



a-hoo-ah!

March 23

POMC NEWSLETTER



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



POMC INFORMATION

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

Front page info:

Car make: Chevrolet Caprice Classic

Owner: Hennie Rautenbach

POMC members meeting, and braai are held at the POMC Clubhouse on 1 March 2023. For the rest of the year meetings are held on the 1st Wednesday evening of each month

Club meetings: 19:30 for 20:00

POMK lede vergadering en braai word op 1 Maart 2023 gehou, en elke maand daarna op die 1st Woensdagaand van die elke maand in die POMK se klubhuis.

MEMBERSHIP ANNUAL FEE SEPTEMBER – AUGUST

POMC bank account:
Account name: POMC
Bank: Nedbank
Acc no: 1603 0550 96
Reference: Name and Surname

SAVVA regulations, - only paid-up members are allowed to participate in Club events.

Entry fee:	R200.00
Member fee:	R450.00
Country member fee:	R225.00
Students:	R160.00

WEDNESDAY MEETINGS, 2nd SUNDAYS & OTHER: 2023

Woensdagaande	2 ^e Sondag	Ander
11 January	15 January Bonnets-up	
1 February	12 February Bonnets-up	
1 March	12 March American Classic Day & Mini Auto Pretoria	
5 April	16 April Vintage & Veteran Day, Car & Bike Day	
3 May		21 May Cars and bikes @ Loftus park
7 Junie	11 June British Classic Day & Mini Auto Pretoria	3 June Mampoer Regularity Rally
5 July	9 July European Classic Day, Car & Bike day	23 July Cars on the ROOF @ Brooklyn Mall
2 Aug		6 August CARS IN THE PARK 09-13 August Magnum Regularity Rally
6 September	10 September – Cars at the club	
4 October	8 October Spring day Festival	21 October Summer Regularity Rally
1 November - AGM	12 November Japanese Classic & Bike Day	
6 December	10 December Cars & Bikes @ the Club	

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





FROM THE DRIVER'S SEAT

Christo Ferreira

Ons maandvergadering het op Woensdag 1 Februarie plaasgevind. Behalwe vir die normale interessanhede wat Taco altyd opdis, was die spreker van die aand Henk Lategan en sy span wat suksesvol aan die 2023 Dakar rally deelgeneem het. Daar was baie belangsstelling in hierdie aanbieding en ons het 'n gepakte saal gehad. Almal was dit eens dat dit 'n baie interssante aanbieding was oor die uitmergelende woestyn tydren

Our “Second Sunday “ event for March is the American Car and Bike day on 12 March. Although any type of Veteran or Classic car is welcome, we are looking forward to all the popular American vehicles from yester year. Last year was a bit disappointing but I think Covid still had a negative affect at that stage

Ons het die opsommende verslag van die strategiese beplanningssessie wat ons op 12 Januarie gehou het ontvang, en ons sal dit nou mettertyd deurwerk en implimteer vorentoe.

Al ons lede word weer eens hartlik uitgenooi om hierdie jaar heelhartig deel te neem aan al ons klubaktiwiteite om dit vir al ons ousmotor- en motorfiets liefhebbers 'n aangename en suksesvolle jaar te maak.

As previously mentioned, the rally activities for the year were kicking off with the Pre-DJ which took place on Sunday 12 February. This year it was organised by The Classic Motorcycle Club (CMC). The start and finish were at the South Downs Country Club in Johannesburg. Three of our club members took part in the rally which was a very well organised and enjoyable event. We would like to thank Gavin Walton and his team for a very nice event. It is a pity though that there were only 3 participants from our club.

Our next monthly meeting is on the 1st of March.

Vir ons April Vintage and Veteran Day is Emil Kuschke besig om vir ons weer 'n baie aangename dag wat ook aktiwiteite van ons Klub se 57ste verjaarsdag sal insluit, te reel. Baie dankie vir Emil vir al sy insette.

Wat Lief en Leed betref is ons bly om te kan rapporteer daar niemand is waarvan ons bewus is met ernstige siekte of iets dergeliks nie.



Ons hoop dit gaan goed met almal verder. As daar dalk iemand is waarvan ek nie bewus is nie, en wie ook moeilike tye beleef, wil ek julle graag alles van die beste toewens.

Bly veilig en gesond.

Onthou asseblief om vir Hannie, wat baie moeite doen met ons Nuusbrief, artikels en ander nuuswaardighede deur te stuur.

Daarmee groet ek tot volgende maand

POMK Groete

POMK KOMITEE 2023 POMC COMMITTEE

Voorsitter	Christo Ferreira	082 779 5703	christo@blpta.co.za
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Treasurer	Kobus Ebersohn	082 366 2364	kobus@ebersohn.co.za
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	Mario Coetzee	084 517 4680	mario@mariocoetzee.co.za
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	Barry Groenewald	084 414 6144	
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Christo Ferreira



Frik Kraamwinkel



Taco Kamstra



Craig Jeannes



Sakkie Fischer



Neil Stander



Barry Groenewald



Claude Stander



Bonnets-up
12 February
@ POMC Clubhouse



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



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



CARS at Loftus Park
21 May
@ LOFTUS PARK
Arcadia



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



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



EUROPEAN Classic
Car and Bike Day
9 July
@ POMC Clubhouse



CARS at Brooklyn Mall
23 July
@ Brooklyn Mall



2023
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
10 December
@ POMC Clubhouse



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



SUMMER Regularity Rally
21 October
Start: Zwartkops Raceway
Finish: Zwartkops Raceway



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



MAGNUM
Regularity Rally
9TH to 13TH August
Hotel Numbi & Garden Suites
Hazyview
Mpumalanga



CARS at the CLUB
10 September
@ POMC Clubhouse



CARS in the PARK
6 August
@ Zwartkops Raceway

FCF fotos





CLUB MATTERS



DID YOU KNOW:

There is an Attendance Register at the club for each event.
An event is the club’s month meetings, 2nd Sundays and any additional event that the POMC organize at the club.

Why do I have to write my name in the attendance register with each event?

With each attendance you receive **1 point.**

Attending an event with your automobile that is older than 20 years, you will receive **1 point.**

Attending an event with a modern car (not older than 20 years) right “modern car)

The “**Clubman of the year**” trophy is awarded according to these points.
A Great trophy to be proud of.

The attendance register requests the following information:
Your name and membership number
Vehicle - What type of car and the manufacturing year of vehicle
Vehicle younger than 20 years – wright “modern”

The attendance register is at the front main door of the Club.

POMC kennigewing bord.

Hou die kennisgewing bord dop vir interessante inligting rakende klub aktiwiteite.



Die bome en struik is gesnoei om die POMC naam borde meer sigbaar te maak.



Dankie aan Frik Kraamwinkel



Henk Lategan van die Toyota span het by Februarie maand vergadering ’n baie interessante aanbieding oor hulle ervaring by die DAKAR 2023 gegee.

Die POMC het die voorreg gehad om aan Henk ’n POMC hemp te oorhandig.

Dankie Henk en jou vrou vir die lekker saam kuier.





UPCOMING EVENTS



POMC AMERICAN Classic and Cars and Bike Day



12 March 2023
10h00 till 14h30



**Display of Classic and Vintage American Cars and Bikes
and
Display and sales of model cars by Mini Auto Pretoria
@**

**POMC Club House
c/o Keuning and Fred Davey avenue, Silverton**

**Admission: Adults R30,- Children Under 12 Free
Exhibitors and POMC members Free**



**Refreshments will be available
Braai facilities and Picnic area available**



Info:

**Barry Groenewald 084414 6144
Frik 082 444 2954**



Frik fotos



UPCOMING EVENTS



VINTAGE and VETERAN DAY

16 April

10h00 to 14h30

@ POMC Club house

**c/o Keuning drive & Fred Davey Avenue
Silverton**



Spectators R30. - person
Under 12 Free
Exhibitors free entrance



Food and drinks available



**Picnic and braai
facilities available**



Info:
Emil Kuschke 082 655 4879
Frik Kraamwinkel 082 444 2954

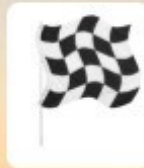
Frik Fotos



UPCOMING EVENTS



MAMPOER Vintage and Classic Car and Bike Regularity Rally 3 June 2023



Start and Finish
@
Willem Prinsloo Museum

Distance: 200 km
All tar roads
North and east of Willem Prinsloo
Registration: 7h45-8h45
Start time: 09h00
Finish time: 14h00

Speed Groups
65
75
90
Sealed or open
Oddo

Contact:
Emil Kuschke 082 655 4879
Sakkie Fischer 082 551 5305
Frik Kraamwinkel 082 444 2954 frikkr@gmail.com

The 2023 Mampoer Rally, that will take place on 3 June 2023 will be a circle route of approximately 220 kilometers, starting at 09:00 at the Willem Prinsloo museum, near Rayton. Supplementary Regulations will be available in the next few days on the POMC website.





UPCOMING EVENTS



PRETORIA OUMOTORKLUB

CARS *in the* PARK



6 August 2023

**Gates open 6h00 for vehicle exhibitors
Two person per vehicle free entrance**

GATES OPEN 8H30 FOR SPECTATORS
Admission: Adults R130,- Children under 12 Free

Tickets available from [iTickets.co.za](https://www.itickets.co.za) or at Gates

Commercial Exhibitors - Art and Craft Market - Flea Market - Food market



INFO

www.pomccitp.co.za

082 444 2954





UPCOMING EVENTS



90 ENTRIES RECEIVED FOR 2023 iTOO DJ MOTORCYCLE RALLY

- *By Roger Houghton*

The organisers of the 2023 iTOO DJ regularity rally, for classic motorcycles made before 1936, have received an entry of 90 riders for this year's event, which starts from the Hillcrest shopping centre, outside Durban, on Friday, 10 March. It finishes at the Benoni Northern Sports Club, the following afternoon after an overnight stop in Newcastle.

"We are delighted to have received such strong support for this prestigious event given the tough economic climate in which we are now living," said Clerk of the Course Leo Middelberg. "We are also very happy to have an overall sponsor on board again this year, in iTOO, a special risks insurance provider. It operates as Hollard's preferred underwriter of speciality products and partners with 650 brokers in South Africa and some other African countries and is always open for its clients."

This is the 51st running of this regularity trial which commemorates the running of the DJ Run which was an annual race on public roads between Durban and Johannesburg between 1913 and 1936 before authorities refused to give permission for the race in 1937 due to safety concerns. This is the reason only motorcycles made up to 1936 are permitted to compete in the ongoing series of regularity rallies between the two centres.

The route of 700 kilometres follows closely to the original route of the race which was on gravel roads. Nowadays the riders must contend with deteriorating road surfaces which make riding these old motorcycles even more taxing.

The winner is presented with one of the most famous sporting trophies in South Africa, the silver Schlesinger Vase, which was made in London and awarded to the winner of the second DJ race in 1914 by New York-born Issy Schlesinger. At the time he was chairman of the Johannesburg Motor Cycle Club, which organised the early events and changed its name to the Rand Motoring Club in 1934. Schlesinger is best known as the head of the African Theatres cinema chain which produced the popular African Mirror newsreel for many years.

Several previous winners will be in the field again this year, headed up by Gavin Walton, who has five previous victories, including taking first place last year. He also won in 2009, 2017, 2018, and 2019. Other winners in the field for the 2023 rally are seven times winner Kevin Robertson (1990, 1993, 1995, 2010, 2012, 2013, 2015), Martin Davis (2006, 2007, 2011), and Mike Ward (2004). Ralph Pitchford, winner in 2016 and always a contender for top honours, has decided to take a break from the DJ this year.

There are no international entrants this year, but three South Africans have returned to the country to ride the DJ. They are Gordon Portman (1935 Royal Enfield Bullet 350), Les Youngman (1934 News Imperial 250) and David Robertson (1936 Velocette GTP 250).

The oldest rider in the field this year is 87-year-old Neville Smith, whose 1935 Rudge Rapid Tourist 250 carries the number 35 which is the year Neville was born and when his Ridge was made. He has been a DJ regular for any years and in his younger days was a successful racing driver. He competed in locally built Dart sports cars in three 9 Hour endurance races at Kyalami taking a commendable seventh overall and first in Class in 1965.

The youngest entrant is 31-year-old Martin Kaiser, who will ride a 1934 Sunbeam 9A 500. The oldest motorcycle in the field is a belt-drive Durkopp 500 built in Germany in 1910, which will be ridden by Yugandhar Jasti.

The entry list includes two woman riders, Benita Palmer (1934 Coventry Eagle 250), who is a first-time entrant, and Bev Jacobs (1935 Triumph 250). The organisers are particularly pleased that there are nine first time riders in the 2023 event, which is important for its sustainability.

Three motorcycle and sidecar combinations are entered this year, being Brian Lange/Claire Hall (1929 AJS Big Twin 997), Bill and Ryan Lance (1929 AJS M8 500), and Adrian Hollis and a passenger not named (1935 Sunbeam Lion 600).

Trevor Binder, father of MotoGP racers Brad and Darryn, will compete in the DJ Rally on his 1934 Indian Scout 600, but his sons will not be joining him this time, as they did in 2020 and 2022.

Wayne Harley, curator, of the Franschhoek Museum in the Cape, has entered the DJ again. He will ride a 1923 AJS Model D 750 from the museum's collection.

The DJ commemorative rally is organised by a team from several local motorcycle clubs under the auspices of the promoter, the Vintage and Veteran Club South Africa.

Leo Middelberg, who won this rally in 1996 as a first-time entrant, riding a 1936 Velocette 350, has taken up the important position of Clerk of the Course for the first time. However, he is a vastly experienced rally organiser, have been assistant C of C to John Linley for the 1995 DJ Rally and has been involved as an organiser of the Magnum Rally for classic cars and motorcycles for the past 17 years, being C of C of this major event since 2014.

- For more information go to www.djrally.co.za





MONTH EVENTS



Daantjie Badenhorst

The Pretoria Old Motor Club (POMC) held its first event for 2023 at their premises in Silverton on Sunday the 15th of January.



1170 MOULTON CENTRE SHOP 5B CNR CODONIA & MOULTON AVE
WAVERLEY, PRETORIA
connie@creationsprint.co.za
084 548 4479
Ons is tot ALLES in staat deur
CHRISTUS wat ons KRAG gee - FIL 4:13

**PRINTING
SIGNAGE
BANNERS
STICKERS
MAGNETS
AND MORE**

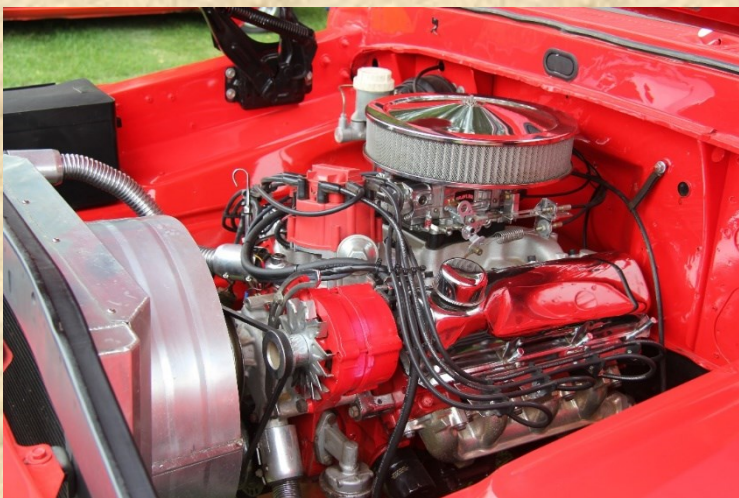
Connie Theron

POMC Bonnets Up February 2023

The Pretoria Old Motor Club held its second Bonnets Up event of 2023 on Sunday the 12th of February.



Because of rainy weather until a day before the event, the turnout was low, but a few interesting vehicles were on display. The Ford F-Series was a popular commercial vehicle range for many years until 1980, but few of them remain in a good condition. Jaco Zeeman's 1971 F 250 attracted a lot of attention and has also been on display at a Ford dealership a few years ago. It was originally a police vehicle that was used in Klerksdorp north of Pretoria and it took him two and a half years to restore it to the beautiful condition it is in today.



Jaco fitted the 351 cubic inch (5,7 liter) Cleveland V8 engine from the Fairlane 500 and a three-speed automatic transmission to it. Despite the large engine, there is enough space in the engine compartment to make it easy to work on. The wheels are also not original, and they were fitted in 2004. He made a bull bar, a roll bar and a rear bumper and its load box has been rubberized.



The rear-wheel-drive Mazda 323 took the South African market by storm when it was introduced in 1977 but few of them are still around, mainly because of rust. Therefore, it was a surprise to see two of them on display. Both were manufactured in 1980 and represented the entry-level and flagship models. The flagship was the 1,6 GLX, which was a very rare car.



Like the 1,6 GLC, it was powered by the same engine as the Mitsubishi Colt Galant 1600, but in the case of the GLX, this engine was fitted with twin carburetor's, like the Colt 1600 GS. It also had air conditioning as standard equipment. Sarel Nortje's 1,6 GLX looks original but its pistons, rings, clutch plate and pressure plate have all been replaced. It stood for five years but all it needed, was a set of new tires.



MONTH EVENTS



The other 1980 model 323 on display, was a 1,3, the entry-level model. Gerhard van Zyl's car has been in the same family since new, and his parents owned it before he did. It looks standard but it has been fitted with cloth upholstery and front head restraints.



Johnny Gous owns several classic cars and this time he displayed his 1967 Opel Rekord. This is the standard four-door model but it contains parts of a two-door coupé that was used as a donor car. This model was powered by the 2,1 liter Chevrolet engine that became standard equipment the previous year, but Johnny fitted the 2,5 liter engine from the coupé, and replaced the steering column gearshift with a floor-mounted gearshift. The front seats are not original but otherwise the car looks standard. The reason he chose to restore the four-door model was that it came with registration papers whereas the coupé did not.



The Chevrolet Caprice Classic was the flagship of the last Holden-based Chevrolet model range; it was based on the Holden HJ Statesman Caprice and was powered by a five-liter V8 engine with an automatic transmission.; Hennie Rautenbach's model is already a familiar sight at club events but this time.



Although the VW Kombi and Microbus range were very popular in the 1980's and 1990's, largely due to Volkswagen South Africa's clever marketing campaign featuring David Kramer, these vehicles have become a rare sight on South Africa's roads, especially in a good condition. The 2,1i was particularly popular, and was the first model to be available as a Caravelle. Fanus van Vuuren displayed his immaculate 1988 Microbus 2,1i, which has only done 185 000 km. The reason for this is that it has mainly been used as a holiday vehicle. It was stored at Melkbosstrand in the Western Cape, but he decided to bring it to Pretoria to prevent possible corrosion



Jason Grobbelaar's 1977 model, which used to belong to his grandfather, was on display as well. He had the suspension overhauled in December last year and had the parts imported from Australia.



Ben Visagie displayed two cars, one of which was an Audi A6 2,4 which he bought new in 1998 at Capital Motors in Church Street, Pretoria. This car is still in an immaculate condition and has only done 187 000.



The other car he displayed, was one of the last Mazda MX-6's to be manufactured in South Africa. This car, which is fitted with an automatic transmission, rolled off the manufacturing plant on the 23rd of March 1997. Precision Auto in Centurion carried out a nut and bolt restoration of the car while its seats were restored in Pretoria West. The restoration job cost R 240 000 and was completed in January 2022. This car has only done about 100 000 km.

The next event on the POMC calendar will be the annual American day on Sunday the 12th of March.



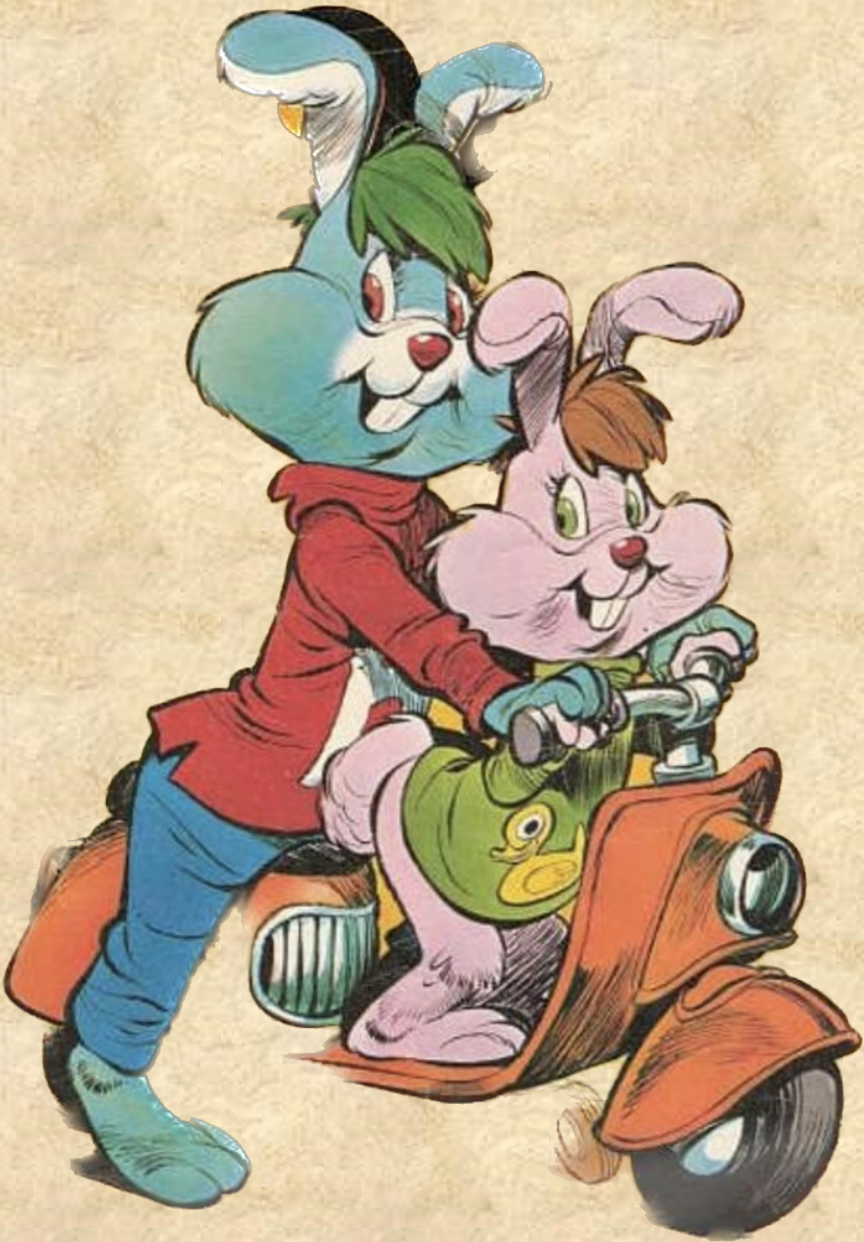
TURKSVYFEES



Willem Prinsloo Museum - 5 Februarie 2023



Bollie.....





MONTH EVENTS

PRE-DJ RALLY

The pre DJ was held on 12 February 2023 and organized by the CMC.

The entries were satisfactory and everyone enjoyed the rally. The start and end venue was at South Downs Country Club, 70 Albaster Ave. Mayfield Park. Johannesburg South. 2091.

A couple of photo's were received from the event:





Score Group A, DJ eligible motorcycles, sealed instruments
1st Overall : Kevin Robertson



Score Group B, classic cars and motorcycles, sealed instruments
1st Overall : Neil Stander



Score Group B, classic cars and motorcycles, sealed instruments
2nd Overall - Christo & Lorna Ferreira



Score Group B, classic cars and motorcycles, sealed instruments
3rd Overall – Gideon Scheepers & Hester Kushman

FINAL RESULTS:

Pre-DJ Schor Group A			Pre-DJ Schor Group B		
Position:		Score:	Position:		Score:
1.	Kevin Robertson	96	1.	Neil Stander	38
2.	Jaycee v Rooyen	118	2.	Christo Ferreira	78
3.	Mike Ward	124	3.	Gideon Scheepers	218

- Trophies awarded as follows:
- a) Score Group A, DJ eligible motorcycles, sealed instruments,1st, 2nd and 3rd Overall.
 - b) Score Group B, classic cars and motorcycles, sealed instruments, 1st, 2nd and 3rd Overall.



ARTICLES

CLASSIC CARS AS A WORTHWHILE INVESTMENT

BUSINESS NEWS –
Forward from: Roger Houghton

Classic cars, even lower priced everyday models, are becoming increasingly more attractive as investments when compared to traditional investments such as stocks and shares, property, art, and gold. This trend has been highlighted by an in-depth study by Vanarama, a leading British personal and commercial vehicle leasing company. The report said that few people previously considered classic cars in the lower price echelons as worthwhile investments, but it says if you can find a more modern classic in good condition, cars such as a 1991 Volkswagen GTI or an iconic 1968 Ford Mustang, it can be a smart move to buy one as an asset with significant growth potential.

The study was extensive and checked out on the value increases on affordable classic cars that cost a similar amount to an average, modern, second-hand car. The tool used was Hagerty, an international insurance company that specialises in insuring collectible vehicles and is considered the premier classic value guide which “exists to keep classic cars on the road.”

The survey looked at pricing spanning 2010 to 2020 to show how a decade’s demand can affect the average price of a selection of affordable classic cars. Sources were classic car auctions, dealer sales, private sales with values reported to Hagerty by its members and values from the UK’s top classic car websites.

The survey focused on 10 cars, all of which cost £15 000 (R300 000 in SA) or less and are also available in South Africa. The cars and the percentage value rise in 10 years: 1961 Volvo P1800 +283%; 1981 Mazda RX-7 +239%; 1972 Volkswagen Beetle +157%; 1968 Datsun 510 +132%; 1983 Land Rover Defender 110 +113%; 1968 Fiat 124 Spider +81%; 1976 Alfa Romeo GTV +80%; 1968 Ford Mustang GT +67%; 1979 Jaguar XJ-S +39%; 1971 Triumph Stag Mk I +15%. The next comparison was to see how classic cars fared in terms of increased value versus other investments, being stocks UK property, art, gold, and an average savings account. Once again, the period was the 10 years from 2010-2020 and all the investments were valued at £15 000 (R300 000) in 2010. Stocks went up by 107%; the average, affordable classic car by 97%; UK property by 50%; artwork by 49%; gold by 45% and the average savings account by 3%.

The top five cars in the Vanarama research all gained more value over 10 years than traditional investments including precious metals, art, and property. However, to give a more balanced comparison we averaged the value increase across all 10 cars in our study.

However, as with the other approaches, it is worth noting that, unless you strike it lucky, the best return you are likely to get is if you store the vehicle (making sure to keep it in good nick!) over a longer time

Tomorrow’s Affordable Classics, What to Watch Out For?
• Now that you have seen the moneymaking potential, what do the experts say you should look out for in a soon-to-be modern classic? While there are no guarantees – here are five of the biggest indicators you might be onto a winner:

• Demand – Has the model remained consistently popular beyond when people would usually be on the lookout for the next best thing? This is, generally, a sign that there is something special and it is worth keeping an eye on.

• Rarity – Demand will often lead to scarcity in models that are on their way to joining the ranks of the classics. However, just because they are harder to find does not always mean they will cost more upfront. If you keep out a keen eye for original owners getting rid of a model you want, you could bag a bargain.

• Design – Is it quirky, edgy, or just plain lovely to look at? If so, it is worth keeping an eye on as memorably designed cars are often the best bet when looking at what will be considered a classic in the future.

• Tech – Any features or gadgets that were revolutionary at the time or even those that in hindsight were slightly odd can add to the unique appeal of a vehicle and give it more of an edge in whether it will reach ‘classic’ status.

• Nostalgia – Has the vehicle been around long enough to get a feeling of nostalgia built around it? This is a crucial factor in identifying a future classic – you may have a hunch about a newer model, but until it has stood the test of time (say a decade or two), it is less likely to be considered a true ‘modern classic’.

One decisive point, to consider is the ‘X Factor’ – yes, we know it is a bit of a tougher concept to tie down, but every classic has that bit of magic that makes it stand out from the pack.

Did the vehicle introduce something game-changing to the market? Was it ground-breaking in functionality? Does it have a fascinating background story? Was it a limited-edition version of a popular model?

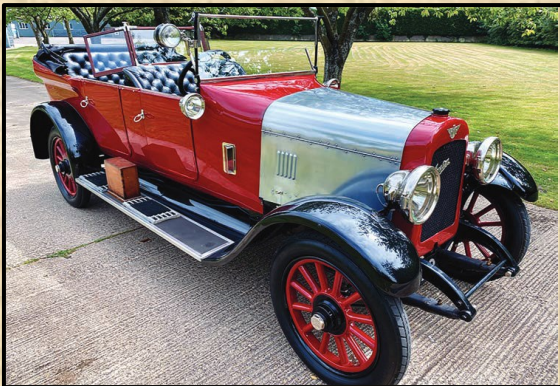
If you can answer yes to a few of these, while there are no guarantees, it is a safer bet.

Vanarama’s Modern Classic Predictions

Vanarama asked its resident YouTube car reviewer, Mark Nichol, to give his thoughts on what could become the next classic model. Here is what he had to say:

“The BMW 1M Coupe stands out: stunning 3.0 engine, rear-wheel drive, manual gearbox, massive fun, quicker than BMW claimed, and only 450 made. Or there is the Alpine A110: rare and brilliant. Porsches are always desirable too, so something a bit special like the 2015 model Cayman GT4, only 50 of which made it to the UK, will almost certainly be a worthwhile investment. For something more affordable, the Renaultsport Clio 182 Cup is holding its value well and an original, low mileage example will most likely steadily rise in value.”

For skimmers, Mark’s predictions for tomorrow’s modern classics are: BMW 1M Coupe, Alpine A110, 2015 Porsche Cayman GT4 and the Renaultsport Clio 182 Cup.



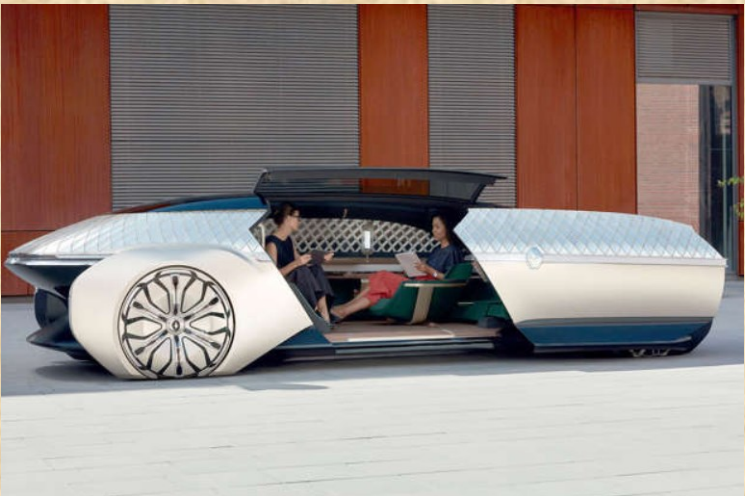
Article on classic cars - published in Automotive Refinisher



ARTICLES

- Compliments from Leon Stander

CRAZY CONCEPTS – PART 3



Renault EZ-Ultimo (2018)

We all know the term 'living room on wheels' but this really is one – and better still, it drives itself so you can all party en route next to your, er, party. It's **5.8 metres** long and is designed for private super-luxury travelers of the future.



Hyundai FGV-II (1999)

FGV stood for Future Green Vehicle, but you just know by looking at it that if this represented the future of motoring, then walking, cycling and taking the bus would suddenly become very popular. It debuted at Seoul in **1999**.



Peugeot Moovie (2005)

Billed as an agile and environmentally friendly city car by its designer **André Costa**, a full-scale model of the Moovie was built, but for some reason Peugeot never committed to making the car available in its showrooms.



Nissan Pivo (2005)

Ludicrously over-complex, Nissan's engineers took everyday items from the modern car and re-engineered them at what appeared to be maximum cost, to come up with a car that could never be economically viable.



GUEST ARTICLES

- Compliments from Leon Stander

CRAZY CONCEPTS – PART 2



Ghia Selene (1960)

Ghia claimed this was the type of car that we'd all be driving within a decade. Thankfully that never came to pass. Designed by **Tom Tjaarda** (1934-2017), in this picture the rear-engined Selene is facing to the left.



Chevrolet Astro III (1969)

If you're starting with a clean sheet to design a car, the obvious thing to do is to get the wheel layout spot on, not just close. Nobody told GM's designers though; they put the Astro III's two front wheels next to each other so it looked like a three-wheeler, massively **compromising stability**. But just look at it!



Mazda EX-005 (1970)

Proposed specifically as an urban commuter car, the EX-005 offered seating for four, but little in the way of comfort as those seats were of moulded plastic. The weather protection was also pitiful and as far as crash safety was concerned, forget it. However, the **rotary/electric hybrid powertrain** was far-sighted, if something of a dead end.



Toyota CX-80 (1979)

The CX-80 was intended to offer ample space for a family of four, while taking up less road space than Toyota's smallest production model, the Starlet. So it's a shame that it looked as though the CX-80 had been designed by a young child – perhaps wearing a **blindfold**. This really did represent an all-time low in Toyota's design.

Dankie Leon vir die 3 weergawes se artikels van vreemde voertuie.



BIRTHDAYS VERJAARSDAE



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

4 Maart	Debbie	Alberts
4 Maart	Justus	De Waal
5 Maart	Bill	van der Westhuizen
7 Maart	Kobus	Mostert
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14 Maart	Mary	Vurgarellis
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16 Maart	Theo	Stander
19 Maart	Errol	Lombard
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25 Maart	Bob	Bouwmeester
25 Maart	Neville	Bensted-Smith
26 Maart	Leonie	Kraamwinkel





SAVVA TECHNICAL TIP

Technical Tip 178 –Silicone brake fluid



Let's start the new year off with a controversial subject but one of reasonable importance and that is the use of Silicone brake fluid in older vehicles in place of the old type (dot 4). People have such divided views –mainly based on hearsay and not personal experience.

Recently I discussed the use of silicone fluid with a major brake company and their advice was very simple –if your car stands for long periods of time then use silicone. The brake cylinders won't build up that white goo that goes with normal brake fluid.

The bottom line is that normal brake fluid, dot 4, is hygroscopic where silicone, dot 5, is not. Another lesser but important fact is that if silicone is spilled on paint work it won't remove the paint.

I've heard that when using silicone, the brakes become spongy -I've used it on numerous cars and never experienced this problem. I've also heard that the brake washers (seals as the trade call them) swell jamming the brakes on. This is possibly because the seals fitted were old rubber stock and not compatible with dot 5 brake fluid. Washers are cheap so to be on the safe side buy new ones -don't use the ones you have on the shelf. It is also advised, when going over to Silicone to replace all the seals. The cost of silicone fluid is considerably higher than dot 4 but it's a once-off purchase.

There are many ways to clean out old brake fluid. One suggestion is to flush the system out with methylated spirits. Another is to blow a small quantity of silicone fluid through with compressed air.

If you have Facebook, go into “silicone brake fluids” especially the article by Moss Motors. This gives the pros and cons of its use.



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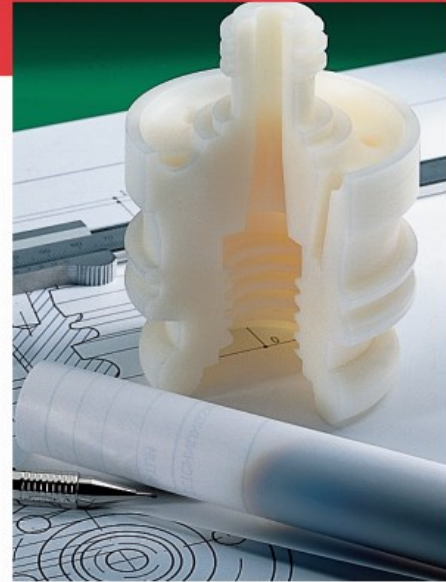


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