



a-hoo-ah!

OKTOBER 2021

OCTOBER 2021





Voorblad: 1931 Deluxe Phaeton

eienaar: Steffan Stander

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



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
1 September	12 September	8 – 12 Sept Magnum Tour 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
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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	082 780 5333 neil@stander-za.com
a-hoo-ah! Compiler a-hoo-ah! Samesteller	Hannie Kuschke	072 242 8880 hannie@mailzone.co.za



NOTICE OF THE AGM 2021

The 2021 AGM will take place on 3 November 2021 at 20:00 at the POMC clubhouse.

Any nominations for members to serve on the committee can be nominated through the nomination channel. Please email the secretary, Taco Kamstra, tacokamstra@gmail.com.

PRETORIA OUMOTORKLUB PRETORIA OLD MOTOR CLUB

PRETORIA OLD MOTOR CLUB - NOMINATIONS FOR THE 2021/22 COMMITTEE PRETORIA OU MOTOR KLUB - NOMINASIES VIR DIE 2021/22 KOMITEE

Nominations* of POMC members to serve on the POMC Committee are to be provided to the Club Secretary, Taco Kamstra (tacokamstra@gmail.com) not later than on 20 October 2021.

Nominasies* van POMK lede om op die POMK Komitee te dien, moet nie later as op 20 Oktober 2021 aan die Klubsekretaris Taco Kamstra (tacokamstra@gmail.com) besorg word nie.

Nominee/Genomineerde			Nominator/Nomineerder			Seconder/Sekondant		
Name	Member no	Signature	Name	Member no	Signature	Name	Member no	Signature

*Persons nominating, nominated and seconding must be paid-up POMC members.

*Nomineerders, genomineerdes en sekondante moet opbetaalde POMK lede wees.



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



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

Ek is dankbaar om julle te kan meedeel dat ek tans aansterk na 'n skielike onbeplande rugoperasie as gevolg van 'n senuwee wat geknyp en baie pyn veroorsaak het. Ek is dus nou vir ongeveer ses weke uit sirkulasie.

Ons het gelukkig baie staatmakers by die klub wat sorg dat alles steeds vlot verloop.

We had our monthly cub meeting on the 1st September. We had short presentations by club members on stories of their cars from the past, projects which they are busy with, etc. It was very interesting and there were still untold stories left, when we had to close the meeting due to the 22h00 curfew.

On 12 September we had our European day with a few "new" exciting cars being exhibited by members and visitors.

A new item on our calendar took place on 26 September namely, "Cars on the Roof" at Brooklyn Mall, which was well attended and enjoyed by everyone.

The non-competitive "Magnum Tour" took place from 8 to 12 September in Hazyview. There was a reasonable number of entrants, varying in number from day to day due to the way the event was structured by the Organisers, Leo Middelberg and Tom Linley. Leo was not only organiser but also took part during the last two days on his classic Motorbike. Unfortunately, he was not able to negotiate a bad pothole in the road and came off the bike, injuring his left elbow and shoulder and breaking some ribs. He has had operations on the elbow but more operations on his elbow and shoulder will have to follow. We would firstly like to thank Leo for organising this nice tour and we wish him a full and speedy recovery from the injuries.

Ons is verheug oor die verdere opheffing van die Covid-inperkings en sien uit na ons volgende byeenkomste naamlik, ons maand vergadering op 6 Oktober waartydens 'n olie spesialis met ons kom praat oor verskillende olies, - met die klem op olie vir ons ou karre.

Op 3 Oktober vind die "Air-cooled" day, gereël deur Emil Kuschke en sy lugvelkoel vriende, by ons klub plaas. Dit is jaarliks 'n groot byeenkoms.

Op 10 Oktober vind ons jaarlikse "Spring Festival" dag plaas. Tydens hierdie byeenkoms kom lede met enige van hulle ou karre en kom braai lekker saam. Ons hoop om julle in groot getalle daar te sien.

Wat Lief en Leed betref is ons bly om te rapporteer dat dit goed gaan met Wilhelm Steijn wat, na sy herstel van Covid, 'n nek operasie ondergaan het.

Ons wens graag vir Taco en Jurjen Kamsta sterkte toe met hulle ma se gesondheid wat weer agteruit gegaan het en sy is weer in die hospitaal.

Ek is seker daar is ander mense, waarvan ek dalk nie bewus is nie, en wie ook moeilike tye beleef, vir wie ek graag alles van die beste wil toewens.

Daarmee groet ek tot volgende maand, - bly gesond.

POMK Groete

Christo Ferreira



UPCOMING EVENTS



Spring Festival Classic and Vintage car and bike day



**10 October
2021**

10h00 till 14h30



**Classic and Vintage cars, bikes, trucks and
Stationary engines 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
fotos50*



National transport month in South Africa

30 October 2021 – THE JAMES HALL MUSEUM of TRANSPORT

October marks national transport month in South Africa and to celebrate this significant date, on the 30th October, the James Hall Museum of Transport will host a curated motor show for Joburg's local communities. The museum will showcase its valuable transport collection, artefacts and memorabilia through guided museum tours including a curated outdoor exhibition of some iconic forms of transport such as vintage and modern motorbikes and cars by various motor clubs, private collectors and the commercial motor industry.

The exhibition will give motor enthusiasts the opportunity to share their collections with other collectors and the general public. This event also sets out to provide a platform for the creative local community to learn about the city's valuable history and heritage. Relevant cultural influencers will also contribute to promoting the museum's offerings through their social media platforms.

Commercial motor brands will also participate and be afforded an opportunity to promote their products through marketing activations and participation in the motor show. This initiative is geared at showcasing Joburg's most comprehensive transport museum collection by opening its doors to everyone who is passionate about cars, motorbikes and all kinds of vintage vehicles dating back to more than a century. This family fun day will be accompanied by live music entertainment and, to keep up with the theme of the day, vintage food trucks will be selling food and refreshments to visitors.

An invitation to the Pretoria Old Motor Club to participate in this event through an opportunity to exhibit a selection of some of your cars.

The POMC will be doing a funrun event to the museum. Please contact Mario Coetzee, 084 517 4680 mario@mariocoetzee.co.za, if you will be joining the funrun. The POMC need to reserve the number of vehicles participating in the event.



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CONTACT DETAILS:

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EVENTS ENJOYED BY CLUB MEMBERS

DIE 2021 MAGNUM TOER

- Doeke Tromp

Weens die Covid pandemie kon die jaarlikse rally weer nie hierdie jaar plaasvind nie. Danksy Leo Middelberg en Tom Lindley se deursettingsvermoë is dit egter vervang met 'n toerprogram oor drie dae in dieselfde omgewing van Mpumalanga. Hazyview was die sentrale punt waar ons in die Hotel Numbi oornag het. Laasgenoemde het weer eens uitgeblyk met hulle uitgebreide spyskaart, gerieflike kamers, vriendelike diens en billike tariewe.

Diegene wat bevoorreg was om te kon deelneem kan getuig van goeie beplanning en 'n kommerlose ervaring. Soos gewoonlik is daar lekker gekuier tydens elke stop op die roetes – en dan veral die aande! Die weer was by tye koel en bewolk wat ideaal vir die voertuie sonder lugreëlings was.

Die eerste dag het ons die Kruger Wildtuin besoek. Die toegangsformaliteite was reeds vooraf gereël en kon ons gevolglik moeiteloos by die Phabeni-hek ingaan. Daar is 'n rustig aanbeweeg tot buite die Skukuza-kamp waar 'n uitgebreide piekniekete reeds op ons gewag het in 'n privaat boma. Weens die winterdroogte was die gras laag en die bome kaal wat daartoe gelei het dat ons voldoende wild kon sien. Ons het weer op ons eie roetes deur die wildtuin terug vertrek na die hotel.

Die tweede dag is ons van 'n 190 kilometer detail roeteskedule voorsien wat 'n besoek aan die "Ou Motor Hawe" museum ingesluit het. Hier het ons die asemrowende verskeidenheid motors en modelle besigtig wat hoofsaaklik op Amerikaanse fabrikate gefokus is. Daar het ons ook lekker gekuier en is ons liggame weer eens bederf. Aangesien daar geen rally-tye van toepassing was nie, kon ons gemaklik op die aanbevole roete beweeg en selfs afwyk waar ons dit interessant gevind het.

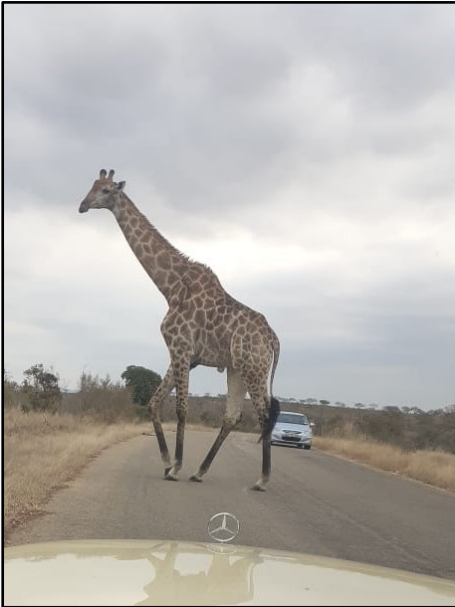
Die derde dag is ons weer van 'n detail roeteskedule oor verkeie bergpasse met 'n afstand van 219 kilometer voorsien. Nogmaals het ons die vryheid gehad om van die skedule af te wyk waar dit ons pas. Die enigste vereiste was om betyds by die Vine Restaurant & Bar in Pelgrimsrust op te daag vir ons voorafbesprekte ete.

Ons land se mooi topografie, veteraan voertuie en lekker samesyn het dit 'n besondere ervaring gemaak. Dit was egter teleurstellend om die agteruitgang van ons mooi paaie te sien – deurtrek met slaggate! Leo was ongelukkig self 'n slagoffer en moes die afsluitings-aand in die hospitaal deurbring weens 'n ongeluk met sy motorfiets.

Ek vertrou dat omstandighede en padtoestande in die toekoms sal verbeter en daar nog baie Magnum's, in watter formaat ook al, sal plaasvind.

Nogmaals dankie aan die organiseerders en mede-ryers vir 'n aangename herinnering!





Baie dankie Doeke vir die lekker terugvoer van die Magnum Toer – lyk voorwaar na 'n lekker uitstappie!!



Magnum Rally goes full throttle

Lowvelder

Article by: Matthys Ferreira

In 2020 the Magnum Rally was cancelled because of the pandemic.

“But”, says organizer Leo Middelberg, “although we could not acquire all the necessary permits to run the event this year as a full-blown regularity race, we decided it important to not skip another year and it became the Magnum Tour. We still did the required route planning, road inspections and route maps.”





Melicia du Toit with her beautiful 1958 Studebaker Commander.

The Magnum has been going for some 42 years and it was decided, to keep the event part of the annual motoring calendar and also address the desire and longing of participants to get together with their like-minded friends, to run the event as a Classic Tour. Participants could thus use the maps and other route info but the only requirement really was that they be at specific places and times for lunch, dinners and accommodation. Hotel Numbi as has been the tradition, was the HQ.



All in the family – Adrian, Calvin and Gavin Hollis. Adrian and Calvin riding a “cantankerous” 1942 Harley.

And while mentioning HQ – if Hotel Numbi was a human – one could happily refer to it as a mensch. It has become part of the soul of the Magnum and many other motoring and biking events and participants have seconded this observation many times.

The event took participants all over the Lowveld – the Kruger Park, places of local and motoring interest, and to local collectors and, of course, the Magnum is Lowveld based because of the roads and the scenery.



Coenie Britz with Fred Viljoen.

On Saturday participants explored some of the local passes. "But", says Leo, "the provincial government should really put its mind to proper road maintenance. We would love to bring international participants to SA for this event, but the conditions of some of the roads we use will not win us any goodwill. "Considering that this event contributes about R500 000 to the Lowveld economy, road maintenance should be attended to. This amount could be doubled and tripled should roads be properly maintained."



Anne and Peter Aneck-Hahn with their beautiful MG.



Although the entry list was a lot shorter than in the past, camaraderie, fun, mischievousness and brilliant service from all the places where the tour stopped for a breather or fuel, were full throttle all the way. "This is what we came here for," said a classic car enthusiast and endurance race organizer extraordinaire, Roger Pearce.



Roger Pearce – specialist endurance racing event organizer and clerk of the course. This 1957 MG has been to Cairo, Namibia and many other destinations.

Interesting titbit: Leo has been involved with this event since its start – in fact, he developed the software programme which they still, today, use for route planning, timing and the rest.

Let's hold thumbs for a Covid-19-free event in 2022 and a full house of competitors.





POMC European day 2021

- deur Daantjie Badenhorst

On Sunday the 12th of September 2021, the Pretoria Old Motor Club hosted their annual European day, which was delayed by two months due to COVID 19 regulations.



Not all classic cars are necessarily old, and a future classic that was only imported to South Africa in limited numbers attracted a lot of attention. The Abarth 124 Spider was a modern version of the Fiat 124 Sport Spider that was manufactured from 1966 to 1985 and was particularly popular in the United States of America. The 124 Sport Spider was never officially marketed in South Africa, but Fiat Chrysler Automobiles introduced the Abarth 124 Spider to South Africa in 2016. This model was a joint venture with Mazda and used the same platform as the Mazda MX-5. Stephan Wintershoven owns a 2020 model and bought his car at a special price. The car has only done 1 700 km so far.



Another classic Fiat that is a rare sight in South Africa is the 850 Sport. This was based on the 850, which was available in South Africa from about 1966 to 1971. The Sport differed from the standard 850 in that it was fitted with a 903 cm³-engine and had a more coupé like bodysell. Johan Leiding has just completed work on this 1970 model 850 Sport; he bought the car in Lichtenburg in the North West province and restored its engine and its interior. He fitted the Abarth alloy rims the Uno Turbo came with as standard equipment to this car and he admits that the car still needs a few badges, including the chrome badge between the headlamps.



The BMW M Coupé was developed in the United States of America from the M Roadster with the intention to add structural rigidity to the Z3 chassis. The development team had difficulty in convincing the Board of Directors to approve the model for production because of its styling, which caused it to be given the nicknames “clown shoe” and “hearse.” Nevertheless it was a versatile car with sufficient luggage space for two people. Theo Kraamwinkel owns a 2001 model, with the 3,0 six-cylinder S 54 engine also fitted to the E 46 M3.

One European manufacturer that was well represented, was Ferrari, and three models were on display. The Portofino is the current entry-level model and Charlie Kock bought his example earlier in 2021. This is a convertible model with a retractable hard roof than is fitted with a V8 engine with twin turbochargers that develops 443 kW.



The F 12 Berlinetta was a four-seater grand tourer that was introduced in 2012 and manufactured until 2017. Basie Kuhn bought his F 12 Berlinetta in 2013 and his car has only done 27 000m km since then.



The Ferrari 308 GTB was a legendary model on which the 308 GTS driven by Tom Selleck in the popular television series *Magnum PI* was based. In 1980, these models received fuel injection and were known as the 308 GTBi and the 308 GTSi. Gerrit Murray owns one of only five GTBi's in South Africa and one of only 74 that were produced in right hand drive before the Quattrovalvole, which had four valves per cylinder, was introduced in 1982. Gerrit's car was manufactured earlier in the same year and it is still completely original.

At least four Porsche 944's were on display, and one of them was a 1983 model that belongs to Gerrit's wife Ronelle. They bought this car, which is still completely original, 18 months ago. The previous owner bought it for his daughter, who preferred a newer car for university.



South Africa was the largest market for the second-generation Alf Romeo Giulietta, which was introduced here in 1979 and was manufactured until the company pulled out of South Africa in 1985. Martin Pitzer recently completed work on a 1982 Giulietta 1,8 Executive, which was one of the first face-lifted models. This car is still completely original but Martin had aftermarket alloy rims fitted.



Another Alfa Romeo of the 1980's that was on display is seen as a collector's item. In 1984, the company increased the engine capacity of the GTV 6's engine from 2,5 to three litres and the fuel injection system was replaced by six carburettors. This model was developed in South Africa for motor racing and a total of 212 were manufactured. Kevin Brink has owned the 68th GTV 6 3,0 that was manufactured for ten years, and it is in an immaculate condition.

The Peugeot 203 was one of the cars that really established this French company in South Africa. Willie de Groot has owned his 1959 model since 1975 and drove it to work every day until he retired in 2018. The car is original except for the tail lamps and a new paint job.



The Mercedes-Benz W 126 was on the international market for more than a decade and was introduced to South Africa in 1981. Jan de Beer bought his 1983 280 SE six months ago from a collector in the Free State who had died, and his car has only done 175 000 km so far. Besides the distinctive colour, the car also has a set of alloy rims from later Mercedes-Benz models; otherwise it is completely original and comes with a full service history.



The Mercedes-Benz 190 was introduced internationally in 1982 but could not be manufactured in South Africa because of limited capacity at the factory. Nevertheless, a few were imported in 1985, but the 190 was finally officially introduced to South Africa in 1993, just before it was replaced by the original C-Class. Three of these cars were on display, two 2,0 models and one 2,3 Sportline.

One of the 2,0 models is owned by Simon Dire; it is a 1994 model that has done 276 000 km and is still in an original condition. However, he intends respraying the exterior. Lolo Notsoane bought his 2,0 a month ago, and his car has been fitted with aftermarket alloy rims. The 2,3 Sportline is owned by Tony Sikoe, and this car, which was manufactured in 1993, has already done 300 000 km.





POMC Cars on the Roof at Brooklyn Mall

- Deur Daantjie Badenhorst

On Sunday the 26th of September 2021, the Pretoria Old Motor Club (POMC) at the Marketing Team of Brooklyn Mall hosted a Cars on the Roof event at Brooklyn Mall.



The cars on display did not represent a specific theme, and there was something for everyone, irrespective of era or country of origin. One of the cars that attracted a lot of attention was a 1931 Ford Model A. This car used to belong to Dr. Ernie Jacobson, who bought it in parts in the suburb of Villieria in the early 1980's.

He restored it to its original condition, and six months ago, Fred Calitz bought this car from him. Although it is in an original condition, Fred admits that there is still a bit of work to be done.

Another pre-World War II car on display was a 1937 Chevrolet Master de Luxe, which was manufactured in the General Motors factory in Port Elizabeth. This car, which belongs to Izak Griebenouw, was restored to its original condition by Carel Wilken, who completed the project in 2011 and has fitted a plaque on the right front fender to mark this restoration.





A few Mercedes-Benz models were on display. Jan Nel has owned his 1958 model 220 S, the six-cylinder version of the well-known Ponton, since 1980, and this vehicle, which is in regular use, is still in an original condition.

A more common sight on South Africa roads, but no less of a classic, is the Mercedes-Benz W 126, the longest-running generation of the S-Class so far, which was introduced to South Africa in 1981. Johnny Gous owns an immaculate 380 SE manufactured during its first year of production, and his car has been fitted with the alloy wheels that were an optional extra for this model range. This car has only done 154 000 km, and only the air conditioning needs attention.



The Studebaker Lark was a popular car in South Africa in the early 1960's and was manufactured in Uitenhage in the same factory as the Volkswagen Beetle. Barry Groenewald has owned his 1963 model, one of the last to be manufactured before the Daytona replaced it for 1964, for 14 years. This car is fitted with the same 4,2 litre V8 engine and three-speed manual transmission with overdrive the original Daytona came with. This car was originally sold by Capital Motors, the Studebaker and Volkswagen dealership in Pretoria.



In the early 1980's the South African motor racing scene was dominated by the Alfa Romeo GTV 6 and the BMW 535i. Lenard Labuschagne has owned his immaculate 1983 model 535i for about twenty years; at that stage, BMW retained the bodyshell of the original 5 series, but added the dashboard of the model range that replaced it in other parts of the world in 1981. A distinctive feature of this 535i, which was the same as that used in motor racing, was the dog-leg gearshift pattern for the five-speed manual transmission. All manual BMW's had a reverse gear situated away from the driver and up for right hand

drive, but in the case of the 535i, first gear was straight down, which made shifting between reverse and first gear easier when parking.

The Jaguar XJR is a modern classic that is not a common sight on South African roads. Willie van Rensburg bought his immaculate 1998 model from Hennie van Vreden about five years ago. It has only done 58 000 km and has never been restored.



Mickey van Wyk displayed a few cars he built up himself, among them a few that are extremely rare in South Africa. One of them was a Willys Pick-Up, believed to be the only one in South Africa. He has fitted the Chevrolet 454 cubic inch (7,5 litre) engine, with a supercharger and a Turbo Hydramatic 400 automatic transmission as well as Jaguar suspension all round. This vehicle was originally manufactured in 1941 but has been heavily modified.



A vehicle that became a legend in South Africa was the Chevrolet Firenza Can-Am, the only car in history that won the South African championship in rallying and track racing in the same year. This was based on the Vauxhall Viva HC coupé but Basil van Rooyen fitted a five-litre engine to it. However, this was not the same engine as the Constantia; that engine had a capacity of 5 047 cm³, which was too large for motor racing, so instead the 4 942 cm³ engine from the American Chevrolet Camaro Z/28 was chosen. It accelerated from 0 to 100 km/h in 5,4 seconds and achieved a top speed of 228 km/h, exceptionally high for 1973, the year in which it was introduced. Only 100 were originally said to have been built, especially for motor racing, but the numbering only started with the 28th Can Am to be manufactured. Mickey converted the 76th Can Am to be manufactured, by fitting a 383 cubic inch (6,3 litre) V8 engine and an automatic transmission to it. Gilvern van Rooyen is the current owner of this car.



Not only cars were on display, however. The main centre of attraction was two motorcycles built before World War II, and Bill Lance is the owner of both. He has owned his 1929 AJS for about four years; it is fitted with a 500cm³ engine and has taken part in rallies like the DJ. The Indian Scout was built in 1925 and has a single-cylinder engine of 600 cm³.

Refreshment was provided to the exhibitors by Caffè Frescatti sponsored by Brooklyn Mall, this was highly appreciated by the exhibitors.

The next event on the POMC calendar is the Spring Festival on Sunday the 10th of October 2021 at the club's premises in Silverton.



2021 Heidelberg Great Train Race

- Deur Emil Kuschke

In 1930, a **Bentley Sportsman Coupe** beat **France's Famous Blue Train** in a race from **Cannes to Calais** almost 750 miles.

The Heidelberg Great Train Race salutes this Historical Moment with a convoy of vintage and classic cars and motorcycles, a thundering steam train and daring men in their flying machines roaring overhead.

Die jaar was geen uitsondering nie en op Erfenisdag 24 September 2021 was daar 'n groot gewoel in Heidelberg.

Die byeenkoms is vir 'n derde jaar in Heidelberg aangebied. Diè jaar is gereël deur SuikerbosRant in samewerking met Protek SA, Infinity, Roxsure ,ROVOS Rail en die VVC van Johannesburg.

By Stasie straat is waar die trein sy teenwoordigheid bekend gemaak het met sy tradisionele stoom fluite en lawaai van uitbundige toeskouers en passasiers.

Die oomblik was baie nostalgies met die stoomtrein , veteraan voertuie, motorfietse , en ou vliegtuie wat oor vlieg en ook entoesiastiese toeskouers.

Toeskouers en deelnemers het van so ver as Kaapstad, Tzaneen en natuurlik ook Pretoria gekom, om die groot "okasie" in Heidelberg te beleef.

For the number punchers ... here are some interesting facts;

235 Cars ranging from a 1915 Model T Ford, 75 Motorcycles, with the oldest a 1909 Durkopp 500cc , and 86 Aeroplanes and last but not leastone Stream Train.



Brandon Jarvis from Johannesburg rode on the oldest motorcycle – 1909 Durkopp 500cc



Emil en Hannie Kuschke van Pretoria met die oudste motor -1915 Model T Ford.

'n Onvergeetlike dag, wat net te vinnig verby gesnel het

Dankie aan Suikerbosrant vir die inligting verskaf in die berig en ook Wynand Rohde vir van die foto's.

Versameling foto's uit die lens van 'n toeskouer op die dag.....







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.

Renault 16TS

Prys: R30k

Kontak Hilmar Hendrich, cell: 0824593931

RENAULT STARTER SWITCH
DASHBOARD SWITCHES IN PLASTIC BAG
CUBBYHOLE LOCK
SPIGOT SHAFT
STEERING COVER BLACK PLASTIC
WINDSCREEN WASHER WATER PIPES
BONNET GRILL, 1X ASHTRAY, DISC PADS, WIPER MOTOR,
BRACKET SERVO PIPE, GEAR ROD CONNECTOR, FLYWHEEL LOCK NUT
BRACKET FRONT MUDGUARD
4X WHEEL NUTS PLASTIC BAG
BONNET LOCK SPRING
WATER BOTTLE BRACKET
FRONT BUMPER BRACKET
2X HEADLAMP TRIMMING
COIL PLASTIC BAG RUBBERS, SEALS, GASKET AND VARIOUS
BANKBAG, PINS INTERIOR HOODLIGHT COVER





TE KOOP

Jaguar 2002 S-klas SE V6

Seegroen kleur in 'n uitstekende toestand. Ek is die derde eienaar vanaf 90 000 km en dit het tans 167 000 km met alle dienste gedoen. R70 000 ona. Rede vir verkoop: te veel motors .

Kontak Pedro - Sel 0761632021

epos: pedrod@global.co.za

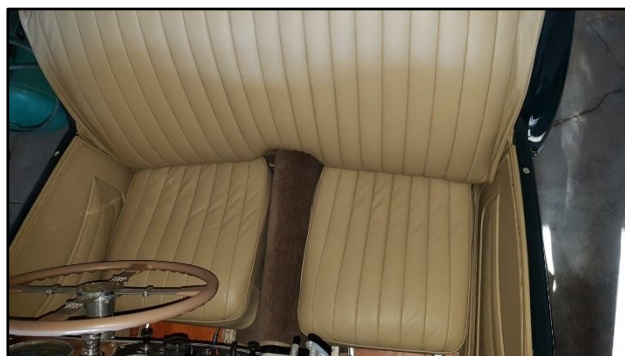


TE KOOP

1938 MG Model TA

ODO op 11924km, maar engin is oorgedoen en basies nog nie ingeloop. Kar was heeltemal gerestoreer einde 2000's.

Hans Coetzee se Viend - Tel 0837421128





FOR SALE

Laurie Smart will be relocating to Zambia and will be selling his cars and clearing out of Knysna; details below

Laurie will be in Knysna from 14 September for a couple of months but is contactable via email at lauriesmart111@gmail.com or on whatsapp +27 72 625 0243.

All cars are registered and licenced other than the 1955 Jaguar and are sold voetstoots.

1951 MGTD.

Has had a full restoration pretty much finished, just the speedo cable still to do which Laurie has. Brand new timber frame imported from USA, engine fully overhauled in George, all new brakes, lines, clutch etc. Re chromed, no rust or damage whatsoever.

New hood and side windows, new carpets, new carburettors, brand new tyres.

It has probably cost in excess of R500k

Asking R350,000 as it stands. If no interest it will probably go off to the UK.

MG Magnette.

Another full restoration. Pretty much finished and used on a couple of club runs, the bonnet cable broken (new one available just needs fitting) .

Asking R 120,000.

MINI 850.

Full restoration, but gearbox needs some attention. A very nice car.

Asking R 60,000.

1955 MkVII M JAGUAR.

(not registered but it has a police clearance. It is all matching numbers with a heritage certificate from UK) Work in progress, a project on which much has been done but requires completion.

The bodywork has been stripped to bare metal, all rusty parts replaced with steel, not fiberglass or filler, the chassis was stripped and sandblasted, repainted and rebuilt with new suspension components, new brakes and lines, new fuel lines etc.

The engine has been professionally rebuilt from the bottom up by Barneys Automotive (R 40,000) the gearbox and overdrive were professionally rebuilt in Cape Town. (R15,000) New tyres.

STILL TO DO. Install engine and gearbox, refit all ancillaries, heater, hoses, wiring etc, complete interior (all the wood available but it needs veneering), seats, door cards etc which need recovering.

There is money to be made on this one, but a fair amount of work still to be done.

Asking only R 120,000

MGBGT.

A good runner no work done on it and regularly used on club events. Could do with a little tidying up, but a sound vehicle.

Asking R 80,000.

White MGBGT.

Bought as a donor car (no engine) for R 30,000

Open to any reasonable offer .

2006 JAGUAR XKR.

A modern vehicle in excellent condition with low mileage (50 000kms) and perfect condition. Sold at **Market value**



TE KOOP

T Bucket Cab, Veselglas – R9000.00

Kontak: Carien du Plessis



HENRY FORD

On June 16, 1903, the Ford Motor Company was established. Henry Ford was the founder.

This was not his first rodeo, as he had previously operated the Henry Ford Company. He left that company and took his name with him. What became of the Henry Ford Company?

It became known as the Cadillac Motor Company.

What does any of this have to do with anything BBQ-related? Hang on-the rest of the story.

Ford's Model T, which would number in the millions sold, required 100 board feet of wood to build. Ford despised waste. His motto was, "Reduce, reuse, and recycle." He was also a nature-lover, an environmentalist of his time. His escape from the stress of life was camping in the great outdoors.

Frustrated by the mountains of sawdust his lumber mills created, he and his partners sought a way to utilize the scrap wood and sawdust into a useful (and profitable) product

An idea came to him one day as he was camped with some friends in the wilds of Michigan. After his party spent a long time collecting sufficient wood for a campfire, an idea spring in Ford's mind. Upon returning back to the lumber mill, he shared the idea with some of his partners and set to work on it.



The idea? Lumping a fistful of sawdust and corn-starch with a bit of tar to form a briquette. After charring it, it performed exactly what Ford imagined it would. He then built a charcoal briquette factory adjacent to his lumber mill where the waste from one became the fuel for the other. A new Model T was now frequently sold with a bonus bag of Ford Charcoal Briquettes, so you could drive into the woods to camp and not worry about finding campfire wood.

So now you know. Ford not only created the modern automobile industry which takes millions to work and back each workday, but he also created the weekend grilling and camping industries.

In 1951, the Ford Charcoal Briquette Company was sold. The new company was named after Ford's real-estate partner who helped him find the land to supply wood for building the early Ford automobiles: E.J. Kingsford.

Kingsford Charcoal is now the largest producer of charcoal briquettes in the world.



UIT DIE ARGIEF

VOLVO 122S IS REGTIG 'N VOLDOENDE MOTOR



HIER is nou 'n voorbeeld van 'n motor wat somaar baie stewig lyk en wat alles aanbied waarop aanspraak gemaak word. Dit loop en voel so stewig as wat dit lyk, en dis één motor wat bepaald nie te hoog geprys word nie.

Die enjin het meer as voldoende wring-krag om die motor in sy derde of vierde gang in stedelike verkeer te laat rondrentel, en al die nodige krag vir volgehoue reise teen hoë snelheid.

Die hantering en die remme is uitmuntend en die petrolverbruik ekonomies. Die stoffering en afwerking is eersteklas. Nog 'n voordeel van die Volvo is dat sy vorm, wat vir alle smake aantreklik moet wees, nie uit die mode raak nie — sedert sy eerste verskyning is dit nog nie verander nie. Een van die weinige veranderinge op 1963 modelle is die byvoeging van 'n truglig tot die stertlampgroepering.

Die stewige enjin is nie 'n gewysigde of uitgeboorde 1600 nie, maar eintlik 'n laag ingestelde weergawe van die enjin wat vir die nuwe P1800 sportmotor gebruik word. Dit is 'n boklepenjin van vier silinders en is oortrekantig met 'n boring en slag van 84 x 80 mm. Die totale verplasing is 1780 k.s. Die kompressieverhouding is 8½:1 en die enjin lewer 90 rpk. teen 5000 o.p.m. 'n Baie nuttige wring-krag van 105 pd. vt. is beskikbaar teen 4.500 o.p.m.

Die twee SU-vergassers is met 'n oliebad-filter verbind. Onder die enjinkap is daar 'n kleurrike verskeidenheid met 'n silwer tuimelaaromhulsel, rooi silinderblok, blou reëlingskas, geel waajer, ens. Alles is maklik bereikbaar.

★

DIE krukas het vyf hooflaers en die kop is herontwerp sodat vier inlaat- en vier uitlaatpoorte gebruik kan word. Dink

hoe lekker 'n enjin met hierdie kenmerke ingestel kan word!

Die transmissie geskied deur middel van 'n viergangratkas met volle sinchronisering. Soos met Europese motors gebruiklik is, is dit die bedoeling van die ontwerper dat die vier ratgange gebruik moet word, en hulle is ideaal vir die eienskappe van die enjin geskik. Die wisselhefboom is op die vloer gemonteer. Die aksie is stewig en positief, en dit kan nie geklop word nie; en die ratte werk geluidloos.

PROEFRIJ MET ROGER McCLEERY

Die voorvering is onafhanklik en maak gebruik van twee onegalige mikke, spiraalvere, hidrouliese dempers en 'n kanteldemper. Die vaste agteras het twee spiraalvere, twee skokbrekers, twee straalarms en 'n Panhard-stang om dit in posisie te hou. Daar is 11-dm. skryfremme voor, en 9-dm. trommels agter; en dis seker genoeg gesê.

Die gebalanseerde wiele het 'n verstandige deursnee van 15 dm. met 5.90 bande.

Die bakwerk is teen verroesting behandel, die onderkant met 'n rubber spuitmiddel, en dit skyn asof die verf amper deel van die metaal self geword het. Klankisoleringstof is aangebring waar Volvo dit nodig ag.

★

LAAT ons nou gaan ry in hierdie model wat goedgegunstelik deur Billy Thompson van Kaapstad aan ons geleen is. Klim in (ja, 'n mens klim in; dis nie nodig om in te stoot nie) agter die stuurwiel wat amper loodreg aangebring is.

Let op waar al die kontrole is, en kyk finaal 'n bietjie rond voordat u wegtrek. Die holrugbankies kleef aan u liggaam en steun u rug en knieë; en hulle kan somaar op alle maniere verstel word.

Die agterste sitbank, wat ook van die kleef tipe is, het 'n sentrale armleuning wat vir gebruik afgeslaan word. Daar is matte van gevormde rubber op die vloer, en die dakvoering kan gewas word.

Daar is 'n kap oor die instrumentepaneel; die instrumente is eenvoudig en kan maklik gesien word.

★

DIS asof 'n mens in die 122S taamlik laag sit, en hoewel daar baie venster-ruimte is, kan jy nie die stertvinne of die bagasiebakdeksel sien wanneer jy agter die wiel sit nie. Jy kan ook nie die linkerkantse voormodderskerm sien nie; maar dis asof jy somaar instinkmatig weet waar dit is, en somaar gou is jy dit heeltemal gewoond. Jy het skaars die ontstekings-sleutel gedraai of die motor loop—koud of warm, daar's geen verskil nie.

Kies die eerste ratgang so vinnig soos u wil, en die hangtipe-koppelaar laat jou heerlik glad wegtrek. Kies die hoogste gang teen 25 m.p.u. of effens laer, en gee dan vet. Dis nie nodig om hier liggies te werk nie; die enjin kan maklik hierdie motor van 2.400 pd. behartig (belasting R16).

Die vering is sag, dog goed gedemp; en op 'n reguit pad voel dit soos 'n Amerikaanse motor—in so 'n mate dat 'n mens sou verwag dat dit miskien op die draaie 'n bietjie lomp kan wees. Maar dit is glad nie. Dit lê tot 'n sekere punt oor en dan niks verder nie, terwyl die sturing neutraal bly of miskien net-net tekens van ondersturing begin toon. Hoeke en draaie vereis in ieder geval geen inspanning nie, en u Volvo sal loop net waar u hom stuur.

Die motor wat ons getoets het, het reeds 'n goeie afstand op die meter getoon, maar daar was nie die misnte teken van gerammel nie; en 'n mens het ook die gevoel gekry dat so iets nooit sou ontstaan nie.

★

OP die nasionale pad of 'n ander hoofpad, kan jy feitlik van die ratwisselhefboom vergeet; die hoogste ratgang kan al die opdraande behartig.

U kan u verbeel hoe die motor versnel. Die versnelling is flink, en is heelwat aan die flink ratwisseling verskuld. Tot 30 m.p.u. in 4 sekondes, 40 in 7 seks., 50 in 9½ seks., en 60 m.p.u. in 14½ seks., 80 in 29 sek. Die maksimum snelhede deur die ratgange, met die snelheidsmeter kwalik in staat om by te hou, is 28 m.p.u. in eerste, 48 m.p.u. in tweede 70 m.p.u. in derde en 'n hoogste snelheid van diep in die 90—wat nie dikwels gebruik sal word nie.

Dit is bepaald 'n besonder aantreklike konvensionele motor in elke sin van die woord. Dis stewig, goed afgewerk, betroubaar, vinnig, ekonomies, en 'n puik voorbeeld van die ingenieurswese.

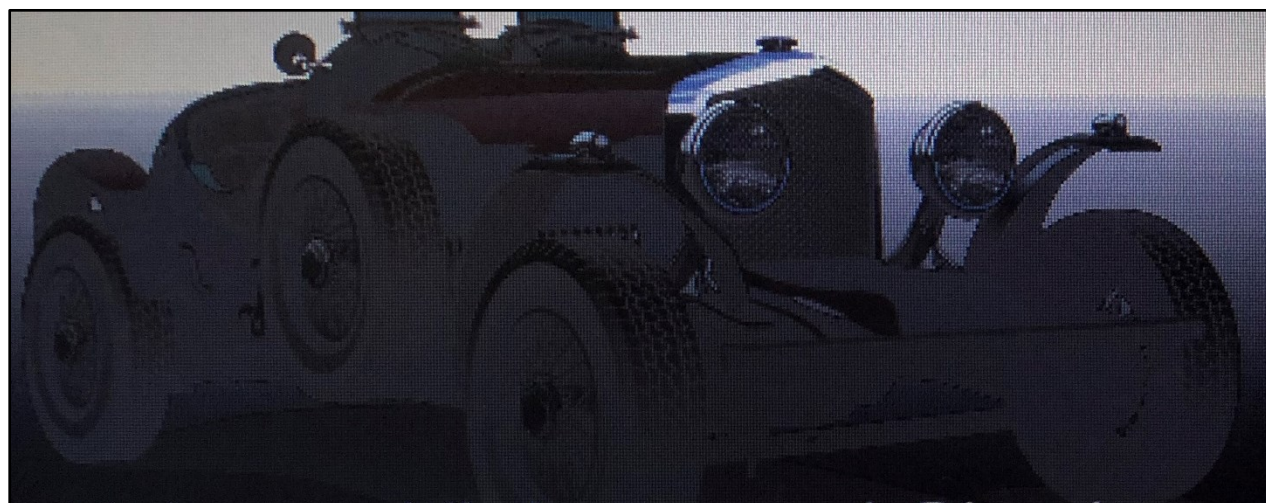


SAVVA Technical Tip 169 – Covering electrical wiring

Recently, I was busy taping up the wiring on a 1930's bakkie with shiny electrical insulation tape when a friend commented that it looked terrible and out of place on an early vehicle and suggested I rather use cloth tape. As usual, I'm the last person to know about things like this so off I went to an electric supply store and there it was, freely available, a bit expensive at about R100 per roll. It didn't take long to replace the plastic tape with this new one and all I can say is the result was excellent. I must confess that in some places I just covered the plastic tape with the cloth. Maybe the result wasn't as perfect as an imported loom costing a few thousand Rand but to the lesser experienced eye they wouldn't know the difference.

Below is a picture of a roll of plastic and cloth tapes.





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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.)



4 Okt	Veronica	van Rooyen
7 Okt	Chris	Beyers
8 Okt	Dane	Fraser
11 Okt	Annette	Thomas
12 Okt	Merwyn	Wolder
13 Okt	Douw	Steyn
18 Okt	Corrie	Kleingeld
18 Okt	Robert	Dadford
20 Okt	Marelize	Stokhof
22 Okt	Gloria	Bouwer
25 okt	Annalida	Groenewald
26 Okt	Louis	Pretorius
29 Okt	Graham	Blackbeard
29 Okt	Riekie	Barnard
31 Okt	Giles	Millard



MEMBERSHIP FEES:

Although the 2021 year were challenging for the club, not being able to present the "CARS IN THE PARK" for the second year, and numerous club events been cancelled, the committee urge members to contribute their membership fees.

MEMBERSHIP ANNUAL FEE IS NOW PAYABLE – SEPTEMBER 2021 – AUGUSTUS 2022.

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

Account name: POMC

Bank: Nedbank

Acc no: 1603 0550 96

Reference: Name and Surname

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

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

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



“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 and re-conditioning	072 298 9874
Kevin	Brink	Alan Y Brink Engineers	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	012 326 2551



bearings

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

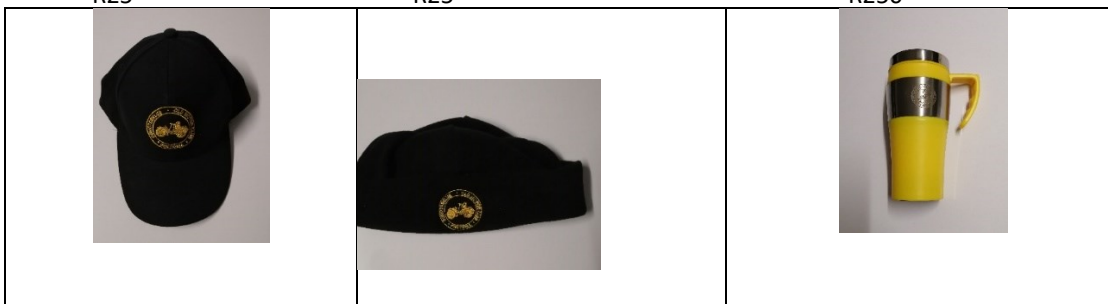
POMC – Motor wapen
R90



POMC – Hout sleutelring
R25

POMC: Staal sleutelring
R25

POMC – Horlosie
R250



POMC – Swart pet
R100

POMC: Swart Beanie
R80

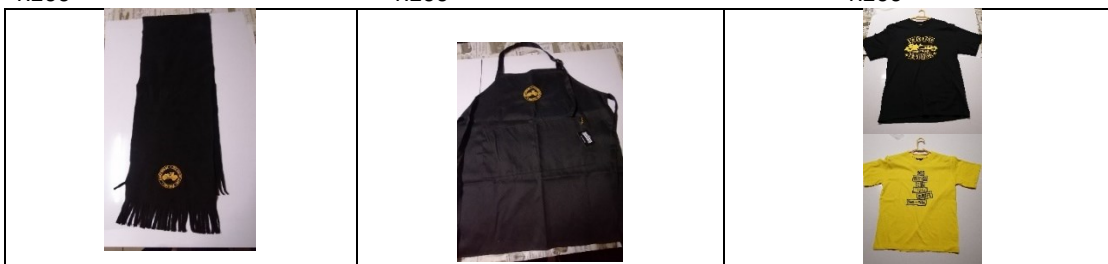
POMC – Geel koffiebeker
R30



POMC – Swart & Geel Lounge
R200

POMC: Wit Lounge
R200

POMC – Swart Lounge
R200



POMC – Swart Serp
R40

POMC – Voorskoot
R150

CIP – Assorted
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