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POMC NEWSLETTER

AUGUST 2023





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AUGUSTUS 2023

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

POMC members meeting, and braai are held at the POMC Clubhouse on

2 Aug 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

Front page: 1964 Karmann Ghia Type 34

Owner: Emil Kuschke

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

Alle lede word aangemoedig om 'n motor verwante artikel-nuuswaardigheid aan te stuur vir plasing na hannie@mailzone.co.za

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 Augustus 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	



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FROM THE DRIVER'S SEAT

- **Christo Ferreira**



Tydens ons maandvergadering op 5 Julie het ons die voorreg gehad om na Emil Kuschke se voorlegging oor die paar jaar lange restorasie proses van sy pa se Model-T Ford te kyk en te luister.

Dit was baie interessant hoe hy die motor weer bekom het en toe omtrent die land heen en weer vol gereis het om dit stuksgewys, deur verskillende kenners en spesialiste op hulle gebied, perfek te laat restoureer. In die proses was die motor van tyd tot tyd onder andere in George en dan weer terug in Pretoria, om dan hier Emil se eie insette te ondergaan.

Dit was baie duidelik dat dit 'n groot passie van Emil was om hierdie motor in die hande te kry en tot sy oorspronklike glorie te restoureer en hy het 'n groot sukses daarvan gemaak. Baie geluk Emil met jou pragtige motor en goeie voorlegging.

Our "Second Sunday" event for July was the "European Classic Car and Bike Day". The event was well attended with nice cars on display and again a nice socialising day. The Alfa Romeo Club also had their concourse day at our club which meant that we were privileged to see a few very nice Alfa's on display.

During August we do not have a "Second Sunday" event because our two big events of the year are taking place during August namely, "Cars in the Park" on 6 August and the Magnum Rally from 9 to 13 August.

The organisation of these two events are well on track and promise to be something to look very much forward to as in the past.

Quite a number of rare and special cars will be on display as "Special Invites" at "CARS in the PARK". Much had been done to improve entrance to and exit from the site. With regards to the Magnum Rally. I am very sure that the event will run smoothly as always and that all participants will enjoy their stay at the "Numbi Hotel" and rallying in the vicinity very much as always.

Wat uitstappies betref het Kobus Ebersohn 'n hele paar baie goeie idees waarmee hy besig is om te finaliseer.

Die Voortrekkermonument se volgende "Antiekmark" vind weer op 9 Augustus plaas en almal is baie welkom om weer hul motors daar te gaan vertoon.

Op 26 Augustus is daar weer die uitstappie na die "Brauhaus Classic Cars, Hot Rods, Street Rods, Vintage Cars and Motor Bikes" jaarlikse byeenkoms in Rustenburg.

Verdere inligting volg later in hierdie Nuusbrief

The Committee is constantly busy with the development of a presentation to approach potential sponsors for events like the Magnum or The Club in general.

If there are anybody with ideas or contacts in this regard, please let us know.



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The drivers's seat.....continue

Wat Lief en Leed betref dink ons steeds aan Taco Kamstra wat huidig baie sukkel met sy gesondheid. On hoop dat hy al die probleme spoedig sal oorkom.

Laat weet ons asseblief as daar enige iemand anders is waarvan ons nie bewus is nie en wat ernstige siekte of iets dergeliks deurgaen.

Moet ook nie nalaat om van enige Lief te laat weet nie.

Ons hoop dit gaan goed met almal verder. 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

Christo Ferreira

Failure is simply the opportunity to begin again,
this time more intelligently.

Whether you think you can, or you think you can't – you're right
- Henry Ford

POMK KOMITEE 2023 POMC COMMITTEE

Voorsitter	Christo Ferreira	082 779 5703	christo@blpta.co.za
Ondervoorsitter	Frik Kraamwinkel	082 444 2954	frikkr@gmail.com
Sekretaris	Taco Kamstra	082 770 8800	tacokamstra@gmail.com
Rally Official	Claude Stander	082 570 2498	claudestander2.co.za
Dating Official	Craig Jeannes	082 439 5902	craig.cars@hotmail.com
Treasurer	Kobus Ebersohn	082 366 2364	kobus@ebersohn.co.za
	Neil Stander	082 780 5333	neil@stander-za.com
	Sakkie Fischer	082 551 5305	
	Barry Groenewald	084 414 6144	





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CLUB MATTERS



August -Presentation:

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.

July Wednesday meeting:

Emil gave an exciting tribute to his journey of building his 1914 Model T Ford .



NUWE LEDE:

Baie welkom aan die nuwe lede. Ons glo julle sal vinnig jul plek in die klub vind –

Remo	Siena
Lucas	Potgieter
Theuns	Reitz
Martin	Pitzer



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UPCOMING MONTH EVENTS



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PRETORIA OUMOTORKLUB

CARS *in the* PARK



6 August 2023

LAZARUS



INFO

www.pomccitp.co.za

082 444 2954





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CARS IN THE PARK GETS READY ...

Die Zwartkops terrein is reg vir die POMC se jaarlikse grootste skou **CARS IN THE PARK**



Frik Kraamwinkel, projek bestuurder van CIP, verwelkom almal 6 Augustus 2023. POMK lede word aangemoedig om hul tyd te gee vir hulp op die dag. Skakel Frik indien jy kan help.



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Count-down to Cars in the Park 2023 at Zwartkops on August 6

- By Steward Johnson

If you are out and about at dawn in the Pretoria area on Sunday, August 6, 2023, don't be surprised to be sharing the road with hundreds, or perhaps even thousands of classic cars as they head for the Zwartkops Raceway, south-west of the Capital City.

It's the 41st rendition of the annual **Cars in the Park**, and some **2 500 classic cars** are expected at the race track venue, with classics admitted to the grounds from 6 am onwards. Spectators are admitted from 8:30 am and this year the organisers from the Pretoria Old Motor Club, are expecting upwards of 10 000 visitors.

"I am always amazed at how this event just keeps gathering momentum every year," says chief organiser, Frik Kraamwinkel. "This year we have had 120 clubs book space around the track for their members' cars. But of course, you don't have to be a member of a club to show off your classic. If you show up in a genuine classic built before 1997, you will be admitted free of charge, although passengers will have to pay the full admission fee."

Kraamwinkel added that there has been huge interest from the commercial side of the show, with over 150 stall holders confirmed for the event, selling all sorts of car-related wares, clothing, and plenty of food and drinks.

"We will have live music and children activities, so it's really a day out for the whole family."

But it's the passion for cars, and old cars in particular, that will ignite the grounds on Zwartkops on the first Sunday in August. There will be special displays of cars ranging from the earliest vintage models from the beginning of the last century to much more modern classics.

A massive turn-out of American classics is also on the cards, and one of the POMC stalwart members, Pierre Diederichs, is bringing another huge collection of his cars which includes one of the only 1949 Buick Dynaflow models in the country. Diederichs' collection numbers many classic Buicks and Cadillacs as well as Dodges, Plymouths and Chevrolets from the 1940s and 1950s, and last year he brought 25 of his cars to the country's premier classic car event!



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Count-down to Cars in the Park 2023 at Zwartkops on August 6 - **Continue...**

A feature of this year's event will be the 100-year celebrations of arch-British sports car marques, Triumph and MG, and a special display is also on offer from Jaguar, featuring both old and modern cars. A highlight will be the debut outing of a Jaguar C-Type Le Mans racer that was the first car to win the 24-Hour race in France fitted with disc brakes. The car on show is an exacting replica of the car driven to victory by Duncan Hamilton and Tony Rolt, and carries the iconic Number 18 on its tail.

Colin Lazarus will be showing his unique collection of Ford GTs including models from 1966 through to 2020, and he will also be showcasing some special Jaguar classics.

A particularly strong turn-out will be expected once again from the Lotus Club, which traditionally features a number of first-generation Elan models. The brain-child of the late Colin Chapman, these 1960s cars were noted for their unbelievably sympathetic handling, and the strong performance from their Ford-based twin-cam engines. The Lotus contingent will also number dozens of the popular Seven replica models which enjoy their own race series in South African classic car events.

A feature of Cars in the Park is the diversity of special-interest cars that turns up. These include banger racers from the oval circuits, with cars carrying more dents than the most abused of taxis, as well as massive Unimog four-wheel-drive monsters that feature wheels as tall as the average modern hatchback.

There will probably be at least a couple of hundred VW Beetles and Kombis on display, in all sorts of configurations. A stand-out Beetle last year, and likely to be there on August 6, is an amazing machine using a Porsche Boxster chassis, suspension and engine. Yet it looks, at first glance, just like a Beetle!

If Italian cars are your thing, be prepared to bask in the splendour of Ferraris, Alfa Romeos and special Fiat models. There is always a massive Lancia contingent at the show too. German classics will be strongly represented by Mercedes-Benz, Porsche and BMW, as well as lesser-known names such as Borgward and DKW.



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Count-down to Cars in the Park 2023 at Zwartkops on August 6

- Continue...

Borgwards were known as more-affordable alternates to a Mercedes in the late 1950s when they were hugely popular here. Although the company went out of business in 1961, South Africa still boasts one of the biggest contingents of Borgwards anywhere in the world. These cars were famous for an officially timed publicity run from Cape Town to Johannesburg and back achieved in less than 24 hours, back in the late 1950s. That's an average of less than 12 hours for the one-way trip!

DKW cars from the 1950s and 1960s are equally popular amongst Pretoria enthusiasts. Their two-stroke engines seem to go on forever, with almost zero maintenance. DKW is another popular nameplate that was killed off over 60 years ago, although its spirit lives on in the modern Audis.

The Cars in the Park always brings out dozens and dozens of fine original Mini examples, including the desirable Cooper and Cooper S models. These little live-wires made their name on the streets and race tracks in the 1960s and 1970s. The most collectable are probably the 1275 S models with twin fuel tanks, normally painted a distinctive shade of British Racing Green with a white roof and gold steel wheels with small perforations for brake cooling.

Ford fans will be out in their multitudes, and here enthusiasts will be able to spot models from the early 1900s in the form of the iconic Model T and Model A, to more-modern classics such as the Cortina GT and the inimitable Ford Capri Perana V8.

Ford's arch rival, General Motors, produced the much-revered Chevrolet Firenza Can Am V8 in 1973, so this model celebrates its 50th anniversary this year. Traditionally these cars are painted white with a black bonnet, and sport a distinctive aluminium wing on the boot lid. Only 100 examples were ever produced, and you will be sure to see at least a few survivors on August 6.

The Micro Car Club is pretty much at the other end of the automotive spectrum, as far as speed and power is concerned, but for cuteness, nothing beats an Isetta with access for the driver and passenger through the front of the vehicle, or a bug-eyed Messerschmitt, based on a World War Two fighter aircraft!



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Count-down to Cars in the Park 2023 at Zwartkops on August 6

- Continue...

Talking of being bug-eyed, look out for the Frog Eye version of the Austin Healey, known as the Sprite, of which there are bound to be many at Zwartkops. The larger Austin Healey models will also be out in abundance, as South Africa boasts one of the best collections of restored Healeys to be found anywhere in the world.

Special new visitor parking areas have been established for this year's event, notably a large one off the R55 just before the Zwartkops main gates. A special exit has also been established leading out of the track venue past the old drive-in area.

The sheer volume of classics and other special-interest vehicles at Cars in the Park means that it is best to get to Zwartkops close to the general opening time of 8.30 am, if you want to see the whole show.

Owners of classics displaying their cars are advised to get there earlier with the gates for classics open from 6 am. Drivers of classic cars built before 1985 will be admitted free of charge. The show runs until 4 pm on Sunday, August 6.

Spectator entry fees are R130 per person (R110 if booked through iTicket). Children under 12 are admitted free.

For more information, visit the Pretoria Old Motor Club's website on <http://www.pomccitp.co.za>. Or visit the club's Cars in the Park page on Facebook.

***red:* THANK YOU STEWARD FOR THE CONTRIBUTION TO CARS IN THE PARK!**



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UPCOMING MONTH EVENTS POMC MAGNUM RALLY & TOUR

Thank you for your support of the Magnum Rally in the past. The event is only possible with your support!

Although good roads are becoming a challenge – we have once again managed to find interesting routes for the Magnum.

The dates for the Magnum are as follows:

**2023
MAGNUM**
Vintage and Classic
Motorcycle and Motorcar
Rally & Tour

Mpumalanga
Distance : 750 km
Regularity rally
&
Tour
Registration : 9 August
Rally: 10 to 12 August
Prize giving dinner:
12 August
Return home: 13 August
after breakfast
Regs on www.pomc.co.za
Info:
rallymagnum@gmail.com
083 677 2334 Leo
083 391 6226 Tom

Accommodation provided by:
Hotel Numbi & Garden Suites

Wednesday 9 August 2023 (Public Holiday): Arrival at Hotel at Hotel Numbi and Garden Suites – Documentation and Scrutiny from 14:00

Thursday 10 August 2023: 07:00 Documentation and Scrutiny for late arrivals, 09:00 Start of Regularity Rally **Day 1**.

Friday 11 August 2023: **Day 2** Regularity run and Optional visit to the Kruger National Park.

Saturday 12 August 2023: **Day 3** Regularity run – Prize giving Dinner

Sunday 13 August 2023: Return home after Breakfast.

For those that would like to arrive on Tuesday and only Leave on Monday – there is a special arrangement and rate – please indicate this on the forms Supplementary Regulations (SRs) are on the POMC web page.

We look forward to receiving your entry as soon as possible.



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UPCOMING MONTH EVENTS Goue oues Motor Club

**JAARLIKSE MOTORSKOU AANGEBIED DEUR
GOUE OUES MOTORKLUB - RUSTENBURG**



BRAUHAUS
26 AUGUSTUS 2023

**CLASSIC CARS | HOT RODS | STREET RODS
VINTAGE CARS | STATIC ENGINES
MOTORBIKES**

**R50 VOLWASSENES | KINDERS ONDER 12 VERNIET
BAIE OM TE EET EN DRINK**

KONTAK
JJ 079 934 7952 | PHILIP 083 236 8140



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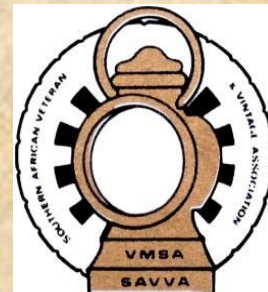
Fairest Cape Tour



Cape Vintage Motorcycle Club

36th Fairest Cape Tour

6th & 7th November 2023



The 36th Annual Fairest Cape Tour 2023 will include both motorcycles and cars and will be based at the Goudini Spa, near Rawsonville and Worcester, in the Western Cape. Cars and motorcycles will compete on an even footing, over the same course and, for the most part, for the same trophies and awards.

The following is a brief timetable for the event:

Sunday 5th Nov.: Competitor registration, Documentation and Scrutiny for entrants from 13h00 to 17h00.

Competitors meeting time to be advised in the final instructions.

Monday 6th Nov.: Start the Competitive event (Day 1) from Goudini Spa.

Start times and numbers will be advised in the final instructions.

First day results will be posted at a time and place to be advised in the final instructions.

Tuesday 7th Nov.: Start of the Competitive event (Day 2) from Goudini Spa.

Start times to be advised in the final instructions.

The 36th Prize Giving Dinner and posting of final overall results at a time and venue to be advised.

Wednesday 8th Nov.: Departure of participants from Goudini Spa.

Entries are now open. In order to ensure a smooth flow of documentation, we draw your attention to the following:

ENTRY FORMS MUST BE COMPLETED IN FULL AND E-MAILED TO REACH US BY THE CLOSING DATE OF 22nd October 2023.

1. The original of all required documents such as Drivers Licenses, Vehicle Insurance, Indemnity and Club Membership cards must be produced at documentation. (Note well: proof of Vehicle Insurance is now required)

2. Confirmation of the dating of your vehicle by SAVVA must be available. If you are not in possession of a dating plaque or certificate, a letter from SAVVA confirming the date of manufacture is required. Letters from individual Clubs are not acceptable.

3. All monies due per the Financial/Accommodation form must reach the organizers by the closing date of 22nd October 2023.

4. Please note the request on the entry form for your medical aid and next-of-kin information. We do not wish to alarm entrants but this information will be of vital importance should it ever be required.

The course will traverse some very beautiful and interesting areas of the Western Cape and will include several mountain passes which only the Western Cape can provide.

The same types of accommodation, as in the past, will again be available including Slanghoek luxury Villas. The Rondawels will all

be in the same general area as before. These groups are in reasonable proximity to each other with the Slanghoek Villas being

slightly further afield. The Rondawels have been upgraded and can sleep a maximum of 5 persons.

Each unit has 2 x Bedrooms one with a double bed and the other with 2 single beds.

(There is a sleeper couch Lounge/Dining area.) Upgraded Badsberg Flats are also available.

The Slanghoek Villas can sleep a maximum of six persons in three separate rooms, one of which has a double bed, and provide a distinct Lounge and Dining area as well as a built in braai facility.

We look forward to welcoming you to The Fairest Cape Tour 2023 and hope you will enjoy the event



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MONTH EVENTS **POMC European day** - **Daantjie Badenhorst**



The Pretoria Old Motor Club's annual European day was held at the club's premises on Sunday the 9th of July and despite the cold weather and another major classic car event on the same day, the turnout was excellent.

One car that is not well-known in South Africa despite being an European Car of the Year winner is the NSU RO 80. It was one of the first cars to be fitted by a Wankel engine, linked to a three-speed semi-automatic transmission similar to that fitted to the Citroën GS Convertisseur of the 1970's. It was not officially introduced to South Africa but a few found their way to this country, like the 1970 model displayed by Evert Schlunz. He bought it in 2007 and from the second owner. Unlike some other RO 80's imported to South Africa, it is still powered by its original engine. The RO 80 was in production until 1977, when Audi took over the company. Therefore, the similarities between the RO 80 and the Audi 500 of the 1980's are no co-incidence.



Just about every car enthusiast loves an Alfa Romeo, and the local club displayed several cars, many of which have become rare because of rust. The car that attracted the most attention was Hilton Zetzer's stunning 1750 Berlina, manufactured in 1972 and restored to its original condition.



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MONTH EVENTS POMC European day - Continue...



Jacques Labuschagne has a large collection of Alfa Romeo cars and he displayed his immaculate 1982 GTV 2000. The engine has been rebuilt and the alloy wheels of the GTV6 2,5 were fitted but otherwise the car is completely rebuilt. Although he cannot confirm it, it is believed that the car once belonged to the legendary motoring journalist Adri Bezuidenhout, who compiled the annual publication Wheels and presented Ankers, the first motoring programme on South African television.

Another late-model GTV that was on display, was Heinz Katzke's 1982 GTV 6 2,5. He bought the car in 1999 and he is the third owner. Except for aftermarket alloy wheels, the car is in an original condition.



Nielen Burger is another Alfa Romeo club member who owns more than one car. He bought his 1983 Giulietta 1,8 "almost by accident" about two years ago for only R 20 000. It is in an original condition and has not been restored.



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MONTH EVENTS POMC European day - Continue...



The 156 was probably the most successful Alfa Romeo to date and was the first to win the European Car of the Year award. The Sportwagon combined the performance of an Alfa Romeo with the versatility of a station wagon. Nielen's 2,0 Twin Spark Sportwagon, manufactured in 2004, has been in the club since new.

Towards the end of Alfa Romeo's time as a local manufacturer, the 2000 Spider was imported in limited numbers. From about 1983, this model was fitted with plastic bumpers, alloy wheels and a rear spoiler. Frank Boontjies's wife gave him a 1983 model as a wedding gift, and it is still in an original condition.



The Alfasud was introduced in South Africa in 1974, and in 1980, a new version, called the Export, replaced it. Although it was the entry-level model of Alfa Romeo's range, few have survived, mainly because of rust. One that did, was a 1982 Export GL, which was the winner of the Concourse d'Etat in 2022 and has only done 70 000 km.. Joe Smith restored it to its original condition. According to him, it is the only Alfasud derivative that can be seen at club events on a regular basis. He is also in the process of restoring an Alfasud station wagon.



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MONTH EVENTS POMC European day - Continue...



The Alfa Romeo Brera replaced the GTV of the 1990's and was built on the chassis of the 159. David Gilson displayed his 2007 Brera Q4, which is powered by the 3,2 litre V6 engine of the 159 Q4 and is fitted with four wheel drive. He admits that the car's performance is not the same as that of the four-cylinder model because it is heavier.

André Boraine is a well-known enthusiast of French cars, and he displayed one of the last Citroën ID 19's that was manufactured in South Africa. He bought his 1967 model in 2014 and turned it from a wreck into a car that has attracted a lot of attention. During 1967, the ID 19 was replaced in South Africa by the DS 19, which had covered twin headlamps and round instrumentation which took the ID 19's strip speedometer.



Although the Peugeot 404 pick-up was a popular workhorse in the 1970's, few have remained on South African roads. Therefore it was a surprise to see two of them. Emil Wannenburg owns a 1970 model powered by the same petrol engine as the contemporary sedan and station wagon. He bought it from its original owner three years ago.



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MONTH EVENTS POMC European day - Continue...



Mervyn Wolder has a collection of Peugeot cars, which includes an immaculate pick-up. Although production ceased in 1979, his pick-up, also powered by the petrol engine, was registered in 1980. Therefore, it must have been one of the last to be manufactured in South Africa.

Some cars are not “obvious” classics because they were sold in large numbers and their owners did not necessarily look after them. One of them is the Opel Astra, introduced to South Africa in 1993. That is unless it was the 200 tS, aimed at enthusiasts. At the other end of the scale was the 140, the entry-level model. Not many of them have survived, especially in a good condition. Jacques Labuschagne’s 1994 model Astra 140 is in an immaculate condition and has only done 23 000 km.



The least expensive Porsche to buy and maintain must be the original 924. Taco Kamstra recently bought one from a friend, but he is not sure about the exact year model. Except for a distributor from a VW Golf, it is totally original.



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MONTH EVENTS

POMC European day

- Continue...



The Lancia Flavia Pininfarina Coupé was imported to South Africa in small numbers and only a few have survived. Juriaan d Beer's father bought his 1964 model in 1974. Eventually its transmission gave trouble and the car remained in Harrismith until 1990. Juriaan found a donor car in 1996 and fitted its windscreen. The car was restored, and the project took about four years to complete. Although the engine is not original, it has been restored according to factory standards.

The next event on the POMC calendar will be **Cars in the Park**, to be held at the Zwartkops racing circuit on Sunday the 6th of August.





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ARTICLES

Die Vaal Jaguar C-Type word Groen.....

The 50 Shades of Green – British Racing Green

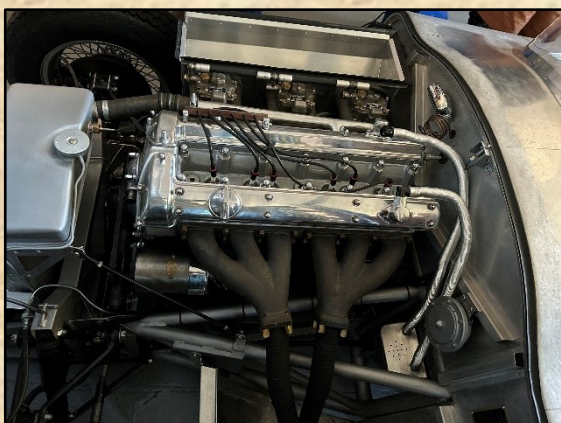
- deur Joe Palmer

Remember the trip to the Vaal Marina on 23 April 2023 where we were treated by Kobus van Wyk to his car collection? This is a follow-up on his Jaguar C-Type Le Mans 24 hours continuation car.

The highlight of that day's visit was the Van Wyk's constructing their own Jaguar C-Type Continuation car.



Early stages



Kobus explained that Jaguar Classic is bringing a strictly limited run of new C-Type Continuation cars to life in celebration of the iconic model's motorsport heritage, 70 years after it first raced to victory at the Le Mans

24 Hours. At the time of our visit, the Van Wyk's were in the process to create such machine amidst many challenges such as obtaining the exact part or manufacturing these parts themselves – naturally true to the original C-Type.

The team at Jaguar Classic has painstakingly researched the C-Type's history for the Continuation car's exacting specification, bringing Jaguar's heritage to life through modern technology and engineering expertise. This includes the use of the same authentic techniques and build methods as in period. This is the very same route the Van Wyk's are following to realise their very own C-Type.

Die oorspronklike Le Mans Jaguar C-Type

Die Jaguar C-Type (amptelik bekend as die Jaguar XK120-C) is 'n renmotor ontwikkel deur Jaguar en bemark van 1951 tot 1953. Die "C" verteenwoordig "competition".

Die C-Type kombineer die aandrywing van die produksie XK120, met 'n liggewig pyp-raam ontwerp deur Jaguar se Hoof Ingenieur, William Heynes. Die aërodi-namiese aluminium bak was ontwikkel deur William Heynes, R J (Bob) Knight en later ook Malcolm Sayer. Als tesame 53 C-Types was gebou, waarvan 43 aan privaat eienaars verkoop is, hoofsaaklik in die VSA.



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Die Vaal Jaguar C-Type word Groen.....

The 50 Shades of Green – British Racing Green

Continue ...



1953 C-Type

The road-going XK120's 3.4-litre twin-cam, straight-6 engine produced between 160 and 180 bhp (134 kW). The C-Type version was originally tuned to around 205 bhp (153 kW). The early C-Types were fitted with SU carburettors and drum brakes. Later C-Types, produced from mid-1953, were more powerful, using triple twin-choke Weber carburettors and high-lift camshafts. They were also lighter, and braking performance was improved by using disc brakes on all four wheels.

The lightweight, multi-tubular, triangulated frame was designed by Heynes. Heynes, Knight and Sayer together developed the aerodynamic body. Made of aluminium in the barchetta style, it was devoid of road-going items such as carpets, weather equipment and exterior door handles. According to the Jaguar Heritage Registry, the cars were produced between May 1952, starting with XK001, and ending in August 1953 with XK054. The original alloy body was marked with the prefix K.



The 1953 Jaguar C-Type in Ecurie Ecosse colours displayed at Dulwich Picture Gallery, 29 June 2014.



Die C-Type pyp-raam

Die C-Type was suksesvol in wedrenne, vernameklik die Le Mans 24 uur wedrenne wat tweemaal gewen was deur C-Types.

In 1951, die C-Type wen alreeds na die eerste poging. Jaguar het drie C-Types ingeskryf met bestuurspre Stirling Moss en Jack Fairman, Leslie Johnson en



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trippel Mille Miglia wenner Clemente Biondetti, en die finale wenners, Peter Walker and Peter Whitehead. Die Walker-Whitehead C-Type was die enigste Jaguar fabriek inskrywing wat die Le Mans suksesvol kon voltooi. Die ander twee karre het onttrek weens lae oliedruk. In 1952, al drie Jaguars onttrek tydens die Le Mans weens oorverhitting.

In 1953, was die C-Types terug op die wen pad, insluitende tweede en vierde plekke. Die bakwerk van die C-Types was dunner en ligter en die oorspronklike SU vergassers was vervang met drie DCO3 40mm Webers, wat krag opgestoot het tot 220 bhp (164 kW).

In 1954 het die C-Type's vir die laaste keer deelgeneem in die Le Mans. 'n Vierde plek is behaal deur Ecurie Francorchamps se inskrywing, bestuur deur Roger Laurent en Jacques Swaters.

“C” for “Cash” – Lots of it

When new, the car sold for about \$6,000, approximately twice the price of an XK120. In an article in the 11 June 2003 issue of Autocar magazine ("Slick Cat Jaguar", p. 70) the value of a "genuine, healthy" C-Type was estimated as £400,000, and the value of the 1953 Le Mans winner is about £2 million. Replicas are available from a variety of sources from £40,000. A C-Type once owned and raced by Phil Hill sold at an American auction in August 2009 for \$2,530,000 and another C-Type was sold at the Pebble Beach auction in 2012 for \$3,725,000,

Recently an unrestored C-Type that raced at Le Mans has sold for £5,715,580, during the Grand Prix Historique race meeting in Monaco. In August 2015, an ex-Ecurie Ecosse Lightweight C-Type, chassis XKC052 and the second of only three works lightweights, driven by Peter Whitehead and Ian Stewart to fourth at the 1953 Le Mans 24 Hours, fetched \$13.2 million at auction in California.

Die Droom Kry Vorm

Maar Kobus se droom kry vorm. Dis meet en pas, want die oorspronklike bak wat ingevoer was, pas glad nie reg op die onderstel nie. Hulle begin self om 'n bak te vervaardig. Dis meet en pas, weer meet en pas.... Kurwes ontvou en lyne raak glad, afgerond, blink. Mooi, maar nog nie sprankelend nie.



Gou raak dit tyd vir die toevoeging van kleur. Maar watter kleur? Ons weet dit was “British Racing Green”. Maar watter skakering? Kom ons gaan terug na die Le Mans C-Type.



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Hmmm, geen leidraad hier nie. Ja, dis 'n redelike donker groen, dis al wat van die foto afgelei kan word. Maar Kobus weet watter skakering groen sy C-Type geverf moet word.

Call it What You Want, Green is just Green

Specialists say that British racing green (or BRG) is a colour similar to Brunswick green, hunter green, forest green or moss green (RAL 6005). It takes its name from the green international motor racing colour of the United Kingdom. This originated with the 1903 Gordon Bennett Cup, held in Ireland (then still part of the UK), as motor-racing on public roads was illegal in Great Britain. As a mark of respect, the British cars were painted shamrock green.

There is no exact hue for BRG – currently the term is used to denote a spectrum of deep, rich greens. "British racing green" in motorsport terms meant only the colour green in general – its application to a specific shade has developed outside the sport. So, green is just green? But what is Van Wyk C-Type green?



A 1907 Napier 60hp T21, one of the earliest and lighter examples of British racing green

In the days of the Gordon Bennett Cup, Count Eliot Zborowski, father of inter-war racing legend Louis Zborowski, suggested that each national entrant be allotted a different colour. Every component of a car had to be produced in the competing country, as well as the driver being of that nationality.

The races were hosted in the country of the previous year's winner. When Britain first competed in 1902, they had to choose a different colour from the national flag colours of red, white and blue, because those had been taken for the 1900 race by America, Germany and France respectively.

When Selwyn Edge won the 1902 Gordon Bennett Cup race for England in his Napier & Son it was decided that the 1903 race would be held in Ireland, as motor racing on public roads was at the time illegal in Great Britain. As a mark of respect for their Irish hosts the English Napier cars were painted shamrock green.



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In keeping with these Irish/Napier roots, many of the earliest greens used on British racing cars were of a lighter olive, moss or emerald green. Later, darker shades became more common. Initially the colour use only applied to the grandes épreuves, but was later codified in the Code Sportif International (CSI) of the Fédération Internationale de l'Automobile (FIA) for use in all international-level motor racing events.

In the 1920s Bentley cars were hugely successful at the Le Mans 24h races, all sporting a mid- to dark-green. The first recorded use of the darkest green shades was on the Bugatti of Briton William Grover-Williams, driving in the very first Monaco Grand Prix, in 1929. This colour has become known as British Racing Green.



1954 Jaguar D-type in BRG

In the 1950s and 1960s British teams such as Aston Martin, Vanwall, Cooper, Lotus, and BRM were successful in Formula One and Sports car racing, all in different shades of green. The British Racing Partnership team used a very pale green.

However, Team Gunston entering a private Brabham car at the 1968 South African Grand Prix) to paint their cars in the livery of their sponsors. This was a departure from the BRG but was tolerated.

In the 1970 season the FIA formally gave Formula One an exemption from the national colours ruling and the previously common green colour soon disappeared, being replaced by various sponsor liveries.

The history of the famous greens was revived in 2000 by Jaguar Racing in Formula One.

For those who are interested in BRG, the historic paint mixing formulas are:

1. Imperial Chemical Industries, Belco Car Finishes, Colour Mixing Book 1953, as used on Jowett Cars 1948-1953
2. British Racing Green, Code 284-8120: Light Brunswick Green 71%, Middle Brunswick Green 19%, White 7%, Black 3%.
3. Connaught Green, Code 284 - 97: Deep Brunswick Green 40%, Light Brunswick green 32%, Black 28%, Yellow Oxide only Tracible %.

So yes, green is green – even BRG is just green. The C-Type BRG however is very specific. For me, I shall stick to the true DRG.



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Kobus van Wyk is Geen Groentjie

Die onderbou van die Van Wyk C-Type is klaar en die bakwerk glad en voorberei vir die verf. Maar Kobus is geen groentjie nie. Sy navorsing dui op die regte oorspronklike BRG van the Le Mans 24 uur C-Type. Dis 'n kuns om die verf egalig en glad aan te wend.



Kort voor lank voeg Kobus sy suksesvolle projek, die Jaguar C-Type Le Mans 24 uur, by sy versameling.



Ja, dis sy plek hierdie! Welgedaan Kobus.

Wat is volgende....?

Article by Joe H. Palmer

Photos by Kobus van Wyk and Joe H. Palmer



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The Grand Cars of the Canyon!

- Deur Joe Palmer

Beeldskone Plekke, Pragtige Mense maar die Stilte is Oorverdowend

So, this was meant to be a special weekend – anyway this was how we planned it. Spending the weekend at the Grand Canyon. But accommodation was hard to find and the only reasonable accommodation we could find was a lovely house near the town of Williams, Arizona, some distance away from the Grand Canyon. Packed and fuelled up to the brim we turn the clumsy and thirsty Toyota 4Runner (Prado in South Africa) in the direction of Flagstaff, which was my first choice to stay but just too far from the Canyon. Soon we left the Interstate for Williams, travelling along the Route 66. Yes, the famous Route 66 – but that is a story for another time.

The next morning, we left for the Grand Canyon. I booked a helicopter flight over the canyon at noon when the shadows are swallowed by the gorges and cliffs and the sun sinks deep into the landscape. We therefore had some time on our hands, travelling there.



What is amazing travelling the remoteness of the Americas are the little surprises and jewels along the way at spots you never expect to find them. First stop is the small town of Valle, Arizona.

This road might be a well-travelled route by tourists leading to the Grand Canyon. It is open space, like the Karoo, just less remote. But still, you would not expect a museum here. The “Planes of Fame Air Museum”. But it was closed and we could only enjoy the outdoor displays. Satisfied that we had same minutes to spend we moved on.



Next stop, something to eat. We acquired (or rather tolerated) the taste of Jerky. It does not take the place of biltong but it is the next best and closest that you can get to biltong. But those are just snacks. We prefer eating at diners, basically because of the quality of the food and of cause, the experience.

We thought the “50’s Shop” might be interesting.....





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The Grand Cars of the Canyon!

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Waar is die personeel?

Even here COVID left its Trail of Destruction.

Nog voor ons by die deur uit kon ingaan, het die magdom karre al ons aandag getrek. Ons stap deur. Al die karre is gewas en in uitstekende toestand.



Dit lyk soos die wegraping. Alles is nog in plek maar daar is niemand in sig nie. Duidelik word alles onderhoud en dit lyk selfs of van die karre nie gesluit is nie.



Ons evaring sover was dat COVID besighede erg geknou het. Besighede het of toe gemaak of personeel is drasties verminder.

Orals, selfs in Las Vegas, is daar advertensies in die venters van besighede wat lees: "Staff wanted" of; "Vacancies, enquire inside". Iets wat jy nie in Suid Afrika sal sien nie..... Ek is verdeeld. Watter een is meer tragies?



Dis net ongelooflik hoe alles nog aanmekaar bly in ons land en selfs hier in Amerika. Ons was telkens weggewys by restaurante wat nog baie sitplek het, maar te min personeel om almal te bedien. Ek het ook al 30 minute gewag vir 'n "stew and rice" – omdat daar net een persoon is om alles te doen. Dan wag jy maar, ons het twee jaar gewag om uit ons huise te kom. Mag ons nooit weer vir sulke gekke gehou word.



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The Grand Cars of the Canyon!

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Soda is steeds “free refill” - orals. Maar ek het gevind dat die 1 pint (570ml) beker-glas-ding genoeg is. Daar is baie geure om van te kies. Maar as jy nie “Coka-a-Cola”, “Rootbeer” of “Cherry-Cola” vat nie, proe die res almal dieselfde. Ek dink die res tap alles uit dieselfde tenk – altans dis hoe dit proe.



Dan waardeer jy maar die karre en koop Jerky, tot jy by die volgende restaurant kan uitkom.



Ons stap die winkel in.



Steeds wonder ons waar is die personeel. Rye en rye “Cowboy boots”, -hoede, -leerbaadjies, -gordels, -spore en -klere verwelkom ons. Ons stap deur en ek begin aanpas. Ja, die pryse is in Dollar maar die kwaliteit lyk goed. Ek neem ‘n Wilde weste hoed, ‘n “Bison buckle” en ‘n T-hemp.



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The Grand Cars of the Canyon!

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Die "Cowboy boots" bly op die rak want hulle het darem net te "girly" gelyk. Selfs Vellies lyk meer rof-en-onbeskof.

Maar tot vandag toe, terug by die huis het ek nie een van hulle aangetrek nie. 'n Verdwaalde Suid Afrikaner lyk net soveel beter in die VSA as 'n verlore "Cowboy" in Suid Afrika. Nee, dit is uit soos kortbroek Safari-pak dra na jou werk toe!

Uiteindelik 'n gesiggie agter die kasregister. (Julle Afrikaanse ouens wat nie weet wat 'n "kasregister" is nie, dis 'n "till", die plek waar jy baie Rande in min Dollars laat verdwyn). Die meisie agter die toonbank groet vriendelik. Nie soos by ons waar "how-r-u" 'n groet is nie. Ons beantwoord dit gewoonlik met "fine and you"? Gevolg deur 'n stilte..... Want hier in Suid Afrika word die personeel geleer dat as jy sê "how-r-u" dan het jy gegroet en wys dit jy gee om. Rêrig?

Maar terug by die gesiggie agter die toonbank – steeds vriendelik maar duidelik oorwerk, dog vriendelik. Die tipe glimlag wat eg is en nie omdat jy 'n kliënt is nie. Ek kan my net indink, vroegoggend was sy en haar familie seker gou die karre en kry die winkel reg – elke dag. Mens kan dit sien. Ons betaal en uit by die deur, weer tussen die karre in. Hoe doen die mense dit? Maak seker beurte om elke een van die karre te ry.



'n 1957 Chevy. Maar die een herleef as 'n "street rod". Hy lyk sommer vinnig en dit lyk of hy die eienaar se witbroodjie is. Kry die meeste aandag.



Die Polisie kar lyk nie reg met sy moderne blou ligte nie. Dog lyk hy beter as ons plaaslik "Poeliesie vans". Ons "Poeliesie vans" is ook die enigste karre wat tot 11,000rpm kan "rev". Maar hierdie V8-menere is "easy power", soos domkragte.



Die Chev bakkie lyk oorspronklik. Hier is nie plek vir patina nie. Ek wonder soms of "patina", lui mense se verskoning is om niks-kol aan sy kar te doen nie. Mens moet dalk partykeer net



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The Grand Cars of the Canyon!

- *Continue....*

red wat verlore gaan en soek wat sterwe. 'n Ding kan mos net eenmaal verlore raak of wegroes.



Die Eagle (Volkswagen-basis) is uit Suid Amerika ingevoer en het ook in Suid Afrika 'n draai gemaak in die 1970's.



Nou ja toe, hier is patina toe ook. Nee, hy wag glo op restourasie.



Wat is 'n versameling sonder 'n Ford T-bird..... en natuurlik 'n paar trekkers. Ja, daar moet altyd iets wees wat olie lek as jy nie 'n Landrover het nie.





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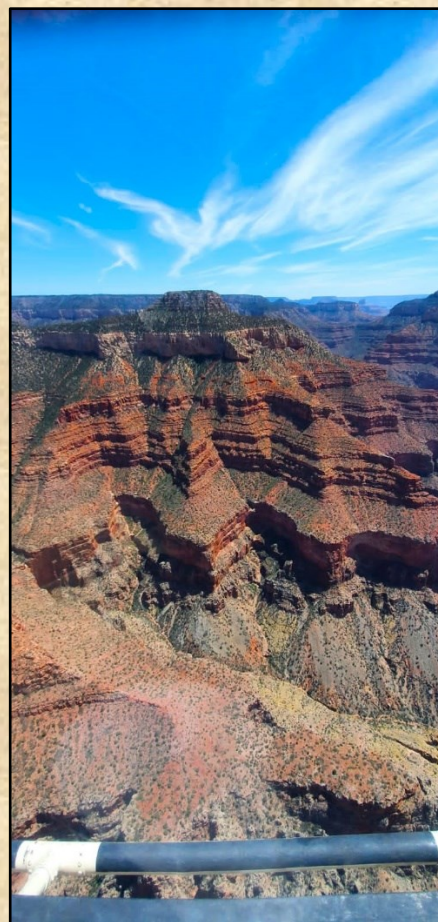


Onpersoonlike, Asemrowende Vlug *Soar like a Vulture....*

We arrive at the helipad. We are processed and not “met” or “welcomed” by the staff. How could I have expected anything else. The flight briefing is what it is – brief. “Any questions?” She asked, not because she wants to entertain any questions but only because she must ask – that is required by law.

We are prepared (by law) and headsets supplied. I am impressed, as a pilot myself I know how important communication with the pilot is. Flight safely, a discussion about the

area and the Grand Canyon, all make good conversation. But no, it is a one-way conversation - a brief announcement and then music. Really? Soon we are over the Canyon. Soaring like a Vulture, stunning views but flying in silence and no virtuous character.



You fly over the rim of the Canyon and the beauty envelops you. Suddenly the views engross all negative energy, elevates you above the situation and you are drowned in amazement!



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The Grand Cars of the Canyon!

- Continue....



A little over an hour later we landed back on terra ferma. We got in the car and drove off to view the Canyon from a different angle. Obviously its not the same but still lovely. Now we were able to enjoy the late afternoon with long shadows in the deep crevasses, carved by the ages and casted by a setting sun. What a lovely way to end an awesome day!

Memories are Made of Canyons and Cars **Beeldskone Plekke, Pragtige Mense**

Every time my mind wanders back to that day, I am struck by the surprises we found along the way – those unplanned wonders that cross your path and make an average day, just awesome! I love cars but to find these beauties kept in such pristine condition, hits the ball out of the park.

But every time my mind wanders back to the Grand Canyon, I am still awestruck by her beauty but also the mediocrity of the helipad staff. However, the beautiful people of Valle and their well-kept cars were the most impressive. Their character is reflected in their cars and a well-kept shop.

New York is nice to experience once, but it is the beauty of the everyday people of the American countryside that finds a place in my heart. Those hardworking, blood, sweat and tears people that makes a country great. A population of 332 million people and they are inviting individuals to employ. With 33,9% unemployed in a 62 million strong South Africa, you can only point your finger to the leaders of today. Its not the “how-r-u’s” that’s the problem - they are the victims.

Article and photos by Joe H. Palmer





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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.)

9 Augustus
10 August
11 August
11 Augustus
14 Augustus
16 Augustus
16 Augustus
18 Augustus
20 August
21 August
23 August
24 August
26 Augustus
29 Augustus

August
Mike
Pieter
Johriaan
Jurjen
Craig
Karel
Erin
Inus
Willem
Heleen
Ju-an
Willie
Dennis

Appel
Devenish
Koelewyn
De Beer
Kamstra
Jeannes
De Waal
Naude
Dreckmeyr
Lombard
Duffey
Massyn
De Groot
Velcich



**My kar het vandag te
lank buite in die koue
gestaan**



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FOR SALE

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



Please contact: Ian Nel

Contact nr: 027 83 460 8792.

Belangstelendes kan maar 'n aanbod maak.

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SAVVA **Technical Tip 181 –** **Battery life**



One often hears the complaint – batteries aren't what they used to be - absolutely true, but it's not because modern batteries are poorer in quality, but because modern car batteries have a different requirement to our earlier car batteries.

The problems we have with our older cars using modern batteries is because our cars are not used regularly enough and the batteries are allowed to lose charge resulting in under-voltage and a shortened life.

Let's look at a modern car's requirement – firstly, and perhaps most importantly, they are in regular use. They have starter motors that can swing high compression engines at an alarming rate and they must also cater for electric windows, air conditioning, computers, powerful quartz and halogen lights plus numerous other electronic this and that's. Once the engine has started the alternator takes over and produces in excess of 40 amps to recharge the battery - even at low revs the battery is usually fully recharged within a few kilometers.

Older cars by comparison, once started, only require a few amps for the coil to keep them mobile, and another few amps to re-charge the battery. The poor old generator probably generates no more than 10 to 30 amps at a good 30 mph - which is about all the old generator can manage. The voltage and current regulation on generators is very speed dependent, which means the generator is only effective at higher engine revolutions. The usual monthly trip to the club and back a few kilos away equals poor battery life and most of the time a half-charged battery.

Basically, modern batteries are excellent for the purpose they are made and last years – BUT, they are not designed to stand around unused in old cars and if they stand discharged for any length of time they may not recharge to their original voltage.

If we are to use modern batteries, we should use a "smart charger" the price of good ones has come down dramatically and they are now affordable. In fact, half the price of a new battery.

The picture is of an inexpensive Optimate battery maintenance charger. This model maintains the battery at 12.8 volts even while the car is not being used.

NOTE! Beware of "El Cheapo" chargers that are flooding the market.

Just remember – goed koop is deur koop!





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A great opportunity to buy POMC gifts! You can order your Regalia with Hendrik Byleveld **079 912 4145**

The team added **4 NEW ITEMS** in their Regalia basket. This is an opportunity for all new members to get the Club's brand in their wardrobes. The existing members can add a new POMC brand shirt or hat in their club's collection.

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Short sleeve - R450



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T-SHIRT:

White T-Shirt - R180



OUTDOOR BLACK HAT:

R180





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REGALIA



R350



R350



R200



R200



Cars in the Park – R120



POMC – Voorskoot
R150



POMC – Swart Serp
R40



POMC – Swart pet
R100



POMC: Swart Beanie
R80



POMC – Beker
R30



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



CIP Lap Embroid badge
Big – R30, Small – R20



POMC – Motor wapen
Groot – R30, Klein – R20



Sleutel houers/Key rings
R25





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