Finish
@
Willem Prinsloo Museum





Registration: 8h00 till 9h30
Coffee: 8h15 till 9h55
Start time: 10h00
Cars/Bikes leaving at 1 minute intervals
Entrance fee: R350,- per vehicle
Vehicles build before 1998
Parking for trailers will be arranged

Distance: 200 km
Tar roads
Fourspeed groups:
A 65 km/h
B 75 km/h
C 90 km/h
Competition classes
Sealed ODO
Open ODO

Arrival time: 13h30 – 14h30

Light lunch: 15h15
2 Persons per vehicle
free attendance



Prize giving: 16h30



Entry forms avail
<http://www.pomc.co.za/dp>

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

POMC - BRITISH CLASSIC CAR and BIKE DAY

13th June
10h00 till 14h00





British vehicles on display
@ POMC Club House
c/o Keuning and Fred Davey avenue Silverton
Spectators R30,- per person
Under 12 Free
Exhibitors free



Food stalls by: Sonitus School, Coconut Groove and POMK koffiehuis

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





Info:
Jan Nel 082 442 3480
Frik 082 444 2954

Frik Foto's



EUROPEAN Classic and Vintage car and bike day



11th July
2021
10h00 till 14h30



Classic and Vintage cars and bikes on display
@
POMC Club House
c/o Keuning and Fred Davey avenue
Silverton/Meyers Park
Admission: Adults R30,-
Children Under 12 Free
Exhibitors and POMC members Free
Gate takings donated to Sonitus School
Food stalls by:
Sonitus School, Coconut Groove
and POMK koffiehuis
Braai facilities and Picnic area available







Info:
Jan Nel 082 442 3480
Frik 082 444 2954

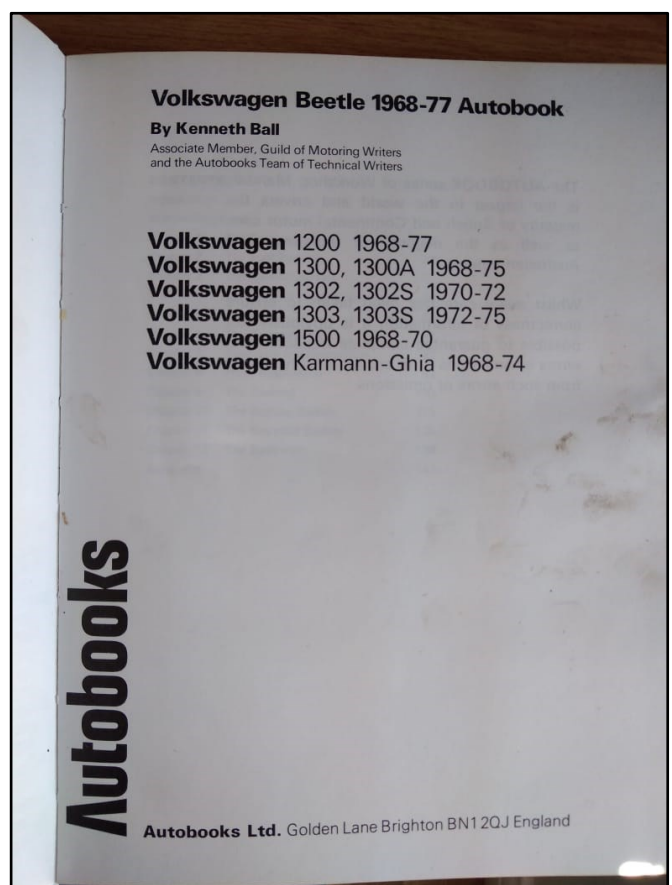
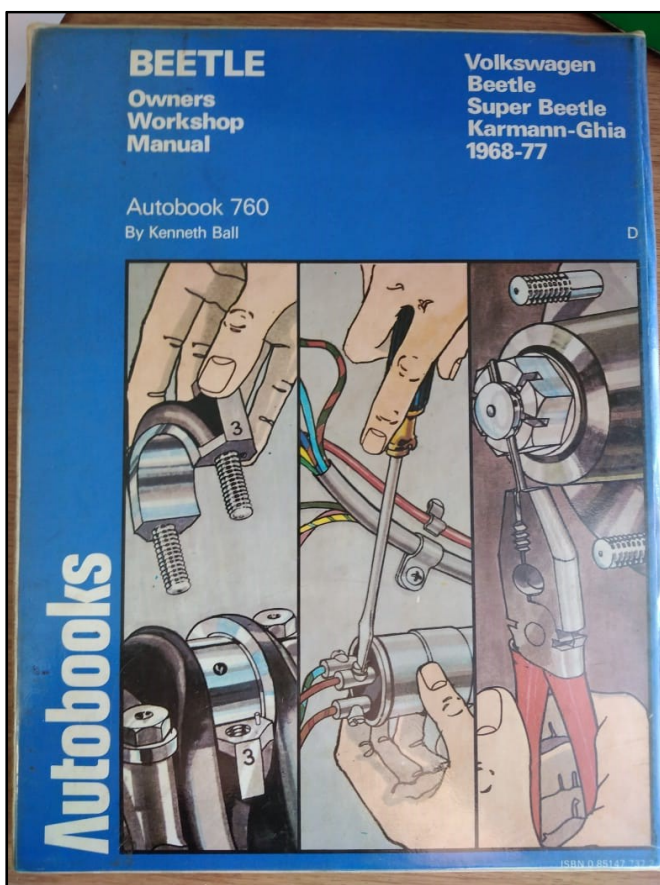
Frik fotos



FOR SALE & WANTED

The following cars, parts, odds and ends etc. are listed in our monthly 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.

TE KOOP



Kontak: Melanie: 0685237935



FOR SALE

The monster sports, a 350 V8 Chev motor with performance shifter. Price: R120 000



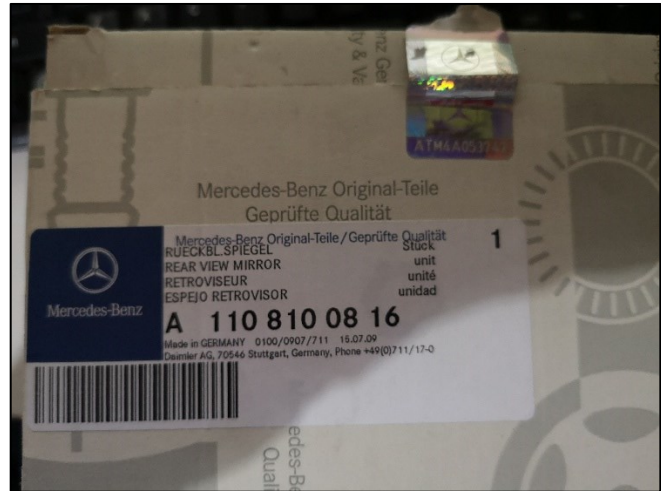
Contact : Rachel Feun: rachel@autodoctor.co.za



TE KOOP

Mercedes spieël - R2 000

Kontak: Frik Kraamwinkel



TE KOOP

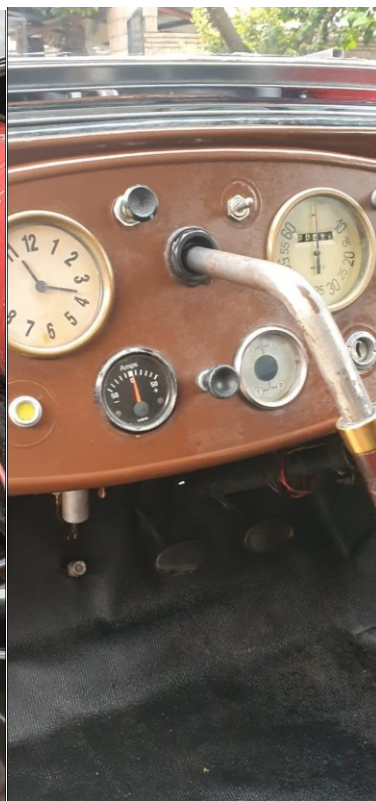
Wiper motor



Kontak Johan – 066 224 2158



FOR SALE:



CONTACT: AMANDA SMITH: 0828246705





TE KOOP



Prys is R240,000.00.

Alle dokumente in orde en
geregistreer tot en met November
2021.

Bill.

082 728 5528.





TE KOOP

- 1928 Tudor sedan +many parts registered - R150 000.
- 1930 Roadster well restored not registered.
Both start and go



Contact Dr Ernie Jacobson 0833009797



TE KOOP

Baby Ford



Prys R102 000

Kontak Gerco 079 916 6277



FROM THE DESK OF SAVVA

To All Club Committee's, SAVVA Delegates & Club Members

National Council is pleased to inform you – and confirm that the “ New Improved Public Liability Insurance Policy ” – is in full force and effect, as of 1 January 2021.

The “ General Cover ” has been increased to R 20 Million, with an additional “ Car, Care & Custody Cover ” of R 10 Million – specifically for Car Shows.

We have also recently finalized negotiations with Cross Country Insurance Consultants/Puma Insurance Brokers – Renasa, for an extremely affordable new “ SAVVA Car Collector's Insurance Scheme ”.

This new scheme has vastly improved terms of use, such as 8,300 kilometer's per annum, as well as cover for;

- Occasional use
- Weddings & Matric Dances
- Displays
- Historical Re-enactments & Film Shoots
- Discounts for larger Collections

In order to allay any fears, concerns or misunderstandings, we reassure you that this Scheme in no way whatsoever detracts from any current policy you may have, in your personal capacities with FNB Insurance Brokers. Such Policies will remain in full force and effect for the duration of the period of Insurance (for which you have paid premiums) - until renewal date.

Thereafter, you may wish to exercise your personal preference, of remaining with FNB – or switching to the “ New SAVVA Collector's Insurance Scheme ” via CCIC/Puma.

(See attached Advert – which will be featured on our Web-Site)In addition to the above, negotiations are under way to implement a “ Competitor's – Balance of 3rd Party, Fire and Theft ” - Event Insurance option. Such option will be at a fixed fee, providing cover for the duration of the Event only.

As soon as this has been agreed / finalized, we will advise / communicate the details to

Gavin Allison
President

3rd May 2021



a "Certificate of Confirmation of Cover" detailing all aspects of this revitalized Policy – including the additional new aspects, as secured via Outeniqua Risk Solutions / iToo – Hollard Group.



Confirmation of Cover

This serves to confirm that Southern African Veteran and Vintage Association currently holds Event Liability Cover underwritten by ITOO Special Risks (Pty) Ltd as follows: The Insured Policy Number
Period of Insurance

Southern African Veteran and Vintage Association

SPL/SLFG/000023754
01 January 2021 To : 31 December 2021
Both dates inclusive
01 January 2022
Once-off
01 January 2021
R 20 000 000

Anniversary / Renewal Date

Type of Contract

Effective Date

Limit of Indemnity

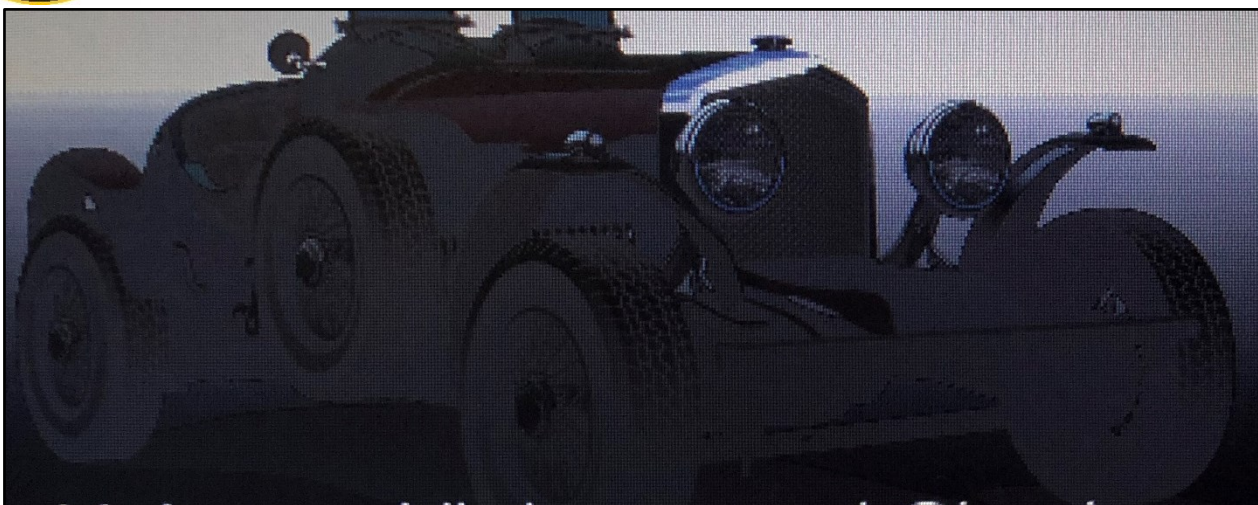
Extensions

Description	Limit of Indemnity	Basis of Limit	Deductible	Basis of Deductible
Claims Preparation Costs	R 500 000	Aggregate	R 5 000	Each and Every Claim
Collapse of Temporary Construction and Scaffolding	R 1 000 000	Aggregate	R 10 000	Each and Every Claim
Damage to Leased or Rented Premises	R 1 000 000	Aggregate	R 10 000	Each and Every Claim
Emergency Medical Expenses	R 500 000	Aggregate	R 5 000	Each and Every Claim
Member to Member Liability	R 250 000	Aggregate	R 25 000	Each and Every Claim
Statutory Legal Defence Costs	R 500 000	Aggregate	R 5 000	Each and Every Claim
Wrongful Arrest and Defamation	R 500 000	Aggregate	R 10 000	Each and Every Claim
Care, Custody and Control (while cars are parked on display at a car show)	R10 000 000	Aggregate	R 100 000	Each and Every Claim

Subject to all terms and conditions of the policy.

Signed by **ITOO Special Risks (Pty) Ltd**
on behalf of The Hollard Insurance Company Limited

05 January 2021 ITOO Special Risks (Pty) Ltd • Company Registration No: 2016/281463/07 • An authorised Financial Services Provider. FSP
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* Terms and Conditions Apply

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SAVVA Technical Tip 167 – Welsh Plugs (core plugs)

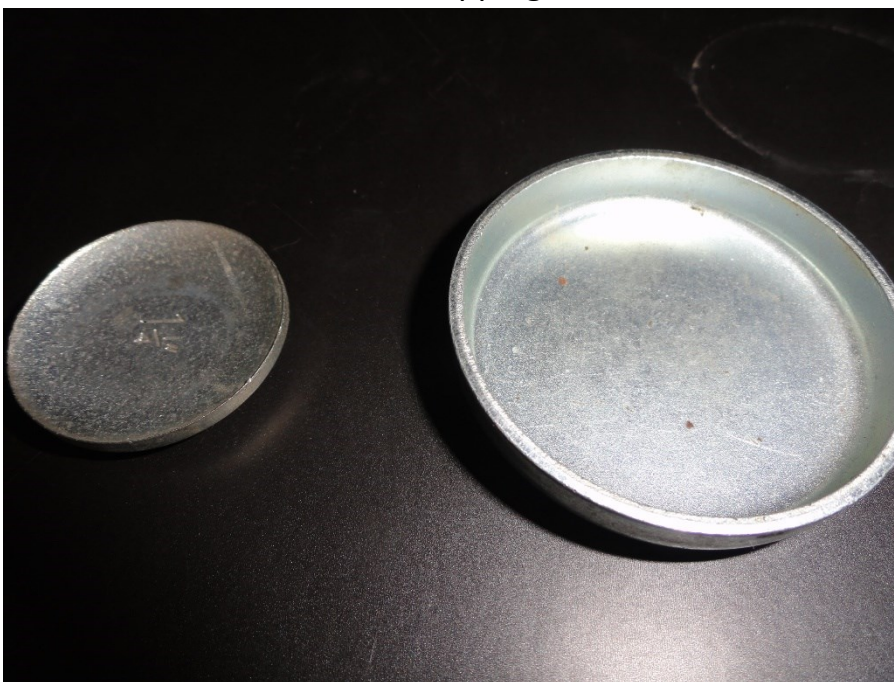
Some months ago, we discussed overheating problems - the curse of older cars which was invariably caused by loose or broken fan belt, blocked radiator, or hose problems and the subsequent loss of water. Recently whilst assembling an old engine, I was reminded of another problem.

One of the most overlooked parts of water-cooled engines is the core or welch plugs. They must be the cheapest part of an engine to replace and the most overlooked but if they pack up unexpectedly, as they usually do, the result can be catastrophic to the engine.

When last did you check the plugs on your engines? Unfortunately, some are situated under the carburettors and difficult to get to or in the bell housing which means removing the gearbox, clutch and fly wheel to get to it.

Modern cars have all kinds of goo in the water system which protects the alloy and aluminium components and also the core plugs to a certain degree. Over the years however, with the older cast iron engines, anything that resembled water went into the radiators resulting in the water pumps, hoses and core plugs having a terrible time trying to survive.

There are two types of plug, a cup and a saucer. The saucers, which were used on early engines, are becoming increasingly hard to find and if necessary, one has to revert to using the modern cup ones. In the past, in desperation, I've had to use cup plugs instead of saucer ones and ground most of the lip off until they were a tight fit and swathed them with good old Indian Head shellac and tapping them in. Once fitted they did the job.



Ideally, if you can, making or finding brass plugs is the answer. One wonders why vehicle manufacturers didn't fit brass as standard. Perhaps because it would add a few Rand to the cost of the vehicle which would be a tragedy for them. Incidentally, I recall seeing a mining tender for rebuilding engines and they stipulated brass core plugs – I wonder why????

The following pictures show the different plugs. The smaller being an old saucer and the larger a modern cup.



SAVVA CALENDAR OF EVENTS 2021

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



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Email: Gareth.Bain@fnb.co.za

Branch Manager: Mrs N Meier

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Verjaarsdae/Birthdays

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

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



2 Junie	Zack	Marques
3 Junie	Gerhard	Pieterse
5 Junie	Bill	Flynn
6 Junie	Claude	Stander
10 Junie	Theo	Ligthelm
10 Junie	FC	Buys
12 Junie	Willem	Oosthuizen
13 Junie	Berto	Lombard
15 Junie	Pieter	Kuhn
17 Junie	Lenard	Labuschagne
22 Junie	Richard	Peer
24 Junie	Gerco	Kraamwinkel
26 Junie	Christo	van Wyk
30 Junie	Sinelle	Rossouw



“Partners in restoration”

With on-going restoration of our club members motor vehicles, the club decided to start a “recommended list” of people that can assist in any kind of help with restorations:

This first list is made up from Albert & Carin Etsebeth’s restoration of their 1957 BMW 503 503 V8 COUPE

You are welcome to send your “dedicated suppliers” info to hannie@mailzone.co.za to extend our list of partners.

The POMC only place the recommended names and do not take any responsibility for any work or advise you receive.

Name	Surname	Business name	What can be done	contact cell
Willie	Grobler	Willie Car Rebuilds	Stripping, painting and Rebuilding	079 030 3998
Uli	Retter	Kare Productions	Manufactureing stainless steel fuel tank	082 467 7858
Sulli	Mohammed	Bemow Motor Spares	Supplier of BMW 503 parts	082 551 687
Leatitia	Watson	Northen Hardware & Glass	Manufactured a new windscreen	012 333 0440
Gavin	Oliver	Buff King	Electroplating	083 403 3803
Gert & Wife	Victor	Upholstery	Upholstery, carpeting and roof lining	078 664 5006
Grant	Denshaw	Natal Resleeving	Re-sleeving rear wheel cylinders	082 449 3074
Sakkie	van der Wat		Stub axles on suspensions Ford Side-valve expert, assemble	072 298 9874
Kevin	Brink	Alan Y Brink Engineers	and re-conditioning Boring and fitting of pistons, bearings, ext	082 606 0442
Louis	van Tonder	NPA Sandblasters & Powder Coating	Sand blasting & Powder coating	081 564 4767
Lluwellynn	Venter	Action Auto Electrical	Electrical harness in cars and fitting	082 450 4081
Andre	Dempers	Silverton Brake & Clutch & Silverton Radiators	Re-sleeved the calipers for the front wheel disc brake pads	082 490 4311
Braam	Roux	VR2 Instruments	Checked and tested the radiator Scheming of pressure plates, rings gear and re-lining of clutch plates Dash board instruments	082 458 4576
Jacques		Ultimate Suspensions	Speedo meters & clock repairs Manufacturing gearbox rubber mounting,	012 335 0696
		Bearing Man Group, Silverton	Supplier of bearings and seals	012 849 1700
		Bearing Agent	Supplier of scarce roller bearings	012 326 2551



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POMC – Motor wapen
R90



POMC – Hout sleutelring
R25

POMC: Staal sleutelring
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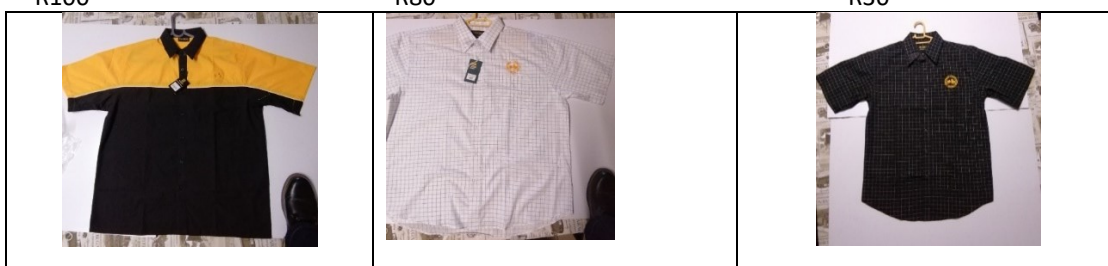
POMC – Horlosie
R250



POMC – Swart pet
R100

POMC: Swart Beanie
R80

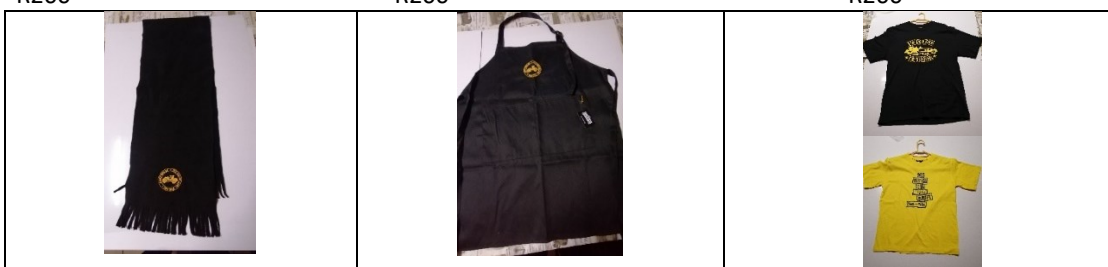
POMC – Geel koffiebeker
R30



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



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