



a-hoo-ah!

JULIE 2021

JULY 2021





Voorblad: BMW V12 LMR Tribute
Eienaar: Johan Ackerman

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



July meeting cancelled – COVID regulations

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 plasings 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
Tydrenbeampte Rally Official	Claude Stander	082 570 2498 claudestander2.co.za
Dateringsbeampte 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



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



40 year celebration
1 August
@ Zwartkops Race Track

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



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



www.envirochainsaws.co.za

Tel No 012 653 2479
Fax No: 012 653 4352
VSP Complex Unit 8 & 9
Cnr Theuns & Tobie Rd
Hennopspark
Centurion





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

Ons het die afgelope paar maande regtig 'n aantal baie lekker maandvergaderings en ander aktiviteite met goeie bywoning beleef. Met ons laaste maandvergadering op 2 Junie het ons effens teespoed gehad deurdat ons spreker vir die aand, weens kontak met persone wat Covid-positief was in aanraking was, moes onttrek. 'n Alternatiewe spreker het ook siek geword, maar van die klubdele het vertel van ondervindinge en gebeure met hulle motors in die verlede en uiteindelik het ons lekker saam gekuier.

On 13 June we had our British day during which we had a collection of quite a number of beautiful cars. We had a nice collection of Rolls Royces and a Bentley from 1920's, 1930's, 1950's and up to the 1980's and a very beautiful Cornice. Then we had a few very nice Jaguars, MG's, Triumphs, Craig's Sunbeam, quite a number of Mini's etc. We even had Johan Ackerman's replica of a BMW le Mans. We would like to thank Bob Boumeesters, coming all the way from Kempton Park with his 1933 Rolls, Graham Blackbeard, Ferdi Loubser and everybody else for coming to show their cars to us.

On the rally front we were lucky to be able to enjoy the Mampoer Rally on 5 June. After being unsure whether we should proceed with the event it was decided to take the chance and Claude and his team pulled it off with a very well organized and very well attended event with 39 entries, including quite a number of motor bikes. Thank you to Claud and his team as well as all the competitors, especially from other clubs for their attendance and support.

In ons vorige kommunikasie het ons gesê ons hoop die verwagte derde vlaag van Covid sal nie realiseer nie. Ongelukkig het dit ons weer ingehaal. As 'n oumotorentoesias van 'n Variant praat is dit gewoonlik met verwysing na 'n Volkswagen. Deesdae is die woord "variant" op almal se lippe, maar ongelukkig nie met verwysing na 'n Volkswagen nie. Dit verwys na die een en ander variant van die Covid-19 virus wat ons lewens totaal omkeer, en ons klubaktiwiteite nou weer in die wiele ry. Almal se hoop is nou op die inenting terwyl party glo in die een entstof en ander glo in 'n ander entstof en sommige glo in geen entstof nie. Dit het tyd geword dat die land se mense en die wêreld maar net begin glo om ontslae te raak van hierdie probleem.

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

As gevolg van die Covid bedreiging en beperkings is die "Cars in the Park" nou finaal gekanselleer. Die finisieële risiko daaraan verbonde as dit uiteindelik nie kan plaasvind nie, is eenvoudig te groot. Frik en die Komitee is hard besig om te kyk na 'n afgeskaalde maar baie interessante en spesiale byeenkoms vir hierdie jaar se "Cars in the Park"

Another very important event on our calendar, the Magnum Rally, is now also finally cancelled. However, Leo Middelberg is busy with an alternative. The Magnum would have taken place from 11 to 15 August. Due to financial risks involved in organising a competitive event, Leo came up with the idea of organising a non-competitive event for all old car enthusiasts, including the normal rally competitors as well as any other enthusiast who would just like to enjoy an outing to Hayziview, with daily fun run outings with nice surprises every day in the region of the normal Magnum rally routes. This is called the Magnum Classic car and bike



Tour. This is planned for 8 to 12 September. This can be a very enjoyable event for everybody involved in old cars and we would really appeal to you to take part in this event

Wat Lief en Leed betref is dink ons aan Frans du Toit en sy dogter wat positief getoets het vir Covid-19. Intussen is ons bly dat dit nou weer beter gaan met Taco. Ons is ook baie dankbaar om te kan rapporteer dat Berto mooi aansterk en herstel van Covid.

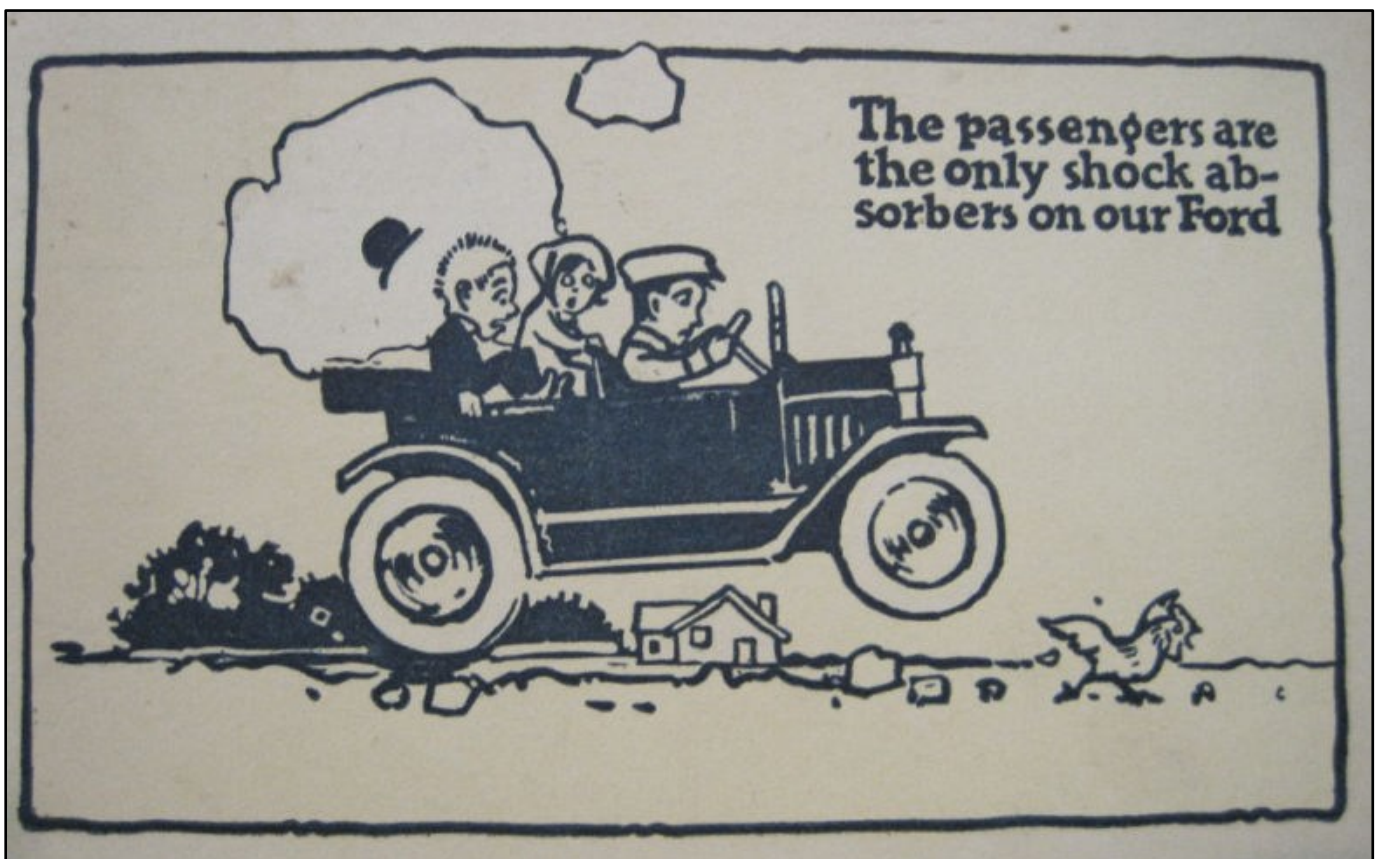
Dit is egter met leedwese dat ons intussen moes verneem van Dirk Engelbrecht se afsterwe en ons wens vir Yvonne en familie baie sterkte toe

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

Op daardie noot groet ek tot volgende maand

POMK Groete

Christo Ferreira





MAMPOER RALLIE

Die Mampoer Rallie het op 5 Junie plaasgevind, ten spyte van die pandemie. Aangesien ek afgetree is en gevolglik baie tyd saam met my vrou spandeer, het sy opgemerk dat ek “selektiewe gehoor” ontwikkel het en nie meer op al haar instruksies reageer of dit korrek uitvoer nie. Hierdie gedragseienskap het genoodsaak dat ek ‘n nuwe navigator moes soek en die keuse het op my oudste kleinseun geval. Jason Jacobs is 15 jaar oud en hy was baie opgewonde om vir ‘n verandering aan sy oupa opdragte te kon gee!



Ons is vroegoggend tydens aankoms by die Willem Prinsloo Landboumuseum met koffie en beskuit trakteer en die finale registrasie en voertuiginspeksie het vlot verloop. Toe ek in besit van die roeteskedule was, moes ek ‘n blitskursus vir Jason gee en hy het die roeteskedule sommer gou begryp en baasgeraak. Ek het nogal ‘n outomatiese motor gekies sodat ek ‘n vry hand kon hê vir die rallie-toerusting, maar dit was eintlik onnodig.

Soos altyd het die roeteskedule genoeg inligting, instruksies en strikvrae bevat om die rit interessant en leersaam te maak. So af-en-toe het ons met die

deelnemers voor en agter ons gekruis, maar dit het minstens bewys ons is nog op koers, indien nie op tyd nie! Die 25 minute rusperiode in Rayton het darem gehelp om asem te skep en proviant te koop vir die tweede fase. Uiteindelik was die 208 kilometer oor 3 uur 32 minute baie gouer verby as wat ons verwag het!

Ons het in die middel van die 34 deelnemers klaargemaak, nl. ‘n 56% sukseskoers vir ‘n eerste deelname – natuurlik met oop instrumente! Ons het egter 100% behaal vir die genot daarvan! Die beloning in die vorm van ‘n “foot long” worsrol het voldoende opgemaak vir die afwesigheid van ‘n mampoerdop aan die einde van die rallie. My minderjarige navigator sou in elk geval nie by laasgenoemde gebaat het nie!

Alhoewel daar steeds interessante trekkers, landbou-implemente en losstaande masjinerie was, sal dit lekker wees as die jaarlikse Mampoerfees weer in sy volle glorie kan hervat. Ek hoop dat ons dan ook meer inskrywings sal sien - veral van ons POMK lede.

Tydens die terugrit na Pretoria het Jason steeds die padtekens en roetewysers op die N4 gevolg en opgemerk dat hy nooit besef het daar is soveel inligting vir bestuurders nie! Dit was ‘n waardevolle eerste les vir sy toekomstige rybewys!

BAIE DANKIE aan die organiseerders en die beamptes wat hierdie geleentheid geskep het en dit so aangenaam laat verloop het!

- **Doeke Tromp**

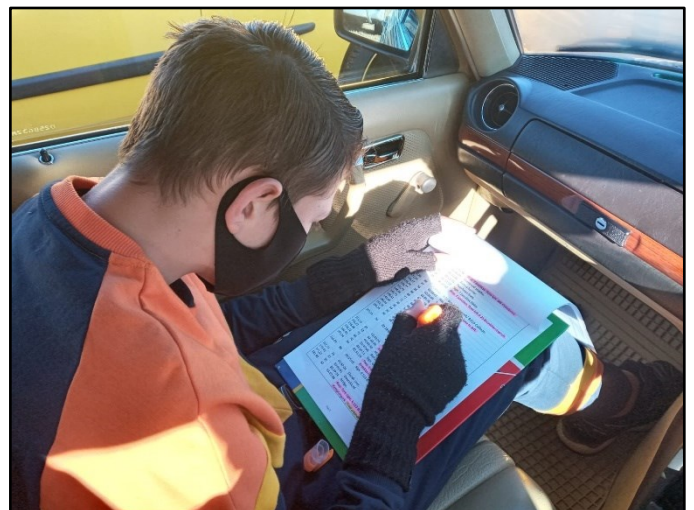




Foto beeld van die Mampoer Rallie op 5 Junie by Willem Prinsloo museum....





Baie dankie aan Claude, Teresa, hul dogters en span wat die dag 'n groot sukses gemaak het....



Uitslae van die Mampoer Rallie:

2021 Mampoer Rally - Score Group A:

Position	Name	Comp No	Score
1	Gavin Walton	17	50
2	Kevin Walton	15	125
3	Neil Stander	16	142
4	Craig Naude	32	258
5	Christo Ferreira	20	260
6	Stewart MacGregor	26	275
7	Pierre Cronje	6	296
8	Bill Lance	2	502
9	Justin Seager	5	1356
10	Richard Hulsbos	11	2507
11	Mike Venables	9	6184
12	Andrew Cusdin	3	13274

2021 Mampoer Rally - Score Group B:

Position	Name	Comp No	Score
1	Schalk van Niekerk	35	47
2	Ben vd Westhuizen	33	52
3	Allan McKenzie	31	53
4	Morne De Blanche	18	174
5	Gideon Scheepers	36	187
6	Christopher Grewar	38	210
7	Zoë van Eeden	22	262
8	Johannes Massyn	23	291
9	Hans Massyn	19	470
10	Amanda Du Toit	28	607
11	Doeke Tromp	27	657
12	Errol Lombard	34	672
13	Nardus Alberts	39	747
14	Sefan Winterhoven	44	955
15	Tinus Steenkamp	43	1027
16	David Schoeman	37	1242
17	Bill Flynn	42	1283
18	Bill Sales	41	2554
19	Hendrik Botha	30	7598
20	Johannes Halliday	29	9027
21	Derek Nell	21	9065
22	Sean Kempton	40	14400



POMC British classic car and bike day 2021

- deur Daantjie Badenhorst



On Sunday the 13th of June 2021, the annual British day was held at the Pretoria Old Motor Club premises in Silverton.

A large number of Rolls-Royce models built before and after World War II were on display, the oldest of which was a 20/25 Roadster manufactured in 1933.



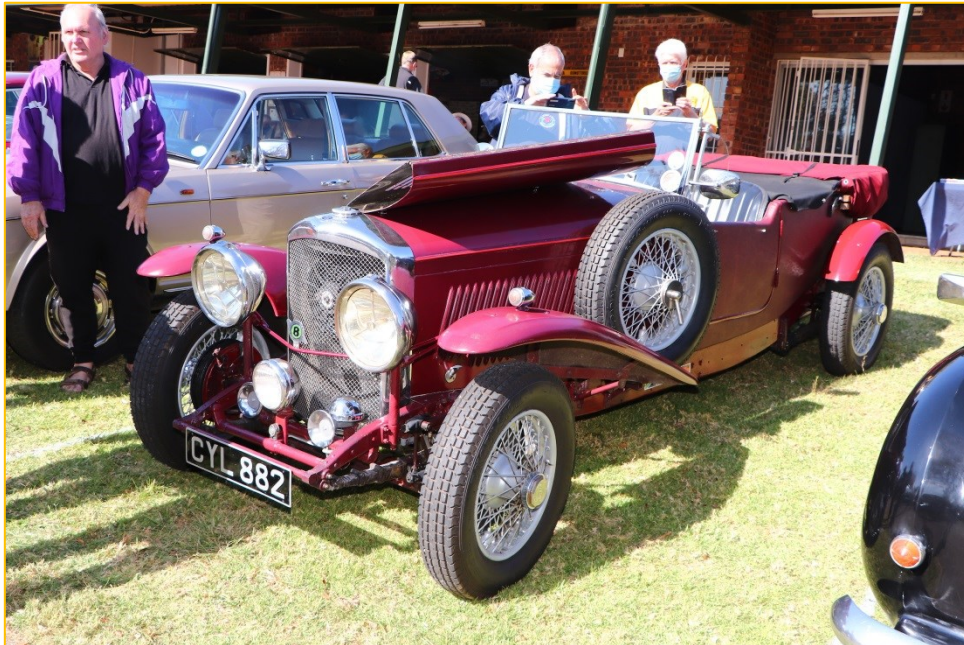
Bob Boumeester has owned this car for the last eighteen months, and it was imported from the United Kingdom. It is still in an original condition, but the exterior colour was changed from burgundy to ivory white. The only components that have been replaced, were the brakes and the cylinder head, and the electrical wiring has also been redone. Bob intends fitting an overdrive next week; this will enable the car to maintain a steady 120 km/h and reduce revolutions per minute and improve fuel consumption. This was a Rolls-Royce approved accessory when the car was on the market.



The Rolls-Royce Silver Cloud preceded the legendary Silver Shadow, and two examples of the last model, the Silver Cloud III were on display. Graeme Blackbeard has owned his 1963 model for just about ten years, and its original Dunhill burgundy colour was changed to ivory white. The only mechanical change that was made, was the fitment of front disc brakes. The car had previously belonged to Gavin Lumley, who was a member of the Rolls-Royce club.



The Corniche was originally a coupé version of the Silver Shadow, but when the Silver Spirit replaced the Silver Shadow in 1980, production of the Corniche continued. It is an extremely rare car in South Africa, but Charl van Deventer owns a 1983 model that was imported to South Africa when it was new. This car has been resprayed but is in an original condition otherwise.



An extremely rare car that was on display was a 1935 Bentley. This car was imported from the United Kingdom and still has the number plates of its country of origin. The car has already undertaken a trip to Lake Malawi and has proven reliable. It is fitted with a three-litre engine and can reach 130 km/h, a remarkable figure for a car of its age. Bentley won the Le Mans 24- hour endurance race a few times before World War II, so this is probably no surprise.



Something completely different from the same era but just as rare is the Morris Minor two-seater. Johannes Basson has owned his 1932 model for approximately a year and has had the 847 cm³ side-valve engine redone by importing parts from the United Kingdom. He had motorcycle tyres fitted to it because the original tyres are impossible to find. There are probably only one or two of these cars in South Africa.



There are only a few cars of which there is only one example in this country; one of them is the Mini Banshee. It was based on the Unipower and is powered by the 997cm³ engine from the original Mini Cooper. Bill Sales is the owner, and he bought it after Tertius van Zyl died of cancer. This car has also been featured in the Mini World magazine.

In 1973, Leyland South Africa introduced the Mini GTS as a South African replacement for the 1275 GT, which was still available elsewhere. Although this model was developed for South Africa, it is almost impossible to find one in an original condition. However, Gerrie Everts, who is a Mini enthusiast and has worked on several models, completed restoring a 1973 model just before the event, and the only changes were the fitment of gold side stripes instead of the original black stripes, and the steering wheel of the later model.



A few rare Jaguar models were on display, and the one that probably attracted the most attention was Gustav Rademeyer's immaculate 1960 XX 150 S Drophead. This car was built during the final year of production before it was replaced by the E-Type. He bought the car in 2013, and it has been fully restored. A distinctive feature of this car is a badge displaying Jaguar's success in the Le Mans 24-hour endurance race in the 1950's.



Gustav's other Jaguar that was on display was a 1957 Mark 1 3.4. The car was found under a tree and had been painted orange with a paint brush. However, his father-in-law rebuilt the car and it has been resprayed burgundy. The wheel spats on the rear mudguards were distinctive features of the Mark 1, but those of the 2,4 and the 3,4 looked different. Gustav had the spats from the 2,4 fitted "to give the car a more eccentric look."

Philip Lochner owns two Jaguar E-Type V 12 cars, a coupé and a roadster, and he displayed the latter car. Despite being a roadster, the car also has a hard roof with a sunroof, which was the roof it came with when he bought it about three and a half months ago. Most V 12 E-types came with steel wheels with wheel covers, but Philip's roadster has the wire wheels, which, according to him, are difficult to clean and to balance.



Taco Kamstra has owned his 1963 model 3,4 Mark 2 for more than twenty years. It was a barn find, and was originally going to be a donor car for another Mark 2 he was restoring. However, he decided to restore this car after he started it and found the engine to be running perfectly. He has replaced the water pump and has had the fuel tank cleaned twice. The car stood in a garage for 25 years before Taco bought it, but it has proven to be totally reliable.



The Triumph TR 3 was a popular sports car in the 1950's, and the TR 3 A was the last of the original TR models. Albert de Vos owns a 1957 model, and he has restored it to a condition as close to original as possible. There have been several previous attempts, but every time the project was abandoned. The car was complete but had to be assembled again.



Hannes Oberholzer owns three MG B models; a 1972 GT and two roadsters, built in 1968 and 1980, respectively. He has owned his 1968 model for three months and it has been restored to its original condition.

Not all classic cars are more than thirty years old, and some of them have a South African connection that few people know about. One of them is the Noble N 400. Dawie Olivier owns a 2006 model, one of 28 examples in South Africa. The cars were hand-built by Hi-Tech Automotive in Port Elizabeth without engines, after which they were exported to England and had the twin-turbo engine of the Ford Mondeo ST 220 fitted. This enabled the car to reach a maximum speed of 300 km/h and accelerate from 0 to 100 km/h in 3,5 seconds.



The next event on the Pretoria Old Motor Club calendar is the European day that will take place on the 12th September



The POMC's second Sunday in June, were the British Classic Car and bike day.

It turned out in a sunny, winters day at the POMC clubhouse. Many members took the opportunity to enjoy the day with friends and their all so popular motor vehicles could go out of the garages.

These photos of the day's event were focused on all the people embracing their hobby and sharing "*glips and glads*" of the vehicles.













Unfortunately, our next event in July is cancelled because of Covid 19 regulations....

Till we see you again!



BMW V12 LMR Tribute

Johan Ackerman is an ex-BMW test driver and Aviation Air-conditioning Engineer with a history in Stannic Group N racing of the early 1990s as a mechanic for the late Tony Viana. Johan has a passion for motor racing, particularly the Le Mans Group C Race cars of the 1980s and 1990s. As a result Johan's first tribute to a Le Mans race winner was when he single handedly built a road-legal Sauber-Mercedes C9 Tribute of the 1989 Le Mans Group C.

Manie Coetzee is an ex IT Specialist and business man with absolutely no car building experience... What he lacks in car building experience he makes up for with enthusiasm to solve problems and a willingness to learn new skills.

After suffering a horrific hand injury sustained while repairing an aircraft air-conditioning system, Johan decided to sell his Mercedes C9 Tribute leaving a gaping hole in his heart not to mention his garage. It was while recovering from his injuries that Johan started dreaming...

His dream was to build a road legal BMW V12 LMR Tribute.

In August 2018 he asked his good friend Manie Coetzee to partner with him on the project.

After a lot of coffee and a lot of talking the dreaming became reality when they found a period correct E38 BMW 750i as donor car for the project. Working from a 1:18 scale model the pair measured the dimensions to fabricate the customised chassis to hang the various suspension bits and the steering system from. The engine – a M73B54 5,379 cc V12 rated for 240 kW and 490 Nm of torque – was positioned in a mid-engine configuration and mated to a 5-speed manual gearbox from a BMW 325tds (E36). Bringing this speeding artwork to a standstill is an almost new set of brakes from an E39 BMW M5 which Johan found by chance from a local dealer.

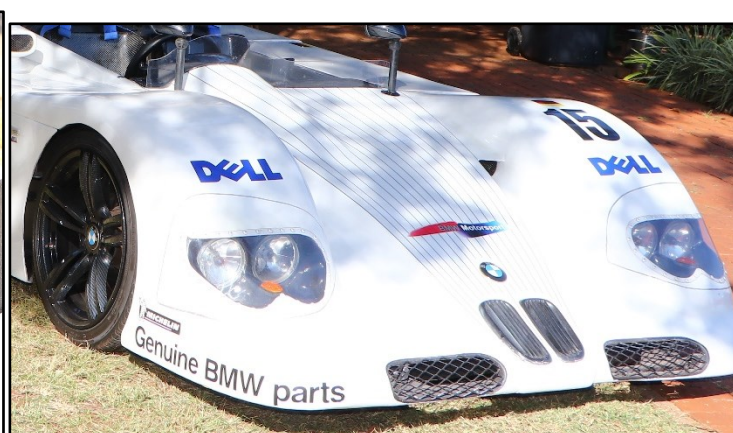
While Johan was busy with the engine start-up preparation, Manie completed wiring up and connecting all the electronic sensors and controls.

The BMW V12 LMR Tribute was built as a 2 seater. The cockpit is snug and features two hugging custom built seats finished in carbon fibre.

The one-of body was meticulously fabricated by hand from high density foam and clad in strengthened fibreglass. The body panels took nearly 10 months to design, form and refine, and over the build period the pair made numerous revisions to get the correct shape.

Johan admits that "Even without a roof it was not an easy build, and Yes, one can see some differences when you take a closer look", but according to the pair their aim was not to produce an exact replica. As Manie explained "We see it as a tribute to the BMW V12 LMR; essentially a two-seater road car resembling the Le Mans classic".

The admiring looks one gets when driving this stunning unique car down the road, proudly displaying the livery of the Le Mans winning #15 V12 LMR, is well worth the effort!



Thank you Johan & Manie for sharing your great story about this magnificent BMW!





A great article

- by Taco Kamstra

Now here is something all of us have done numerous times: Trying to start an old car after it has been standing for a prolonged time. What do we do first? Yes! We take some petrol and throw it in the carburettor. After doing it so many times over the years, one tends to become very careless with this. The first time I realised this might be a potential hazard, we (my brother Jurjen and I) tried to start an old bike. We tried to kick-start this bike, but it did not start. The next logical step was to see if it had spark. Out came the spark plug and while I was holding the spark plug against the engine, my brother again tried to kick-start the bike. I did not see any spark. Probably I did not earth it properly. We tried again. Next moment, petrol was forced out of the cylinder and the spark plug did its job. It sparked. Needless to say, we had a small fire that burnt parts of the bike. Luckily we were able to put out the fire. So we learnt something...



Many years later, I bought a 1960 Cadillac limousine that had been standing for 10 years under a cover. It needed restoration, so I took it to my store. Once in the store, we decided that we should have tried to start this lovely Cadillac V8. I got behind the steering wheel with Jurjen doing his thing in the engine bay. Obviously, we used the old trick. Throw some petrol in the carburettor. And after a few tries, the V8 started right up. But then it “vrekke” again. But we wanted to hear the roar of the V8 again. Once again my brother



put some petrol in the screw top of the container and put the container inside the engine bay. That made sense at that moment. The V8 roared once again and while it was running, Jurjen threw in some more petrol. I thought that was a great idea, to keep the engine running longer.

What happened next is something people have different explanations for, but I think an engine that has not been running for several years might have a problem where the valves do not open and close properly at first. But whatever the cause, it backfired through the carburettor and immediately, the “proppie” in Jurjen’s hand caught fire. The normal reaction was to let go of the “proppie” but then Jurjen’s hand and arm were on fire. Even worse, the container full of petrol also caught fire.



While Jurjen was attending to the flames on his hand and arm, my first reaction was to get the flaming container out of the engine bay. But first I had to get there and the flames already were so high that I had to crawl around the opened door to the front of the car. With a swift action, I threw the container into the veld, away from my precious Cadillac. Now we had a veld fire as well. In the meantime, Jurjen had put out the flames on his hand and arm and I shouted we needed water- the dam was nearby. But we didn’t have a



bucket. Actually, we needed more than one bucket. But Jurjen yelled that it was a petrol fire, therefore we could not use water- we needed to somehow smother the flames. I decided that we needed shovels for this job- and I had several shovels in the store. Problem was, the store was filled with smoke and Jurjen could

not enter as he started coughing. But luckily, I had been smoking Gunstons for years and I entered the store and retrieved the shovels. By now the Cadillac was burning and we tried to smother the fire with sand. To no avail. When the Buick next to the Cadillac started burning and even the tyres started to burn, we decided to heck with the “no water on a petrol fire” policy. Especially when the tyres of the Cadillac popped. This had alerted the rest of the family, who came running to the store with several buckets with water. And so, in a team effort, we were able to put out the fires. I had a lot of damage on my Cadillac and my store had seen better days. But we could have sustained serious injuries. I could have lost my store with about 8 old cars in it. We were lucky. Very lucky. From that time onwards, we would always be very cautious whenever we used this popular way to start an old engine up. I even bought several fire extinguishers. This would never happen again. We still use this old trick with great success, although I usually use a “quick start” spray can. Whenever we used the old trick, we would jokingly say we should have the container nearby.

Years later, Jurjen bought an old Cadillac V8 engine. He wanted to make sure it actually did start. He then attached a long petrol pipe to a motorbike tank from a bike on a stand. Brilliant idea and very safe. Jurjen proceeded to start the engine on the ground. I had a bit of *dejavu* but ignored this as this was not the same way that we normally used to start an old engine. The engine started right up. Next moment, the old Cadillac V8 engine backfired through the carburettor like many years ago... Luckily the only thing that happened was some scorched eyebrows. This event can be checked on the internet:

<https://www.youtube.com/watch?v=Zx8TImiTq8w>

Or search for “Jurjen Kamstra” on Youtube.

Thinking about car fires- I did lose one car to a fire, but that was because my Rover V8 was parked outside my store when the veld was burning. Pity, it was a great car.

Keep safe and keep well.



RESTORING OLD VEHICLES PROVED A WONDERFUL PANACEA FOR AUTOMOTIVE TECHNICIANS WHEN WORK WAS SLOW

- By Roger Houghton

The onslaught of the COVID-19 global pandemic has changed the way many people work, as well as the way businesses operate, but it is also proving tremendously stressful, particularly when one's income and job security are threatened.

Automotive technicians have been among the casualties when staff cuts have been made due to a slowing down of servicing and low sales requiring less pre-delivery service. Generally, they were only busy until lunchtime.

One dealer in the United States came up with a novel - and in the end profitable – way of keeping all the technicians in his four dealerships while also building camaraderie and a strong team spirit.

What he did, according to an interesting article in *Automotive News* was to get his technicians involved in his long-time hobby of “tinkering on classic cars”. He asked the technicians if they would like to work on restoring and – in some cases customising - old vehicles when they had slack time.

All agreed to participate in the project, so dealership owner John Hiester, went out and bought 19 old model cars and trucks built by his OEMs - Fiat Chrysler Auto (FCA) and Chevrolet - between 1965 (a Chevrolet C10 pickup) and 1991 (a Chevrolet Silverado truck).

Each dealership was given three or four cars and the technicians were divided into teams, each of them a mix of youth and experience to tackle the project vehicles. The work had to be completed in 12 weeks and when the end was nearing some of the teams worked until midnight to make sure they got their vehicles into peak condition for the judging.

Among the 14 vehicles that were completed by the various teams were interesting models such as a 1969 Plymouth Road Runner, 1976 Cadillac Eldorado convertible, 1978 Jeep J10 Golden Eagle pickup), 1975 Chevrolet Camaro, and a 1988 Dodge Ram Charger.



The 1975 Chevrolet Camaro that was restored



Dealer John Hiester checks out the underbonnet of the Chevrolet C10.

A financial service provider gave the project a fillip by making it into a competition that would be filmed for a U-Tube programme made by local celebrity and car customiser Danny Koker, who produces the TV programme “Counting Cars.” In the end viewers voted for the winning car, which was auctioned for charity, while the other 13 were sold off by the group's various dealerships.

The dealership also benefitted from wide coverage of the innovative event across the United States.



How to choose the right restoration shop

Restoration Resolution: Selecting a resto shop requires homework, asking the right questions, and a leap of faith

By Barry Kluczyk from June 2021 issue of Hemmings Classic Car



Photography by Barry Kluczyk.

We've all heard the horror stories about restorations gone awry, with cautionary tales of shoddy workmanship, of shops that seem to evaporate overnight, with customer cars left unfinished or their more valuable parts sold off by the unscrupulous shop owner.

There's no question about it: Committing to a restoration is a monumental, expensive undertaking—and one that brings inevitable anxiety when put it in the hands of someone else. Entrusting your vintage vehicle to a professional restorer demands a leap of faith, but not blind faith.

The more you know about the shop, its processes, and the quality of the work it produces, the more likely the finished product will live up to your expectations. It will keep your blood pressure in check, too.



Word of mouth will get you started. Speak to owners at car shows and ask where their restoration was performed—and don't be afraid to ask how satisfied they were, and whether there were any significant issues in working with the restorer.

"The most important thing is finding an established business with a strong track record," says Werner Meier, founder of

Masterworks Automotive Services, a restoration shop in the Detroit area with more than 40 years of experience. "Bad news travels fast, so the reputations of shops spread



quickly, especially when they're not good. Ask around and listen to the experiences of others."

In short: Do your homework. It may sound like comparatively obvious advice, but it can be a more challenging task for enthusiasts outside of larger urban areas that may offer more choices. It can be more difficult to find others with recommendations, so venturing beyond one's comfort zone and immediate geographic circle may be the only viable option, particularly for more specialized vehicles.



Tour the prospective restoration shop. In addition to viewing the other projects underway, inspect the facility and ask questions about how your vehicle will be incorporated into the workflow.

"A shop that's nearby may do great work on more traditional steel-bodied cars, but if you've got a Corvette, you really need to seek a shop with strong experience in working with fiberglass, even if it means taking it a much farther distance," says Werner. "The logistics may add complexity to the project for you, but going with a shop that specializes in the type of vehicle you have will ultimately pay off in the finished restoration."

WHAT TO ASK

Even after the shop's experience and apparent reputation are vetted, there are a number of questions to be asked to further verify its qualifications, while also rounding out your knowledge of its processes and procedures.

Corvette restorations are a world unto themselves and it's important to seek an experienced Corvette specialist for such restorations. In fact, a Corvette specialist is a better bet for other fiberglass-bodied classics, as well.





For a shop tour: The owner should be happy to walk you through the facility and show you the projects in progress. Inspect the work on the other vehicles and ask questions about the extent of work such as rust repair that have been made to them.

How long the technicians have worked in the shop: Turnover is high in the restoration industry, especially with bodywork techs and painters, so it's an encouraging sign if the shop has a good track record of retaining its staff.

About the shop's specific services: Some do engine work in-house and others farm it out. It's the same with upholstery, so it's important to be clear about the shop's role in every aspect of the restoration. In some cases, you may leave the bodywork, paint, and assembly to one shop and entrust the mechanical refurbishments to another.

If there's a backlog of other products: For a complete nut-and-bolt restoration, you can assume your car might be "under the knife" for perhaps a year, but some shops may have a waiting list of a year, 18 months, or longer, before they'd begin work on yours. Ask if there's a queue before dropping off your vehicle.

The restoration shop should provide periodic photographic updates on the progress of your project.

How the shop will document

progress: The best shops will send regular updates with photos, depicting the progress of a customer's project. It's peace of mind—especially from a distance—that the

restoration is moving forward, but also that the incremental payments for the work are being applied as the shop indicated.



About a deposit and payment schedules: The shop will likely ask for a deposit in order to start the project, but in addition to that, there will be payments—or "draws"—throughout the project. They'll often vary in amount, depending on the hours applied during each time period, along with any parts to be purchased, so be clear about how the shop expects to be paid during the restoration. Very generally, \$2,000-\$3,000 should be a sufficient good-faith deposit to get the ball rolling. Be wary if the shop asks for something very large (such as \$10,000) for the deposit. It could be trying to cover other bases with your money.



Before the shop tears down your car and puts it on a rotisserie, a deposit will be required and a payment schedule established, as work progresses. If cash flow becomes a problem, let the shop know as soon as possible. It'll slow the work or pause it altogether, but communication is essential.

DON'T SHOP BY THE HOUR

Regardless of one's resources, the bottom line for many is the bottom line of the restoration itself: just how much it will cost.

It's going to cost a lot. There's no way around it. For a full, rotisserie-type restoration, it could be 700-1,000 hours or more. It's logical, then, to ask about the shop's hourly labor rate, but it shouldn't be a primary factor in selecting a shop, says Werner.

"There is tremendous variation in the hourly labor rates charged by restoration shops, but the rate itself isn't the only indicator in how much the job will cost in the end," he says. "The few dollars you think you're saving per hour may eventually add up to more in the long run, if the shop spends more time on the car."



Seeking out a shop that specializes in specific vehicle genres or marques can pay off in a more authentic, knowledgeable restoration, but it may involve shipping the car a considerable distance, which makes it difficult for periodic personal inspections during the project.

One shop may have a lower rate, but fewer technicians who ultimately take longer than a shop with a higher rate, and more craftspeople who may get the job done sooner. Also, one shop may subcontract more jobs than another, which also carries different costs.



A good chunk of that time is going to be carved out of the bodywork and paint. Hundreds of hours may be consumed in pre-paint block sanding and post-paint color sanding to achieve a flat, smooth appearance.

"We might have 400 hours into sanding and painting, and only 8 hours will actually involve spraying the color," says Nyle Wing, a longtime restorer who specializes in vintage muscle cars. "It's all in the countless hours of blocking before the paint is applied and color sanding afterward."



Hourly labor rates vary greatly, ranging anywhere from \$45 per hour to \$120 or more. It's an important consideration in the restoration's investment, but other factors ultimately determine the total hours the project will consume, meaning the rate itself shouldn't be the deciding factor.

Don't tell the shop to take down the quality of the paintwork a few notches to save some money. Most will refuse. "It's hard for some to understand why a paint job might be \$40,000, when a body shop will paint a car for far less," says Nyle. "Restoration shops are not body shops. The work is different and that's what you're paying for. We simply do our level of detail with the paint jobs, take it or leave it."

Werner echoes those sentiments.

"In the end, nobody is happy with a 'cheaper' paint job," he says. "For one thing, a still-expensive restoration just doesn't look great in the end. The customer is ultimately disappointed and it's the shop's reputation on the line when others see the compromised work."



The unknown is one of the reasons it's difficult for a restoration shop to provide a precise estimate. This vintage Pontiac's floor seemed solid enough at first, but media blasting revealed quick-and-dirty previous patches and growing corrosion, requiring all-new floorpans—and the labor time involved in cutting out the old and welding in the new ones.

It can also be frustrating when a shop doesn't offer a more definitive estimate when discussing the project, which can easily be interpreted as evasive or even shady on the shop's part. However, it's mostly because the shop doesn't know what it doesn't know.

"There are ballpark prices we can offer for certain materials and specific aspects of the project, like the block sanding, but it's very difficult to quote a price for the whole restoration when we haven't torn down the vehicle to see what we're really dealing with," says Werner. "Even good-appearing cars with no apparent big issues can reveal a nightmare after the paint is stripped. We have to make the assumption that we are working with the worst-case scenario with every vehicle, when it comes to rust, previous damage, etc."



Ask whether the shop farms out some of the subprojects such as engine building or upholstery. If so, ask about the vendors it works with. You may want to take the engine, for example, to another builder who specializes in the engine type of your vehicle.

That means the handshake deal for an agreed price often seen on cable TV car shows is just for the camera. Virtually no established, professional restoration shops operate that way. The projects are intentionally open-ended in order to leave room for the unexpected.



In the end, a restoration is an investment in the shop's time and your money. Locating a restorer with the experience for your vehicle is the first step and asking the right questions after you find it will help ensure your classic gets the most from both.



There's no getting around it: Restoration-level paintwork is expensive—and it's expensive because it's time-consuming. Doing it right takes hundreds of hours of block sanding and wet sanding, all after the time involved in repairing rust and previous collision damage. Prepare to spend tens of

thousands of dollars here.

Be clear with the shop about the correctness expected of the restoration. Is "chassis black" suitable for the frame and suspension or do you want the factory-correct finishes for various brackets? And what about reproducing factory overspray or underspray on specific components? Don't leave it for the shop to decide.



Experience counts for everything with a restoration shop, but the longevity of the staff is also important. Ask how long the various technicians and craftspeople have worked at the shop and their previous experience with restoration-caliber work.

A

restoration is about time and money, requiring a lot of each. Don't rush the shop selection and don't make it for the sake of convenience. Choose an experienced shop with a proven track record, even if it's across the country.





UPCOMING EVENTS



EUROPEAN Classic and Vintage car and bike day



**12th September
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

Frikfotos



The Magnum Vintage and Classic Motorcycle and Motor Car Tour

Also known as the 2021 Magnum Tour

P.O. Box 2216; ZWAVELPOORT; 0036

Tel: 0836772334

E-mail: rallymagnum@gmail.com

2021-06-18

Hi to all previous and future Magnum Rally entrants

Please note that the Magnum Rally now has its own email address: rallymagnum@gmail.com.

Please use this email address for all responses.

2021 Magnum Rally and the COVID-19 Emergency Measures

I trust that all are well and healthy and have survived the COVID-19 epidemic so far.

The epidemic/pandemic has caused great disruption to all of our lives and has done great damage to most businesses.

On the 15 June 21 The President has again placed South Africa under Lockdown Level 3 with severe limitations on the size of "gatherings", and at present, it will not be possible to organise an event with a maximum of 50 people indoors! It is unlikely that this will be lifted in under 60 days.

That will place us in the middle of August - or just past our scheduled dates for the Magnum Event.

Based on the above we, as an organising committee together with Hotel Numbi, have come to the conclusion that if we do not want to cancel the event, the only option would be to move the event.

The lockdown further restricts the ability to do all the necessary preparation work associated with a full competitive event - It was therefore decided for 2021 to change the format of the 2021 Magnum Rally into the 2021 Magnum Tour.

Long live the 2021 Magnum Tour

The dates we have secured with Hotel Numbi for the 2021 Magnum Tour is:

- Wednesday 8 Sept 2021 Arrival at Numbi (Option1)
- Thursday 9 Sept 2021 - A trip to the Kruger National Park for those taking Option 1 and arrival at Hotel Numbi for those that take Option 2
- Friday 10 Sept 2021 - Short ride to a place of interest (still to be secured) for those taking Option 1 and 2 and arrival at Hotel Numbi for those that take Option 3
- Saturday 11 Sept 2021 - Short ride which will include a mountain pass and either a lunch at a nature spot or back at Hazyview (Planning to be finalised.)
- Sunday 12 Sept 2021 - Depart back home after Breakfast



We will finalise the programme and costs in the next few days and will send out our next communication in the next few days with the final event format with SAVVA approval hopefully in place by the end of June 2021.

For our planning, we would appreciate it if you can by return mail, indicate your interest in the options. To assist with your financial planning we estimate the **daily cost for Dinner, Bed, Breakfast and light lunch (excluding Sunday Lunch)** to be about R800 per person sharing and R1000 for a single person in a room. The trip to the Kruger Park will add a R105 entrance fee to the park if you do not have a "Wild Card". There will also be a small entry fee to cover admin and permit fees and possibly a small hand out participation medal.

In summary:

- Option 1 - Arrive Wednesday after Lunch before Dinner - Trip to Kruger Park on Thursday, Outing to place of interest and Friday - Short ride which will include a mountain pass and either a lunch at a nature spot or back at Hazyview on Saturday - Depart Sunday after Breakfast
- Option 2 - Arrive Thursday after Lunch before Dinner - Outing to place of interest on Friday - Short ride which will include a mountain pass and either a lunch at a nature spot or back at Hazyview on Saturday - Depart Sunday after Breakfast
- Option 3 - Arrive Friday after Lunch before Dinner - Short ride which will include a mountain pass and either a lunch at a nature spot or back at Hazyview on Saturday - Depart Sunday after Breakfast

I trust that you will all support us in this effort!

Regards

Leo and Tom





AUSTIN HEALEY CLUB OF SOUTHERN AFRICA

P.O.Box 75533
GARDENVIEW
2047

Email: secretary@austinhealeyclub.co.za

AUSTIN HEALEY CLUB 100 MILE TOUR

11th July 2021

The Austin Healey Club is once again organizing their annual 100 Mile Tour after a forced break last year.

The event starts at Night Owls, 260 Uitenhage Street, Rynfield AH, Benoni, on the 11th July, first car/bike starting at 09.00. The route goes north and passes through Bapsfontein, Cullinan, skirts Pretoria and finishes back at Night Owls about 200kms later.

Categories catered for include, cars and bikes, both sealed and open odo classes, blind navigators and a social class. The route schedules will be tailored to each category.

Coffee will be available at start and lunch afterwards at the venue for the account of competitors. The venue is licensed so drinks will be on offer.

Event regulations and entry forms

The venue also has a car wash

Any queries or other things

Regards

JOHN REIDY

POSTPONED:

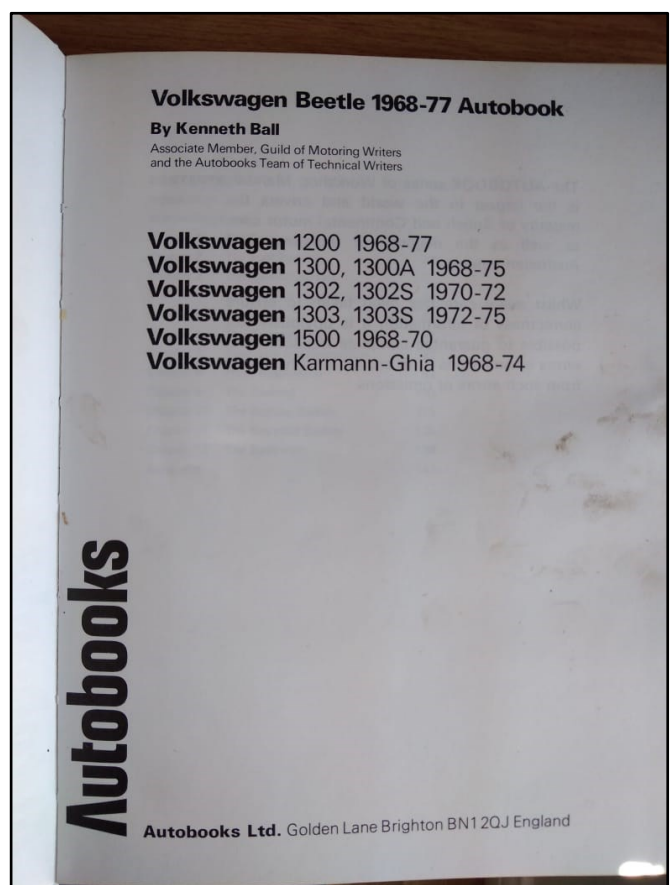
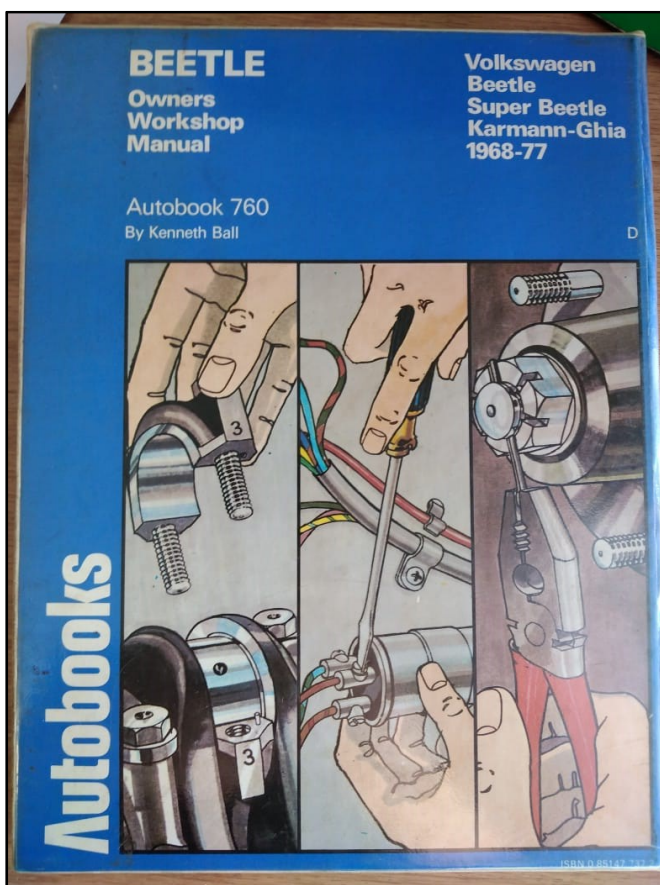
A new date will be set once the situation has normalized, and I will advise further in this regard once the new date has been set.



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



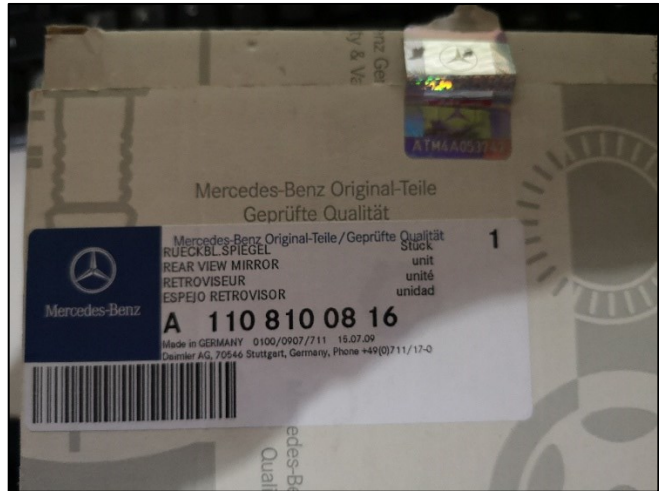
Kontak: Melanie: 0685237935



TE KOOP

Mercedes spieël - R2 000

Kontak: Frik Kraamwinkel



TE KOOP

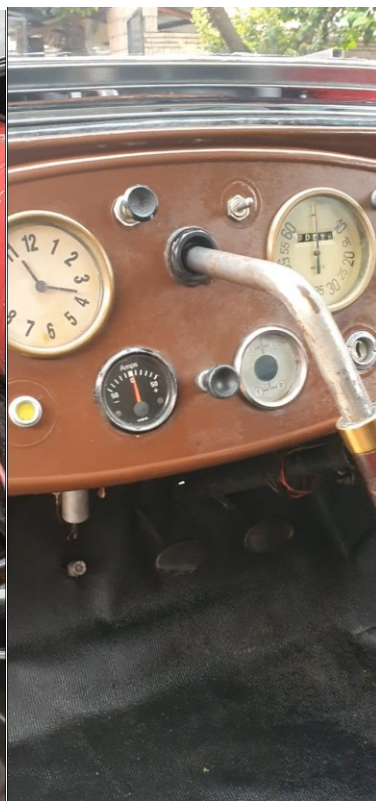
Wiper motor



Kontak Johan – 066 224 2158



FOR SALE:



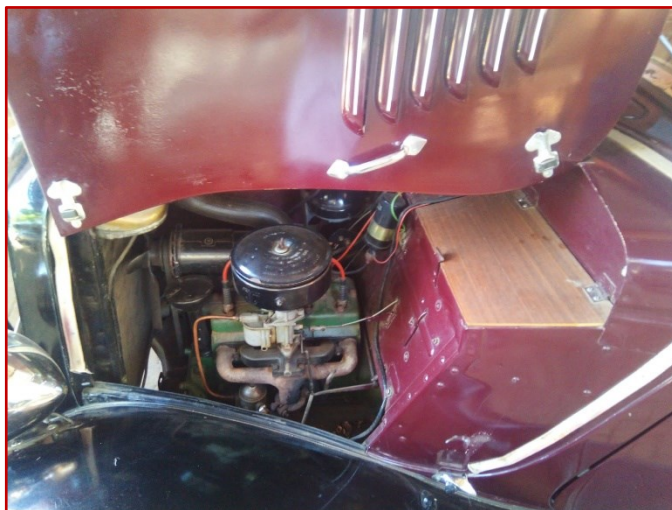
CONTACT: AMANDA SMITH: 0828246705





TE KOOP

Baby Ford



Prys R102 000

Kontak Gerco 079 916 6277



FOR SALE



Honda Jazz 2005



Ford engine 1938 V8 flathead 24 stud



1935 Buick



Wolseley sedans, circa 1952

- 1) Two Wolseley sedans, circa 1952, original 6-cylinder overhead cam engines. Both are licensed and were running when parked 10 years ago. R45,000 for both. Buyer must take both.
- 2) Honda Jazz automatic, red 2005 model, one owner from new, high milage but very reliable and runs well, uses no oil or water, has tow- hitch. Paint a bit faded on back. Interior immaculate, a few dents on bumpers which will be repaired prior to sale, gearbox a bit scratchy on take-off otherwise runs fine on freeway at 140kph. R35,000.
- 3) 1935 Buick, straight 8 engine, 6-wheeler, one owner for 20 years, an award-winning car in good mechanical condition, converted to hydraulic brakes, Interior immaculate, could do with a bit of paint here and there. Excellent wedding car, R275,000.
- 4) 1938 Ford V8 flathead 24 stud engine complete with gearbox, carburetor, starter, generator, clutch, new water pumps etc. reputedly to be in very good condition. R15,000.

All the above situated at Centurion. For photos or info on any of the above contact Eric 0837000171 or eric@anatomical.co.za



FOR SALE



5 x Brand new stainless 1956 Ford Fairlane Wheelcovers (wieldoppe).

Immaculate condition, new old stock.

4 needs the centre Ford plastic medllion.

Buyer takes 5 at R4,500.00 no offers.

Contact: Bill

Cell: 082 728 5528



Trimmings for 15" wheels.

I have five (5) 3 as new trimmings as per photograph, and 2 slightly different brand new

trimmings for 15 inch wheels in stainless, all very rare.!

Perfect for 1955 / 1956 Fords as well as other cars with the common same hubcap diameter.

3 for R1,500.00 the other 2 for R1,300.00 *(can be bought in USA)

R2,500.00 for all three....bargain.

They can be used together.



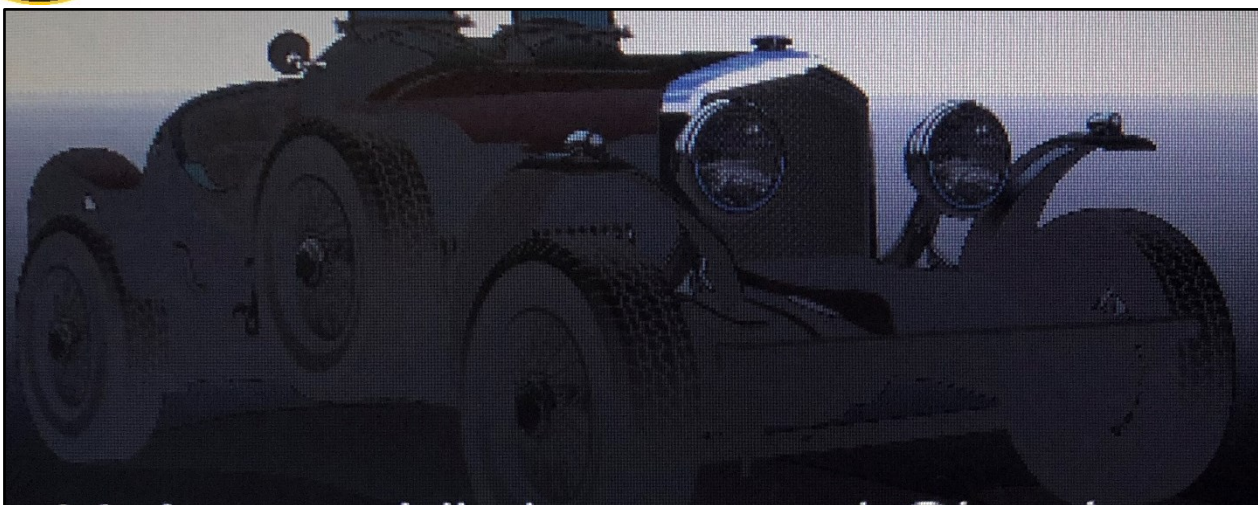
5x 14inch wire wheels for sale with some adapters unknown, and tube protectors.

Missing one (1) spinner knock one. (Can be bought from England).

Wheels (wire) in fairly good condition but will need sand blast and repainting in silver.

Price R4,850.00 or nearest offer..bargain...!

Call Bill at 082 728 5528.



Veteran, Vintage and Classic Collector's Insurance Scheme

FOR THE MEMBERS OF THE SOUTH AFRICAN VETERAN AND VINTAGE ASSOCIATION

CLASSIC INSURANCE WITH UNIQUE FEATURES

- Cover available for veteran, vintage, classic cars and motorcycles
- Variable competitive tariff for all members
- All Classic Car Club activities
- Efficient service and claims turnaround
- Agreed values on total loss
- Territorial Limits - RSA and neighbouring territories
- Repatriation back to RSA following accident or mechanical/electrical breakdown
- Emergency repairs in and outside RSA
- Emergency assistance benefits including medical evacuation
- 24 Hour roadside assistance

* Terms and Conditions Apply

Puma Insurance Brokers Solutions for Specialist Motor Insurance

Contact Chris Van Der Merwe
Tel 021 286 4388
Mobile 083 401 2813
Email puma@pumainsure.co.za
F.S.P. 44063
More info: www.ccic.co.za

Puma Insurance Brokers



SAVVA
SOUTHERN AFRICAN
VETERAN & VINTAGE
ASSOCIATION



Cross Country

Cross Country Insurance Consultants (Pty) Ltd
Underwritten by Renaka Insurance Company Limited
Cross Country is an Authorized Financial Services Provider 1954
Registration Number: 2008/0139475/07 - VAT Number: 4020267503
Tel No: 011 255 3600 | Fax No: 011 476 8205 | website: www.ccc.co.za



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



FNB
First National Bank
Insurance Brokers

**Specialising in Vintage and Veteran Car Insurance
together with Personal and Business Insurances.**

CONTACT DETAILS:

Gareth Bain

Telephone: 087 736 2222 • Fax: (011) 699 0783

Email: Gareth.Bain@fnb.co.za

Branch Manager: Mrs N Meier

An Authorised Financial Services Provider



Verjaarsdae/Birthdays

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

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



4 Julie	Andre	Naude
7 Julie	Nelie	von Wielligh
10 Julie	Terma	Kussman
11 Julie	Alta	Stander
13 Julie	Kobus	Ebersohn
14 Julie	Emil	Kuschke
15 Julie	Pieter	van Wyk
16 Julie	Talia	Loubser
17 Julie	Wendy	Velcich
17 Julie	Natie	du Plessis
20 Julie	Wilma	Gilson
21 Julie	Jannie	Van Niekerk
23 Julie	Peter	Farmerey
24 Julie	Lucky	Vurgarellis
26 Julie	Carin	Etsebeth
26 Julie	Lucille	Zeilinga
26 Julie	John	vd Veen
31 Julie	Tersia	Bouwer



“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



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

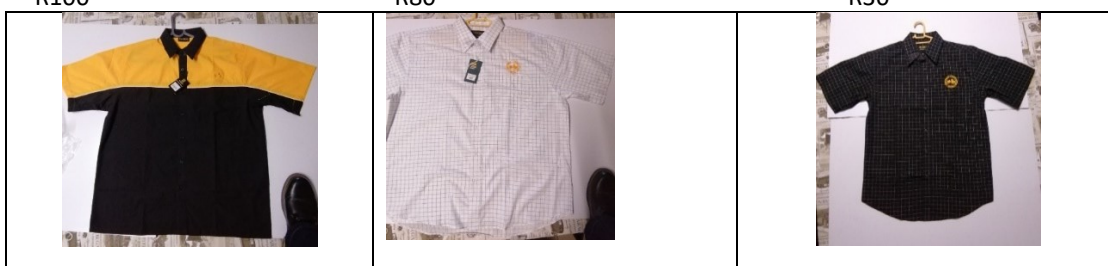
POMC – Horlosie
R250



POMC – Swart pet
R100

POMC: Swart Beanie
R80

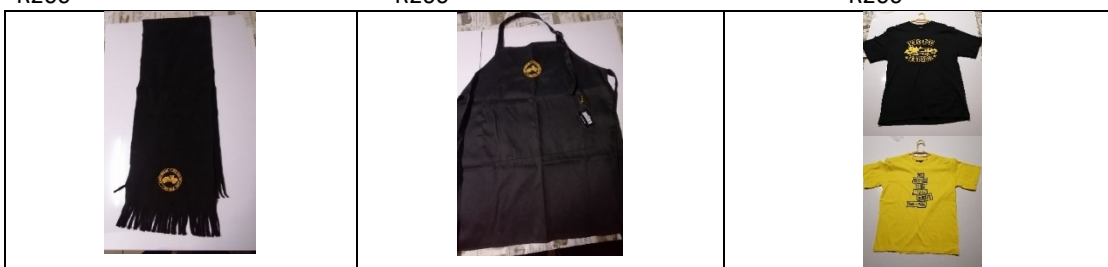
POMC – Geel koffiebeker
R30



POMC – Swart & Geel Lounge
R200

POMC: Wit Lounge
R200

POMC – Swart Lounge
R200



POMC – Swart Serp
R40

POMC – Voorskoot
R150

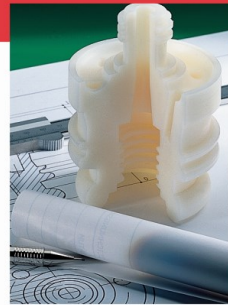
CIP – Assorted
Volwasse: R120 Kinders: R80



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.
Annual subscription is from 01 September to 31 August.

Competitive Pricing | Largest Product Offering
Daily Delivery | Cutting Service | 23 Branches



MAIZEY'S SUPPLIER OF THE FOLLOWING PRODUCT RANGES:

Signage Materials & Substrates
Large Format Digital Print Media
POP Solutions - Banner Stands/Frames
Aluminium Sign Systems
LED's for Signage & Displays
Engineering and Industrial Plastics
Rod / Sheet / Tube / Machined Parts



086 1100 420



nat.sales@maizey.co.za



www.maizey.co.za

