



a-hoo-ah!

DECEMBER 2021

DESEMBER 2021





VOORBLAD: 1993 Mazda RX7

Owner: Dewald Pretorius

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 plasing moontlikheid na hannie@mailzone.co.za



POMK KOMITEE 2021 POMC COMMITTEE

Voorsitter Chairman	Christo Ferreira	082 779 5703 christo@blpta.co.za
Ondervoorsitter Vice-Chairman	Frik Kraamwinkel	082 444 2954 frikk@gmail.com
Sekretaris Secretary	Taco Kamstra	082 770 8800 tacokamstra@gmail.com
Addisionele lid Additional member	Mario Coetzee	084 517 4680 mario@mariocoetzee.co.za
Projekbestuurder Project Manager	Frik Kraamwinkel	082 444 2954 frikk@gmail.com
Batebestuurder Asset Manager	Danie du Plessis	083 676 0130 carlpen@mweb.co.za
Tydrenbeampste Rally Official	Claude Stander	082 570 2498 claude@stander2.co.za
Dateringsbeampste Dating Official	Craig Jeannes	082 439 5902 craig.cars@hotmail.com
Koördineerder: 2e Sondagbyeenkomste Coordinator: 2nd Sunday Meetings	Jan Nel	082 442 3480 jannoddy@vodamail.co.za
Ledewerwing Member Recruiting	Gerco Kraamwinkel	079 916 6277 gercok@gmail.com
Nuwe komitee lid: New committee member:	Neil Stander	082 780 5333 neil@stander-za.com
Addisionele lid Additional member	Kobus Ebersohn	082 366 2364 kobus@ebersohn.co.za
a-hoo-ah! Compiler a-hoo-ah! Samesteller	Hannie Kuschke	072 242 8880 hannie@mailzone.co.za



Bonnets-up
13 February
@ POMC Clubhouse



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



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



CARS at Loftus Park
22 May
@ LOFTUS PARK
Arcadia



MAMPOER Regularity Rally
4 June
Start: Willem Prinsloo Museum
Finish: Willem Prinsloo Museum



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



EUROPEAN Classic
Car and Bike Day
10 July
@ POMC Clubhouse



CARS on the ROOF
24 July
@ Brooklyn Mall



CARS in the PARK
40 year celebration
31 July
@ Zwartkops Race Track



MAGNUM
Regularity Rally
10TH to 14TH August
Hotel Numbi & Garden Suites
Hazyview
Mpumalanga



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

2022



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 & Bikes @ the Club
11 December
@ POMC Clubhouse



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



SUMMER Regularity Rally
15 October
Start: Zwartkops Race Track
Finish: Zwartkops Race Track



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



FGK fotos



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.....

Our monthly activities during November proceeded as planned. We had a short monthly club meeting on 3 November followed by our AGM. The meeting was well attended, and we had a very successful meeting followed by some refreshments, organized by Leonie and her team. Thank you, Leonie, and everybody who helped you. The new Committee was elected, and we are looking forward to the new year.

Op 13 November het die jaarlikse Japanese dag plaasgevind. Dit was bo verwagting goed bygewoon deur uitstallers sowel as besoekers van buite. Daar was 'n paar baie interessante motors gewees, veral die wankelenjin motors.

Ons Jaareindfunksie, in die vorm van 'n roerbraai, het op 27 November plaasgevind. Hoewel daar nie baie mense was nie was dit 'n baie aangename geleentheid en diegene wat daar was het dit baie geniet. Baie dankie aan Craig en Michelle vir hulle reëlings en vir Frik vir die voorbereiding van die terrein.

Daar was geen pretritte gewees nie en die Summer rallie is ook uitgestel tot volgende jaar.

Ons was baie bekommerd oor wat gaan gebeur as gevolg van die nuwe Covid-variant wat nou weer die lig gesien het, maar ons is dankbaar dat daar, vir die oomblik, nie verdere beperkings ingestel is nie. Ons hoop dit sal so bly en dat dit ook verder verslap sal word gedurende volgende jaar sodat veral Cars in the Park weer kan plaasvind.

Wat lief en leed betref is daar niemand waarvan ek bewus is nie. Die lede wat deur moeilike tye gaan en geliefdes afgestaan het deur die jaar, word genade en vrede aan julle oorgedra.

Aan die einde van die jaar wil ek graag aan almal dankie sê vir elkeen se bydrae gedurende die afgelope jaar waartydens ons, tot die beste van ons vermoë, kon voortgaan met ons bedrywighede onder moeilike omstandighede.

Ek wil dan ook vir almal 'n baie Geseënde Kersfees en Voorspoedige Nuwe Jaar toewens en dat ons lede die nuwe jaar sal terugkom vol entoesiasme vir ons 2022 program

Daarmee groet ek tot volgende maand, bly gesond.

Hieronder is 'n foto van die Variant wat ons as oumotor entoesiaste verkies



For those wondering what a South African Variant looks like.



POMK Groete

Christo Ferreira



UPCOMING EVENTS



CARS and BIKES at the Club

12 December 2021

09h30 till 14h00



Vintage and Classic Cars and Bikes

@

POMC Club House

c/o Keuning and Fred Davey,
Silverton / Meyerspark



Admission: R30 person Children Free
Income from tickets sales shared with
Sonitus School for hearing impaired

Exhibitors 2 persons per vehicle free
Donation to Sonitus School will be appreciated



Refreshment available form
HOOT & TOOT'
POMK Koffiehuis, Sonitus School
and Coconut Groove.

Braai facilities and Picnic area available



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



Frikfotos



NEW CLERK OF THE COURSE FOR DURBAN-JOHANNESBURG RALLY FOR CLASSIC MOTORCYCLES

Hylton Allison, a long-time motorcycle enthusiast, has been appointed clerk of the course for the annual DJ Run, a regularity trial for motorcycles made before the end of 1936 that runs between Durban and Johannesburg. The 2022 event will take place on 11 and 12 March, starting at Hillcrest, outside Durban, and finishing at the Benoni Northern Sports Club after an overnight stop in Newcastle.

Allison heads a committee made up of members of various motorcycle clubs which organizes this event on behalf of the Vintage and Veteran Club of South Africa. He is a seasoned DJ competitor, having competed in 20 of these rallies, beginning in 1997. He also has extensive rally organizing experience including acting as Assistant Clerk of Course for the DJ Run in 2010 and 2011.

Hylton Allison's brother, Gavin, who is a seasoned Clerk of the Course of the Fairest Cape Rally, will be an assistant on the 2022 DJ Run, along with Durbanite Cobus Grobbelaar, who will also be a scorer. Other members of the 2022 organising committee are Gwyneth Cronje and Elaine Cusdin (secretaries and administrators), Bert Lopes (treasurer), Liz Addison (trophy officer), Peter Aneck-Hahn (SAVVA Steward) and Eric McQuillan (Club Steward).

This annual regularity trial involves competitors riding as close as possible to set average speeds for their class, with marshals no longer employed to record a competitor's progress manually, with electronic data



loggers having taken the place of human intervention.

"Entries have opened already and will close on 31 January 2022," said Allison. "There is already great interest, particularly as this year's event had to be cancelled. We are aiming to get a field of about 100 riders. They will ride much of the traditional route used when the DJ was a road race between the two



cities between 1923 and 1936. This will include riding from Newcastle to Volksrust, Standerton, Balfour, and Heidelberg before finishing in Benoni on the second day. Total distance will be about 700 kilometres.”

Hylton Allison’s love of vehicles goes back many years, having trained originally as a diesel technician. Allison retired from the position of Technical General Manager at the Imperial Group, where he was responsible for a fleet of more than 3 000 vehicles. His involvement with classic motorcycles is also a long-running affair and his collection of four motorcycles includes three that are eligible for the DJ, meaning they were made before the end of 1936.

He takes pride in doing the restoration and maintenance of his machines himself. An AJS is his usual choice for riding in the DJ, but he has also ridden a couple for Triumphs in this two-day event.

For more information and to find an entry form go to the DJ Run website, www.djrally.co.za. Hylton Allison can be contacted on 078-234-7144 or coc@djrally.co.za



HAPPY HOLIDAY!



Month events:

POMC Japanese day 2021

The annual Japanese day of the Pretoria Old Motor Club was held at the club's premises on Sunday the 14th of November 2021. This was the largest Second Sunday event organised by POMC since the last CARS in the PARK were held at POMC Clubhouse many years ago.



The Simola Hillclimb, held in Knysna in the Western Cape, is one of the highlights of the South African motor racing calendar, and one of the cars that took part in this year's event was on display. The third-generation Mazda RX 7 is a rare car in South Africa, but Dewald Pretorius's 1993 model came third in its class, beating Ford Mustangs with superchargers. This car is fitted with a four-rotor engine, instead of the two-rotor engine the standard model came with, and a turbocharger has been bolted onto it.

The Mazda Capella Rotary, originally known as the RX 2, was one of the most successful cars on South African racetracks in the 1970's, but they have disappeared from this country's roads. Dewald Swanepoel's Capella Rotary Coupé was one of the first to be built after the range received its final facelift in 1975. The interior is still original, but the exterior has been modified and a third rotor has been added to the normally aspirated engine. The car has been featured on the front cover of a previous issue of the magazine Speed and Sound.





It is always a special occasion when a car achieves a milestone, even more so if that car is a rare sight on South African roads and is still in an original condition. That is the case with Jean Goosen's immaculate Mazda 1300. The 1300's predecessor, the Mazda `1200, was introduced to South Africa in the third quarter of 1970 but the 1300 replaced it before the year was over. Jean's car was manufactured in 1971 and he celebrated the car's fiftieth birthday in a big way.

The Nissan 1400 pick-up was one of the longest-running vehicles in the history of the South African motor industry. It was introduced in 1971 and was known as the 1200 at that time. Its model designation was changed to 120 Y to bring it into line with that of the passenger vehicle range that replaced the 1200 sedan and coupé in 1975. In 1980, an engine capacity increase meant that it became known as the 1400, and except for a change from Datsun to Nissan in 1983, that was its final model designation. The last of these pick-ups were manufactured in 2008, and these were known as the Heritage Edition. Louis Kriel, the chairman of the Datsun Club, owns one of these models; 150 units were built and his vehicle was number 69. He is in possession of a certificate of authenticity to prove this vehicle's status; it is completely original except for the wheels. The Heritage Edition had the same specification level as the Champ.





Another 1400 pick-up that was on display and is still original, belongs to Robert Dadford. His 2000 model has the standard specification level, which means that it has a front bench seat, and came without the rev counter and side stripes of the Champ. It was bought new and has only done 100 000 km.



The Datsun 1200 GX Coupé was a popular car among young motorists in the 1970's but original examples are hard to find. Sammy Dhlamini's 1974 model is in an original condition although its engine has been overhauled. The interior of the car is in a good condition, but he intends to restore it to its original condition. Although alloy wheels have been fitted, he intends to replace them with the original wheels and tyres. Sammy also has a 1200 GX sedan which has been damaged in a hailstorm, but he plans to restore this car as well.





The successor to the Datsun 1200 was the 120/140 Y, which was South Africa's top seller in 1976, its first full year of production. However, its popularity decreased, and it is not a common sight anymore. Michael Buchan displayed his 140 Y SDX, which was built in 1980 and shared its engine with the 1400 pick-up. This car has only done 60 000 km. He bought it only recently and is only the third owner. Except for a few spots of rust, it is still in a good condition; it is totally original and has not been restored.

The Nissan Skyline was a popular car in the 1980's, but both generations that were manufactured in South Africa have disappeared from our country's roads. However, two immaculate locally built models were on display, along with what is probably the only one of its kind in South Africa of a later model. The Skyline was originally introduced to South Africa in 1982 and received a facelift late in 1985.



The fuel injected engine fitted to the GTX coupé throughout the model cycle of the first generation was also fitted to the sedan when the facelift was announced, resulting in the introduction of the 2,8 SGLI; effectively a replacement of the Laurel. However, the 2,8 -litre engine was also available with a carburettor and the model designation of this version changed from 2,8 GLX to 2,8 SGL. Kobus Booysen bought his 2,8 SGL new in 1986 and although he has mainly used his car to tow a caravan, it has only done 118 000 km.

The 'new era' Skyline was introduced in mid-1987 and Nissan's emphasis with this range changed from performance to luxury. The flagship of the range was the 3,0 SGLI, which was available as a manual or an automatic. The range received a facelift in 1990. Stephan Blom's 3,0 SGLI is an early example of the facelifted model; it was originally used by the South African Police but has only done 180 000 km and is still original.



The Skyline was discontinued in South Africa and replaced by the Maxima, but later generations were manufactured in other parts of the world. One example is the GTS, of which only 300 were built worldwide. Stuart Sterling owns one of them; it was imported from eSwatini (formerly Swaziland). It is fitted with the RB 20 V6 engine with a capacity of two litres. It was produced by Autech, which was a predecessor to Nissan's Nismo division, and, like previous Skyline generations, it had rear wheel drive.



In the 1970's the South African motor industry was protected by the Government, and no cars could be privately imported without a permit. However, a few Datsun 240 Z's did find their way here. One of them, a 1972 model belonging to Jan Kleynhans was on display. This car is still in an unrestored condition. In later years the 280 ZX and 300 ZX were officially imported to South Africa.

The second-generation 300 ZX was introduced to South Africa in 1990. And Deon Nell has owned his early model since 1994. This model came with the T-Top, a popular option in those days, and a twin-turbo engine and four-wheel steering were standard equipment.



A new range of Nissan one-ton pick-ups was introduced in 1988, and they were a big improvement on the 720 range that preceded them. This range was simply known as the 1 Tonner, although the Hardbody nickname eventually became their official model designation. A new luxury version, known as the Highline, was added to the range; it was powered by the 2,4 litre four-cylinder engine which was the most powerful engine available until the introduction of the V6 in 1990.

Christo Groenewald owns one of these early 2400 Highline versions, and he has covered over a million kilometres with little trouble.



new, and it has only done 73 000 km.

The Nissan 1-Tonner's main rival was the Toyota Hilux, which dominated the South African market. The longest-running generation of the Hilux was introduced in 1984, and it remained on the market until 1998. One reason for the popularity of this generation was the 4WD, which appealed to a wide range of customers. The Action Option was introduced for those who used their vehicles for leisure purposes rather than work; this consisted of white steel wheels with radial-ply tyres, side stripes, a roll bar and twin fog lamps. Kobus Ebersohn bought his 1984 Hilux 4WD, with the Action Option,

South Africa had to wait until 1975 before the Toyota Corolla was introduced for the first time. The flagship model of the original generation was the SR 5 coupé, which was manufactured throughout its model cycle. It only underwent small changes during its lifetime; the most important being the addition of side stripes and a driver door mirror instead of the twin wing mirrors originally fitted. Jaco Stols owns an immaculate 1979 SR 5 coupé which he only uses for exhibitions. He has owned this car for three years.



The Toyota Supra has been imported to South Africa in limited numbers and is not a common sight on our country's roads. Gideon Scheepers's 1991 Supra Twin Turbo was imported from Botswana, and he has owned this car for two years. Although the car was originally fitted with two turbochargers, he replaced them with only one when one of the original turbochargers blew. However, he has no intention to remove the Twin turbo badges from the car.

Mitsubishi has built up a reputation for manufacturing competent off-road vehicles and the Pajero has won a record number of Dakar rallies. The J-Top, based on the short-wheelbase model, is extremely rare and has been fitted with two removable roof panels over the front cabin and a soft top behind the roll bar. Renier de Jongh has owned his 1996 Pajero J-Top for six years, and it has only done 57 000 km .





The Mitsubishi Pajero Junior was never officially imported to South Africa because it was mainly built for the Japanese domestic market. Despite its size, and its engine capacity of only 1,1 litre it was a capable off-road vehicle. Bill Flynn owns what is probably the only one in South Africa, which was brought into this



country as a “grey import.” This model is fitted with air conditioning, power steering and an additional mirror on the left mudguard. The Pajero Junior was manufactured from 1995 to 1998 and was approximately the same size as a Suzuki Jimny.

Historic Racing is an annual institution and has taken place over the last two years amid restrictions due to COVID 19. The cars taking part in this event must be original and faster cars are given a handicap to allow slower cars to compete on an equal level. Henk de Klerk took part in this year’s event driving his 1983 Mitsubishi Starion. This was one of a handful imported by the Sigma Motor Corporation, who marketed and distributed Mitsubishi vehicles in the 1980’s.



In 1983, Alfa Romeo started manufacturing the Daihatsu Charade in South Africa and because of its price and its compact size it became popular in this country. Jaco van der Linde owns a 1984 model Charade CXL, which was the more luxurious of the two models in the initial range. His mother bought it new from Ultra Alfa, the Alfa Romeo dealership in Gezina. This car has done 200 000 km and only the transmission and starter have received attention while the battery has been replaced.





The Japanese motorcycle industry has grown into the largest in the world from the beginning in the 1960's, were on display. The Suzuki with engine sizes varying of the most popular models replaced the GT 185 in until 1981. It had a two-and was fitted with a front Deon and Izak Nell model that has never been restored.



industry has grown into the beginning in the 1960's, were on display. The Suzuki with engine sizes varying of the most popular models replaced the GT 185 in until 1981. It had a two-and was fitted with a front Deon and Izak Nell model that has never been

Another model in the Suzuki GT range was the 380, which had a transversely mounted two-stroke engine with three cylinders. It was capable of a top speed of 160 km/h, which meant that its performance compared well to larger motorcycles. Henk Scheuling has owned his 1979 model GT 380 for about four years, and it has only been restored using original parts.



The Honda CB 550 Four K was another classic Japanese motorcycle of the 1970's and was on the market from 1974 to 1978. It was powered by a transversely mounted air-cooled four-cylinder engine with a single overhead camshaft. It was fitted with four exhaust pipes and four silencers and had a single front disc brake and a rear drum brake. Izak and Deon Nell displayed a CB 550 Four K manufactured in 1978, the last year of production.

The next event to be held at the Pretoria Old Motor Club premises will be on 12 December "CARS & BIKES at the CLUB in 2021, the first event for 2022 will be a Braai on Sunday the 9 January 2022.



AGM Evening:

2021 AGM were held on 3 November 2021 at the POMC club. The 2021 committee were re-elected.

One new committee member were elected: - Kobus Ebersohn - Welkom Kobus. Mag jou tyd op die kommittee 'n positiewe inpak op die POMC se funksies en besluite wees.

Yearly trophies were handed out. Congratulations to members that received their accolade.



Restorer of the year - 2021: Alex Duffey



Voorsitter Trofee: Taco Kamstra



Ondervoorsitter trofee – Alex Duffey



Klub lid bywoning van die jaar: Taco Kamstra



Organiseerder van die jaar – Frik Kraamwinkel



PRESS RELEASE

FOR IMMEDIATE RELEASE | THURSDAY, NOVEMBER 25, 2021

THE AUTOMOTIVE INDUSTRY WELCOMES SOONEST INTRODUCTION OF NEXT GENERATION CLEAN PETROL AND DIESEL, EFFECTIVE SEPTEMBER 2023

PRETORIA: Thursday, November 25, 2021: naamsa | The Automotive Business Council welcomes and commends the Department of Energy and Mineral Resources (DMRE) for the publication gazette on the regulation for Petroleum Products Specification and Standards for Implementation gazette (Government Notice R784), published on August 31st 2021, for the introduction of the next phase of Clean Fuels Program (CF2) in South African, effective by September 2023.

http://www.gpwonline.co.za/Gazettes/Gazettes/45068_31-08_MinResourcesEnergy.pdf

The introduction of low sulphur petrol and diesel (sub 10ppm) and other revised fuel parameters nationally is progressive in line with the climate change considerations and will enable vehicle manufacturers to market the latest technology fuel-efficient and low emission new motor vehicles in South Africa. Once the fuel regulations are implemented, a significant reduction in vehicle emissions in respect of the entire vehicle population can be expected. The new measures to improve enforcement relating to mandatory recordkeeping of fuel purchases by retailers are also essential for combating the increasing import and sale of grossly sub specification fuels currently being seen in the South African market. Furthermore, the progressive move to cleaner fuels support the South African government commitment to the 26th Conference of Parties United Nations Framework Convention on Climate Change (COP 26), where the SA government secured R131 billion to steer the country towards green energy.

Page of 2

naamsa | The Automotive Business Council | We are a non-profit company | Our Strategy: REIMAGINING THE FUTURE TOGETHER

2

The automotive industry contributes 4,9% to the country's GDP, accounts for 30,1% of the country's manufacturing output and employs over 468,502 across the value chain. We are the country's 5th largest exporting sector out of all 104 industries and accounts for 13,9% of total domestic exports.

In line with the industry growth targets set in the South African Automotive Masterplan (SAAM) 2035, the latest developments regarding the DMRE Regulation for Petroleum Products Specification and Standards gazette will further facilitate the South African automotive Industry's integration into the global market. In addition, the fuel regulations will also contribute positively to the realisation of governments' objective to grow the country's industrialisation capacity through the Automotive industry, which in turn will support the development of the domestic supplier Industry localisation aspirations and, more importantly, foster employment creation.

NOTES FOR EDITORS

- naamsa is a pre-eminent industry representative that actively and responsibly represents, promotes, advances, and protects the interests of local manufacturers and assemblers of passenger, light and heavy commercial vehicles and major importers and distributors of new vehicles in South Africa. We represent 41 companies;
- Our vision is to be the most credible and respected thought leader and partner of a globally competitive and transformed automotive industry that actively contributes to the sustainable development of South Africa;
- Enquiries: Michael M. MABASA, Chief Executive Officer, mike@naamsa.co.za, Sharon MODIBA, Executive Economic Policy & Data Management, sharon@naamsa.co.za
- Contact Numbers: +27 12 807 0152 or +27 82 909 6621;
- More information can be found on www.naamsa.co.za.

naamsa OFFICES: PRETORIA | Thursday, November 25, 2021.



The \$383.95 "Paint" Job

What a great job he's done. Looks quite professional.

I want to know how long it took to glue on 200 lbs of pennies.

He's got to be retired.

So, if the bank and government DO NOT want your pennies, do check this out...

Who said it can't be done?

I think what happened here is the man told his wife he needed to paint his car and when he told her how much it would cost, she told him to "save his pennies."



The \$383.00 Paint Job.

The 1949 Cadillac is completely covered with 38,295 pennies!

They were affixed one by one using Silicone.

They added over 200 pounds to the vehicle's weight.

The entire project took 6 weeks.

The pennies are US, and include an 1817 "Big Cent", two Error Pennies, and four 1943 Steel pennies; (but who's counting?). And, it won't scratch.



Old Cars Trucks Tractors And Trains 🚚
rusty or restored · [Join](#)

Dustin Coe · 2h · 🌐

Not everyone knows what J.E.E.P. Stood for back then. That's how it got it's Name today. Just. Enough. Essential. Parts. So cool to actually see this photo tonight.

A flat-pack WW2 Jeep still in the box ready to be built! How cool is this!?





The 10 Most Expensive Cars Sold at Auction This Past Year

Here are the cars that sold for the highest sums from 2020 to 2021. There are some you'd never suspect on this list—ever!

BY MARK VAUGHN

NOV 12, 2021



RM SOTHEBY'S

An auction can be the most accurate means of determining a car's value at any given moment in time. Values change over the years, of course. If you look back at *Autoweek's* [classifieds](#) in the years before the internet, and before prices “went

crazy,” you'll see just how much those prices changed. In the early '70s you couldn't give away [Shelby Cobras](#). Likewise, [Ferrari GTOs](#) were once sold in the thousands of dollars instead of the tens of millions. If only we'd bought more cars then. Of course, we didn't have any money then, either.

Every year for 26 years the [Classic Car Auction Yearbook](#) tracks thousands of cars as they cross the block at auctions around the world. The season officially runs from Sept. 1, 2020 to August 31, 2021, encompassing all the big sales in that timeframe, including the Scottsdale auctions in January and the Monterey auctions in August. Browsing through the book is fascinating and also helpful if you're trying to sell a 250 SWB or a Lancia Appia.

In the last 12 months there were 192 sales of classic cars that topped \$1 million, which has to be some kind of record. Here are the top 10 highest selling cars for the most recent auction year. Read on to see what you should have bought back when it cost next to nothing.

10 - 2010 McLaren MP4-25 F1



AUCTION HOUSE

Hammer price: \$6,477,735

This is the car Lewis Hamilton drove to victory in the Turkish Grand Prix in 2010. It's the first Hamilton race car and GP-winning car ever offered at Auction,

according to RMsottheby's.

“The unique sale, conducted at the race circuit immediately after F1's first-ever sprint qualifying race for the Formula 1 Pirelli British Grand Prix 2021, saw the car perform demonstration laps in front of approximately 140,000 spectators, while Sotheby's European Chairman, Oliver Barker, conducted proceedings from the winners' podium,” RMsottheby's said. “No Lewis Hamilton F1 car



has ever been offered for public sale, making the auction a unique event in an even more unique setting, and which saw the car achieve a near-record price for an F1 car at auction, second only to the previous Sotheby's record for Michael Schumacher's 2001 F2001 which sold for £5,449,607.43 (\$7,296,070) in 2017."

9 - 1962 Ferrari 268 SP



RM SOTHEBY'S

**Hammer
price: \$7,705,000**

When Lotus and Cooper switched to mid-engine placements in their

race cars, Ferrari had to follow suit. It did so with this car, putting a DOHC V6 designed by the great Vittorio Jano (and credited to Dino Ferrari) into two cars, this being one of them. The chassis was based on the 156 F1 car, so imagine how much fun it'll be for the new owner to drive. While the engineering was one thing, the look of the car is stunning.

"The most dramatic aspect of the SP was surely its breathtaking spider coachwork by Fantuzzi," RMSotheby's said in the catalog for its Monterey auction this year. "A complete departure from prior Maranello styling, the new open design featured a low-rise windscreen, delicately curved rear fenders, and the innovative sharp spoiler at the edge of the tail. These cues would become instrumental to seminal Ferrari racers like the 250 P and 330 P, and even influenced Scaglietti-built berlinettas like the 250 LM. Fantuzzi's bodywork was punctuated with an aerodynamic protruding nose featuring a twin-nostril grille, similar to that of the Ferrari 156 Formula 1 driven by Phil Hill in the World Championship in 1961."

8 - 1966 Ferrari 275 GTB/C



RM SOTHEBY'S

Hammer price: \$7,705,000

The 275 GTB/C was the last of the factory competition grand tourers. When the FIA told Ferrari that its 250 LM race car bore no resemblance whatsoever to the production car,

Ferrari took its 275, which was a production car, and made it into a race car. After Mario Andretti dismissed it as a "museum piece," the car won its class at Le Mans in 1967, and won its class at Spa and Imola 1968. Another beautiful Ferrari with solid racing pedigree.



7- 1972 Matra MS670



AUCTION HOUSE

Hammer price: \$8,276,898

Whenever any racing discussion gets around to the subject of which engine sounds the best at full song, the Matra is always the winner. Find a Matra video on YouTube and listen for yourself.

In 1972, Matra showed up at Le Mans with four cars and 120 team members. The glory of France weighed heavily on its shoulders... and on its shock absorbers. Even President of the Republic Georges Pompidou showed up, and took a lap in his presidential Citroën SM Chapron.

After a race that saw rain, sun, and a long overnight of darkness, two Matras were still not only in the running, but leading the race. This one, driven by Englishman Graham Hill and French racing hero Henri Pescarolo, crossed the line in first. The other remaining Matra finished second. French fans went nuts, massing on the track and hoisting the winning drivers in the air. Beautiful car, great race, and glory returned to France, all well -worth the \$8 million paid for the car at the Artcurial auction May 2 in Paris.

6 - Aston Martin DB4GT Zagato



AUCTION HOUSE

Hammer price: \$9,520,000

At its Monterey auction in August, RMsSotheby's called this "Aston's GTO:"

"Aston Martin turned to Carrozzeria Zagato to build what would be, for all intents and purposes, not only the ultimate DB4GT but the ultimate expression of what could be created on its platform—a DB to end all DBs. Zagato, in typical form, delivered with what is now considered to be their finest masterpiece, deftly combining design cues from both Aston Martins and earlier Zagato designs into a single harmonious shape," reads the catalog entry.

This car, DB4GT/0190/L, was driven by Roy Salvadori to a first in class and second overall behind—of course—a Ferrari 250 GTO driven by Innes Ireland at the BRSCC race at Brands Hatch.

"If the 250 GTO represented the final statement from Ferrari in beauty and performance for its time, the DB4GT Zagato stood for the same from its archrival. It is the definitive road-and-track Aston Martin of the company's golden era, and thus acquisition of one of the 19 DB4GT Zagatos is the ultimate achievement for an Aston Martin enthusiast."



5 - 1937 Bugatti Type 57S Atalante



GOODING & CO.

**Hammer
price: \$10,413,374**

The Type 57S debuted in 1936 with the S standing for “surbaisse,” or lowered. The car was lighter, faster, and more

technically advanced than the plain old base model Type 57 (just kidding about “base model,” don’t send hate mail). By switching the 3.3-liter twin-cam straight eight to dry sump, Bugatti was able to lower the engine even more. Only 42 of these were ever made between 1936 and 1938. This was one of just 17 of those that had Jean Bugatti’s “Atalante” coachwork. This one was made for the race car driver and president of the Bugatti Owners’ Club, Earl Howe, who debuted it to the public at the Eastbourne Concours. He never raced it, as far as we know, but did crash it in 1945. It sat disassembled in pieces until 2008 and was restored to glory shortly thereafter. The sale took place at Gooding & Co.’s London auction last year.

4 - 1959 Ferrari 250 GT Spider California LWB



AUCTION HOUSE

Hammer price: \$10,840,000

This car was built for an Italian doctor and amateur racer named Ottavio Randaccio. It is as close to a factory hot rod as Ferrari had at the time. The tipo 128D engine got Hi-Lift tipo 130

camshafts, high compression 9.3:1 Borgo pistons, and three 36 DCL3 Weber carbs topped with a cold air intake box and open velocity stacks. This resulted in dyno pulls of 253 hp at 7200 rpm, 20 to 30 more than most LWB California Spiders. It also got a competition gearbox, limited-slip diff, Abarth exhaust, and a relatively massive 36-gallon gas tank. Randaccio raced in “circuit races and hill climbs,” taking class wins in his first two outings. It was brought to the U.S. in 1995 and has since run events like the Colorado Grand. The livery in which it was sold last August at Gooding & Co. Pebble Beach was the original look in which Dr. Randaccio drove it. Caio Bella!



3 - 1934 Bugatti Type 59 Sport



GOODING & CO.

Hammer price: \$12,640,550

This car has a compelling motorsports history stretching from GP wins by Rene Dreyfus to ownership by King Leopold III of Belgium. During its racing years, this Type 59 was fitted with a variety of engines and drivetrain

components. The supercharged “Voiture Moteur No. 5” started out in the 1934 Monaco GP, where it was driven to a third-place podium finish by Dreyfus. The engine displacement went from 2.8 to 3.3 liters and it won the 1935 Belgian GP again with Dreyfus at the wheel. With a driver named Robert Benoist driving it took first at the Picardy GP. Bugatti removed the supercharger, adjusted the bodywork and added a small windscreen for the driver. Thus equipped it won at Pau, Montlhery, Algeria, and Reims in 1937, driven by Jean-Pierre Wimille. In 1938 it got its supercharger back and was sold to the King of Belgium, who held on to it all the way up until 1964, when it started a journey through the hands of many buyers, who campaigned it in all the right historic races. The sale took place last year at Gooding & Co.’s London auction.

2 - 1953-1954-1955 Alfa Romeo B.A.T. 5-7-9



AUCTION HOUSE

Hammer price: \$14,840,000

B.A.T. stands for Berlina Aerodinamica Tecnica, a series by Franco Scaglione and built by Bertone. The cars debuted in separate years and were owned by separate owners for almost four decades until, seeing all three united at Pebble

Beach in 1989, a private collector made an offer to all three owners and brought the collection together.

“Whether considered the ultimate three-movement concerto of automobile design or the only true automotive triptych ever produced, few will contest the greatness of the Alfa Romeo B.A.T. concepts,” wrote Sotheby’s in the catalog for this auction, held October 10, 2020, in New York. “These masterworks, penned by Franco Scaglione and executed by Turin, Italy’s Carrozzeria Bertone, pioneered automotive aerodynamics while reasserting the primacy of Italian industrial design in the wake of World War II.



1 -1995 McLaren F1



1995 MCLAREN F1

Hammer price: \$20,465,000

The [McLaren F1](#) is, in many ways, the [Ferrari GTO](#) of the modern era, a car beloved by Silicon Valley tech billionaires as much as it is drooled over by leering schoolboys. It is genius designer Gordon Murray's road-going masterpiece, the precursor to [his current T50](#). Jay Leno owns one, Mr. Bean owns and has crashed one, even Ron Dennis had a spin in one. The center-seated, V12-powered supercar is said to have the best balance and feel of any street car ever made, and as tales of its pure perfect handling evolve, its legend grows on until this one finally sold for 20 mill.

This is surely the finest McLaren F1 extant, with just 390 km (242 miles) on the odo. Chassis 029 was garaged for 17 years by its original owner, in Japan, then garaged again by its second owner, also in Japan. It came into the U.S. in 2013, with just 316 km (196 miles). Throughout its various ownerships, it was maintained according to exacting factory specifications, including starting it once a month and changing all appropriate fluids as required. So whoever bought it at Gooding & Co. at Pebble Beach this year should have a like-new example.



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

1982 Toyota Corola 1.6 Gl Lift back

Kontak: Louis Toyota

Mobile: +27 76 207 1363

Prys. +-120 000km. Vol diens. Puik kondisie. Motor tans in Rustenburg NW.





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

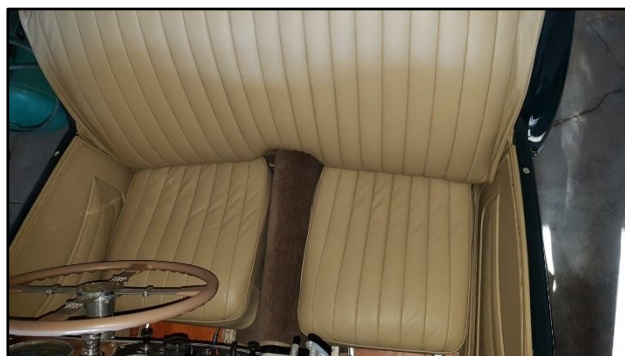


TE KOOP

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





UIT DIE ARGIEF



'n Super-Hawk en 'n Super-Lark kerf deur 'n skerp draai by Studebaker se toetsbaan op South Bend, V.S.A. terwyl die motors houtoetse ondergaan. Albei het R-2 aangejaagde Avanti-enjins en het 180 m.p.u. op die soutvlakte van Bonneville oorskry.

STUDEBAKER BEMARK HOËPRESTASIEMODELLE VAN „LARK” EN „HAWK” IN DIE VERENIGDE STATE

TWEE nuwe Studebakers met 'n hoë werkverrigting, 'n „Super-Lark” en 'n „Super-Hawk”, is onlangs by geleentheid van die New York se motorskou aangebied. Hierdie nuwe weergawes van tradisionele Studebaker-bakbestyling is op die Bonneville-soutvlakte in die V.S.A. gebore. Die Lark het op Bonneville 132.04 m.p.u. bereik, en die Hawk 140.23 m.p.u.; en hierdie super-modelle het gevolg op toetse van nuwe benaderings tot onderstelbou gepaard met ander gevorderde Studebaker-veiligheidskenmerke wat tans die hoogste werkverrigting met deeglik beproefde veiligheidstoerusting aanbied.

Die toetse op Bonneville is gedoen teen snelhede twee maal vinniger as wat die publiek behoort te ry, sodat die motors aan die maksimum eise blootgestel kon word en daar sodoende vasgestel kon word welke onderdele daarteen bestand was, en welke nog verbeter moes word.

Meeste van die kenmerke van die nuwe „Super” Lark- en Hawk-modelle is direk oorgeneem (met nodige wysigings) van Studebaker se geslaagde Avanti, wat 'n sport-inslag het. Hieronder is swaardiens onderdele vir die vering, konvensionele en outomatiese transmissies en hoëprestasie-enjins met en sonder aanjaging wat direk van die Avanti-ontwerp oorgeneem is. Albei modelle word alleenlik met linkersturing aangebied.

Benewens hul hoëprestasie R-2 aangejaagde Avanti-enjins, het die „Super” Lark- en Hawk-modelle ook holrug sitbankies, swaardiens voor- en agtervere, swaardiens verstelbare skokbrekers, Twin Traction-ewenaar, skyfremme aan die voorwiele, vierlaagbande, tagometer, 160

m.p.u. snelheidsmeter, „Super”-wapens op die rooster en voormodderskerms, tapyte, torsiestawe vir die agteras, swaistawe en 'n swaardiensas.

Hierdie kragvolle motors word afgelewer met 'n viergangratkas met wisselhefboom op die vloer gemonteer, of met outomatiese transmissie met 'n kragpedaal.

As gevolg van sy ligte veselglasbakwerk en besondere stroombelyning, bied die Avanti nog steeds die hoogste prestasie onder al die produksiemotors wat vandag in Amerika gebou word; en dit hou die rekord vir onbeperkte Amerikaanse produksiemotors op Bonneville teen meer as 168 m.p.u.



Dit is die GYPSEY III 'Fibre-line'

STUUR DIE KOEPON VIR VOLLE BESONDERHEDE IN KLEUR

AFRICARAVANS LTD.
POSBUS 115,
PINETOWN, NATAL.

Stuur asb. gekleurde
brochure met pryse en
Huurkoop terme.

Naam

Adres

Fabrikaat van Motor

(M.P.)



SAVVA Technical Tip 171 -Applying body filler

How often have you been in the process of doing a bit of body work and need something to apply the plastic filler or spot putty and couldn't find anything suitable at hand? A new tin of filler usually comes with an application spatula. These unfortunately go missing or get discarded. Here's an idea which works extremely well.

Find a Phoenician blind shop in your area and get a few strips of discarded blind. They are usually made of aluminium and can be cut to the required length or bent to the profile you prefer. When you require a spatula simply cut a piece off to the length you require. You don't even have to clean it afterwards as it can be discarded and a new piece used.





FROM THE BACK SEAT

For the last time this year, a friendly hi to all the ladies in the club.

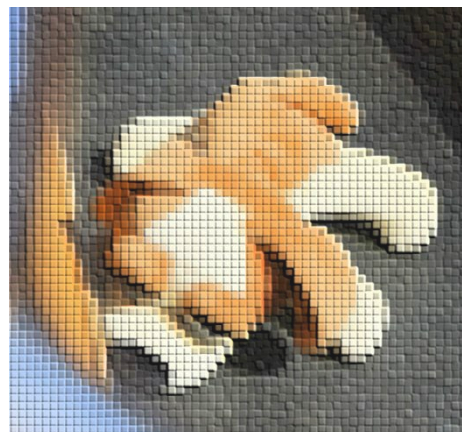
Something interesting was discussed with me on the last second Sunday and that it is something that in my opinion will have to be addressed as soon as possible.

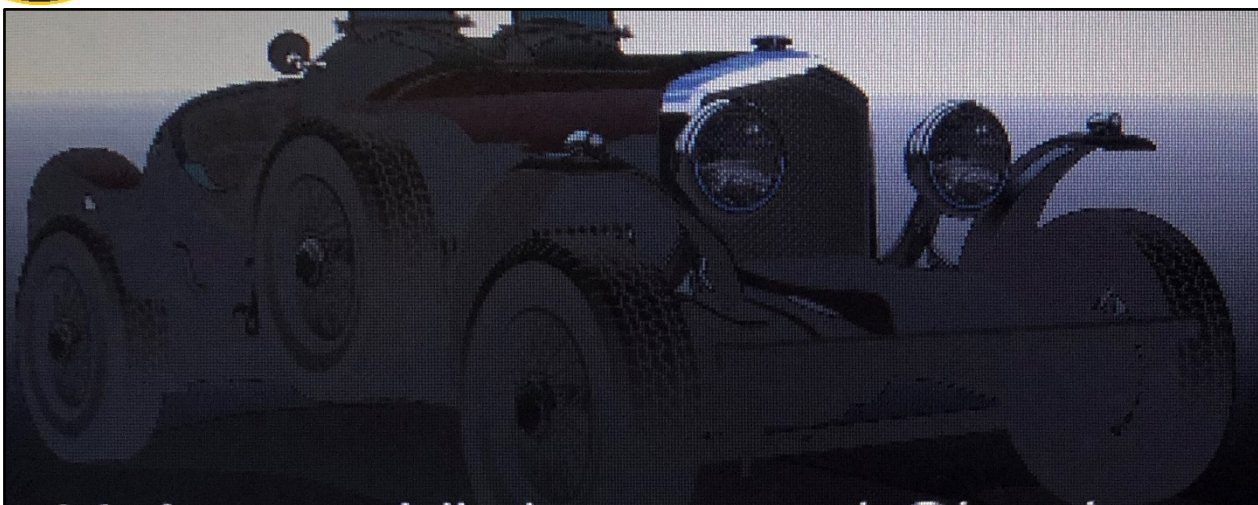
It is quite a while now that I am aware of the fact that this contribution, does not reach the ladies, who we actually want to pull in, into the club activities. The reason is very simple. The letter goes out by email to the email addresses of the men in the club. Not all of the ladies have access to the emails of their husbands, or they have their own email addresses. Therefore, a friendly request to supply Frik at frikkr@gmail.com with your email address asap, so that we can send you a separate short letter under the head "From the back seat", just with the aspects that concerns the ladies.

Daar is beplanning aan die gang met opwindende dinge vir volgende jaar wat die dames in die klub raak. Dit sal op die komiteevergadering aangeraak word en julle insette sal waardeer word. Dit is blote idees, maar net om die dames meer betrokke te kry op 'n "motorvlak", maar daarvoor het ons julle hulp nodig. Ook 'n aanduiding of daar enigsins wel 'n behoefte aan so iets sal wees. Te oordeel aan die lekker kuier op die stoep tydens die 2nd Sundays, behoort die dames so iets te kan geniet en waardeer, maar ons moet eers die water toets.

Merry Christmas to all of you and looking forward to an interesting 2022.

Leonie Kraamwinkel





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: 4020262703
Tel No: 011 255 3600 | Fax No: 011 476 8205 | website: www.ccc.co.za



Verjaarsdae/Birthdays

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

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



1 December	Stefan Wintershoven
4 December	Joe Palmer
5 December	Lorraine van Velden
6 December	Daantjie Badenhorst
8 December	Pieter Neethling
10 December	Andre van Rooyen
10 December	Louise (Dadford)
10 December	Werner Strauss
11 December	Barry Stephanou
12 December	Tina Kraehmer
14 December	Frans Willemse
16 December	Dean Erasmus
20 December	Pierre Diedericks
21 December	Willie van Niekerk
26 December	Wilhelm Steijn
27 December	Johan Krause
28 December	Pitman Combrink
29 December	Daan Badenhorst
29 December	Kallie Coetzee
29 December	Lorraine Venter
30 December	Albert Etsebeth



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:	R200		

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	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**

NEW SHIRTS FOR THE LADIES!!

Please support the Regalia and use the opportunity to buy the ladies their gift!



R400 sleeveless



R400 sleeves



POMC – Lap embroid badge:
Groot – R30, Klein – R20

CIP – Lap Embroid badge:
Groot – R30, Klein – R20

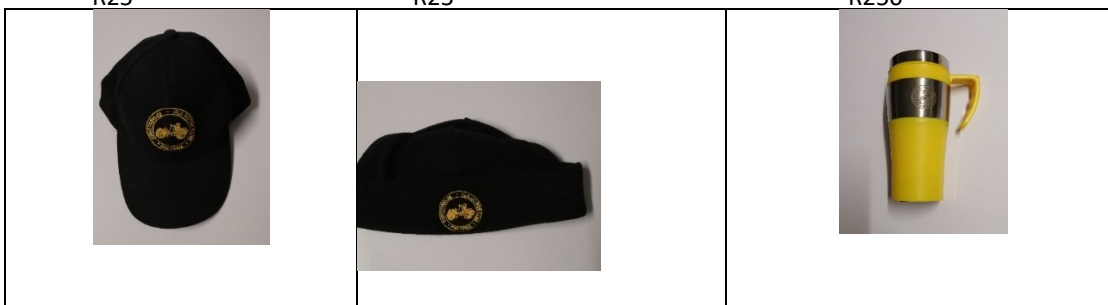
POMC – Motor wapen
R90



POMC – Hout sleutelring
R25

POMC: Staal sleutelring
R25

POMC – Horlosie
R250



POMC – Swart pet
R100

POMC: Swart Beanie
R80

POMC – Geel koffiebeker
R30



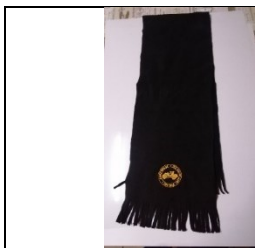
POMC – Swart & Geel Lounge
R200



POMC: Wit Lounge
R200



POMC – Swart Lounge
R200



POMC – Swart Serp
R40



POMC – Voorskoot
R150



CIP – Assorted
Volwasse: R120 Kinders: R80



Lekker lees aan al ons POMC lede.. Geniet die rus tyd. Wees veilig en ons sien mekaar
weer in 2022!!



**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

