



a-hoo-ah!

POMC NEWSLETTER

SEPTEMBER 2023





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SEPTEMBER 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

6 September 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: 1930 TUDOR

Owner: Mornè Janse van Rensburg

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 2 Augustus het Bill Flynn, na aanleiding van die honderdjarige bestaan van Triumph motors, ons ingelig oor die geskiedenis van Triumph.
Dit was 'n baie insiggewende sessie met verwysing na al die verkillende modelle oor die jare.

On 6 August we had "CARS in PARK". This was a very successful and enjoyable event. We enjoyed good weather with a large number and interesting vehicles on display. Access to the site went well due to more and separated pedestrian gates and the official additional exit gate to Erasmia also made a big difference with exiting the site. There will always be room for improvement for any event and a follow up evaluation meeting already took place on 29 October to discuss any possible changes and or improvements for next year. Thank you very much To Frik Kraamwinkel and his team for a very well organised event, especially for an event of this magnitude.

Ons tweede groot byeenkoms van die jaar was die immer gewilde Magnum Rally wat weer eens baie suksesvol deur Leo Middelberg en Tom Linley en hulle helpers gereël is. Dit het vanaf 9 tot 13 Augustus plaasgevind met die Numbi Hotel in Hazieview as basis vir die drie dae.

Lorna en ek het dit weens omstandighede nie hierdie jaar meegemaak nie maar ek verseker julle dat ons dit baie gemis het.

Daar was 'n billike 48 inskrywings maar dit is steeds teleurstellend dat daar relatief min deelnemers van POMK was. Ons sal daaraan moet werk.

Wat uitstappies betref was daar die Voortrekkermonument se "Antiekmark" op 9 Augustus.

Dan was daar op 26 Augustus die uitstappie na Brauhaus Afrika vir die Rustenburg "Golden Oldies" se jaarlikse motorskou. Ongeveer 20 karre het saamgery.

Om September se aktiwiteite af te skop vind ons maand vergadering op 6 September plaas.

Hennie Rautenbach sal vir ons meer kom vertel oor die "Thunder Tour". Ek glo dit gaan baie lekker wees om na Hennie te luister want hy het nogal sy eie komiese manier om dinge te sê.

Due to CARS in the PARK there was no "Second Sunday" event in August. September's "Second Sunday" event is "Cars at the Club" on 10 September.

Daar is nie 'n amptelike klubuitstappie vir September nie. Lede word egter versoek om hulle karre by Daantjie Badenhorst se kerk kermis te gaan uitstal op 16 September.

Kobus Ebersohn has already arranged a Fun Run to Cobus Mosterd's Chev and other classic cars collection in Rustenburg on 15 October. 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.

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



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SEPTEMBER 2023

From the drivers's seatcontinue



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



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WAVERLEY, PRETORIA
connie@creationsprint.co.za
084 548 4479
*Ons is tot ALLES in staat deur
CHRISTUS wat ons KRAG gee - FIL 4:13* *Connie Theron*

**PRINTING
SIGNAGE
BANNERS
STICKERS
MAGNETS
AND MORE**

POMK KOMITEE 2023 POMC COMMITTEE

Voorsitter	Christó 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
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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



September Presentation:

Hennie Rautenbach deel sy ervarings saam met die Thunder toer!

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.

August 2023 Wednesday meeting:

Bill Flynn done a great presentation on the Triumph's 100 years.

CARS in the PARK post meeting – 29.08.2023

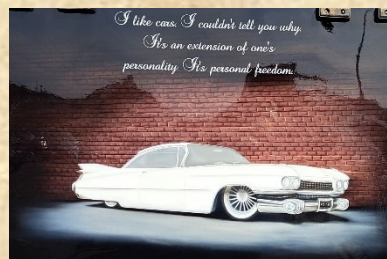
Feedback will be discussed on **6 September** meeting



NUWE LEDE:

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

- Anthony Lessing
- Rudi van der Merwe





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SEPTEMBER 2023

UPCOMING MONTH EVENTS



CARS at the CLUB

**10 September
2023**

09h00 till 13h00



Vintage and Classic Cars and Bikes

@

POMC Club House

c/o Keuning street and Fred Davey avenue,
Silverton / Meyerspark

Admission:

Spectators: R30 person Children Free
Exhibitors free

Refreshments available from:

HOOT & TOOT and Sonitus School

Braai facilities and Picnic area available



Info:

Frik 082 444 2954





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SEPTEMBER 2023

UPCOMING MONTH EVENTS



**Spring Festival
Classic and Vintage
car and bike day**



**8 October
2023
09h00 till 13h00**



**Classic and Vintage cars, bikes, trucks and
Stationary engines on display**

@

**POMC Club House
Keuning and Fred Davey avenue
Silverton/Meyers Park**

Admission: Adults R30,-

Children Under 12 Free

Exhibitors and POMC members Free

Refreshments available from:

Sonitus School

and POMK HOOT-TOOT

Braai facilities and Picnic area available



**Info:
Frik 082 444 2954**



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SEPTEMBER 2023

UPCOMING MONTH EVENTS



THE 2023 ERFENISTOER TAKES PLACE
UNDER THE AUSPICES OF

THE SOUTHERN CAPE
OLD CAR CLUB



ERFENISTOER

The magnificent "Erfenistoer" fleet will be touring
the Overberg

22 - 25 SEPTEMBER

DAY 1: George - Riversdale - Swellendam - Bredasdorp - Cape Agulhas - Arniston

DAY 2: Arniston - Baardskeedersbos - Danger Point Lighthouse - Arniston

DAY 3: Arniston - Bredasdorp - Caledon - Villiersdorp - Bonnievale

DAY 4: Bonnievale - Montagu - Adamskraal (Ladismith) - Riversdale - George



PROUDLY SPONSORED BY

Halfway



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SEPTEMBER 2023

UPCOMING MONTH EVENTS



13th/14th October CMC Maluti Meander

There will be one speed 90 km"s per hour. So, anyone entering must enter a vehicle that can do 90. There is no restriction on vehicles so any model any age. There is also the option of just a tour.

13th / 14th OCTOBER CMC MALUTI MEANDER



A relaxing family weekend with a leisurely drive through the Maluti Mountains in or on a vehicle of your choice awaits you. Spend Friday night at the well-known Green Lantern Inn at the top of Van Reenen's Pass, in the company of friends as well as a donkey, while sharing memories of past visits to this legendary Inn.

After breakfast on Saturday morning, rally or tour a route through the Golden Gate Pass to Fouriesburg, for a stop at the Windmill, then onto the Maluti Mountain Lodge nestled in the picturesque town of Clarens, for Dan's braai and entertaining conversations.

A limited number of guests (50 people) has been catered for so get your bookings in soon to avoid disappointment. Wives and family members are welcome. Booking form, rally regs and entry forms attached.

Price includes accommodation, bed and breakfast at the Green Lantern. Dinner and drinks will be for your own account.

Accommodation, dinner bed and breakfast at the Maluti Mountain Lodge. Drinks will be for your own account.

Total Cost for 2 persons (sharing) two nights accommodation R2730.00

Total Cost for 1 person (single) two nights accommodation R1720.00

Entries and proof of payments to larina.macgregor@gmail.com

Payments to : ABSA BANK
Acc # 9208714068
Account Name L.S MacGregor
Branch code 632005
Account type Savings Account

Thank you, looking forward to seeing you there. Contact Larina 084 949 0937
Email larina.macgregor@gmail.com

BOOKING FORM TO BE COMPLETED AND MAILED WITH A PROOF OF PAYMENT.

Number of People	
Rally Entry Fee	R
Accommodation	R
Total Paid	R



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UPCOMING MONTH EVENTS



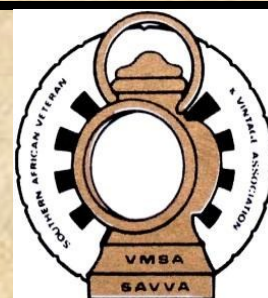
Cape Vintage Motorcycle Club

Fairest Cape Tour



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.

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 CARS in the PARK

- by Steward Johnson



The 41st Cars in the Park – a wealth of history and passion

The Cars in the Park celebration of motoring at Zwartkops Raceway on August 6, 2023, show-cased the amazing wealth of classic car history we have in this country. From 6 am enthusiasts were queuing to get into the circuit grounds and within hours classics spanning over a century of invaluable history lined the circuit in all sorts of shapes and sizes.

Interestingly this year, the cut-off date for classic-car admission was 1997, and that's exactly 100 years on since the first motorcar to reach South Africa spluttered into life at the Berea Park sports grounds in Pretoria. President Paul Kruger was on hand to witness the occasion but famously refused a ride in the Benz. "What happens if a dog barks and this thing takes fright?" he joked.



A record 120 clubs from the Pretoria-Gauteng region exhibited their members' cars this year, and thousands more non-club-affiliated cars were soon basking in surprisingly co-operative weather, after a couple of icy weeks leading up to the show. Thousands of spectators responded in kind, taking advantage of the new parking arrangements and traffic control in place for this year's event.

The organising club, the Pretoria Old Motor Club, had set aside small buses and trolleys to ferry spectators from the new parking grounds into the venue, and this year there were none of the jams caused in previous years by the amazing popularity of this mega-motoring event.



The Special Vehicles display this year, comprising cars specially invited to the event, encompassed a century's sweep of motoring time. Special displays by the Triumph and MG car clubs celebrated 100 years of these two famous British marques and whilst the MG display concentrated on rarities, the Triumph display featured a broad mix of these specialised



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MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



The 41st Cars in the Park – a wealth of history and passion

sporty cars that populated South Africa roads in the 1950s through to the early 1980s.



1930 MG NA



Triumph TR6

The oldest Triumph on hand was a remarkably cute little 1928 open-topped tourer, known as a Super Seven. The MG display included a tasty TC and the rare pre-War six-cylinder NA model owned by Robin Clarke.



1928 Triumph Super 7



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SEPTEMBER 2023

MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



A stately car of similar vintage was the 1933 Rolls-Royce 20/25 Roadster owned by Bob Bouwmeesters. A former South African karting champion, Bob says he had embarked on a restoration of the Rolls some three years ago and was marvelling at the engineering integrity of this 90-year-old machine.



1933 Rolls-Royce 20-25 Roadster

At the other end of the time scale for classics in the Zwartkops pits were three pristine Toyota Corolla TRD examples. These were locally modified Toyotas available from new-car showrooms in the 1980s and featured snorting side-draught carburetion, wild camshafts and special striping, zany upholstery, and alloy wheels. The examples on show at Zwartkops is own by Jan Kleynhans, Nico Fourie and Jaco Stoltz.



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MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



Totota Corolla 1600 TRD

Of a similar vintage were two pristine Alfa Romeo GTV6 3.0 examples, celebrating 40 years of this South African-developed special Alfa which is now in huge international demand. Proud owner Philip Herselman was on hand to chat about his car and was not shy to start it up and give those six Dellorto carburettors a healthy blip.



Alfa GTV6 3.0



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SEPTEMBER 2023

MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



The Jaguar display was interesting with the most eye-catching example being Roger Martin's XK 120, finished in an immaculate cream colour.



Jaguar XK120

Also, on hand to enthuse about his D-Type replica was Mornay van Niekerk, who took advantage of delivering his car to Zwartkops the day before by enjoying a quick lap around the track. Jaguar D-Types were race in South Africa in the late 1950s and early 1960s and at least one of the original cars would have competed at the Zwartkops track, which was inaugurated in 1961. So Mornay was paying tribute to a famous Le Mans-winning car and its association with the original track that snaked around the old drive-in cinema!



Jaguar D-Type replica



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MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



Talking of Le Mans, the immaculate C-Type replica built by Kobus van Wyk made its public debut at the show, showing off the famous number 18 that was use by Duncan Hamilton and Tony Rolt when they won the 1953 Le Mans in a C-Type.



1953 Jaguar C-type Replica

Racing folk and classic car nuts are close bedfellows. Franco Scribante, famous for his winning exploits at the Knysna Hillclimb in Chevrons and 1 000-plus kW Nissans, made an entrance with five of his classic cars, spearheaded by an early 1970s Ferrari GTB/4 Daytona and an original 1960 Mercedes-Benz 300 SL roadster. Franco and his friends took in this year's Cars in the Park as part of an extended breakfast run, they were enjoying and parked these super-collectables prominently in the pit area.



1970 Ferrari GTB/4 Daytona



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SEPTEMBER 2023

MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



1960 Mercedes-Benz 300 SL

A collection in the pit area, just as dramatic, but with the accent on high style, was displayed by Pierre Diederichs, who brought along close to 30 stunning American cars from his collection. It is incredible that one man would go to the effort of delivering so many cars to the one-day event. And the cost of such an expedition was considerable, given the appetite for fuel of these old American cars from the 1940s and 1950s. Notable were a striking Chrysler Saratoga convertible and a Buick Dynaflo, as well as a dramatic 1960 Cadillac convertible with trademark knife-edge tailfins!



Chrysler Saratoga Convertible



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SEPTEMBER 2023

MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



1960 Cadilac Convertible



1949 Buick Dynaflow



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SEPTEMBER 2023

MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



One of the intriguing aspects of Cars in the Park is that not all cars on display are by any means perfectly preserved and polished. A Dodge sedan from the 1930s that was particularly grungy was notable for its rough conversion to a 4X4 configuration, using Mitsubishi mechanicals. A number of old Fords, VWs, Studebakers, Chevrolets, and many more are notable for their lack of shine, having simply survived as family favourites over many decades. Each August they are dusted off, topped up with fluids and make the pilgrimage.



1930 Dodge 4 x 4 conversion

For some reason, the owners of DKW and Auto Union two-stroke machines always make a special effort to attend Cars in the Park and this year was no exception. Of particular interest was a ratty but still-serviceable DKW pick-up, laden with all sorts of rusty-looking gear. The Deeks, as they are commonly known, are distinguish by their wheezy two-stroke exhaust notes, and, for those who own them, by their amazing reliability.



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SEPTEMBER 2023

MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



1950 DKW Pick-up

Modern classics that made an appearance included a large contingent of Mazda MX5s, and a number of BMWs. Other notables included the large contingent of micro cars, or “bubble cars,” as they were call in the late-1950s, with engines ranging in size from about 300 cc to 700 cc.



British mainstay classics included Vauxhalls and Morris Minors, including a rare ex-Zimbabwean pick-up with a special “aero-roof” owned by Brian Hingley.



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MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



Morris Minor Pick-up with streamlined canopy

As usual there were dozens of Ford Cortinas and Ford Escorts, including some very collectable 1600 Sport and RS 2000 examples. And a well-preserved and mildly customised 1950 Chevrolet sedan travelled all the way from the Western Cape to be at this year's show!



1950 Chevy travel all the way from George.



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MONTH EVENTS **POMC CARS in the PARK** ‘- continue...



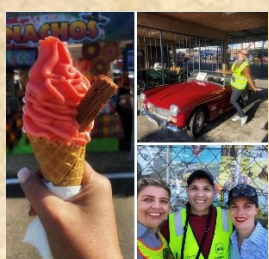
The Cars in the Park is a huge undertaking for a single motoring club and the Pretoria Old Motor Club has already been congratulated by many enthusiasts via social media for the excellence of this year's event. Chief organiser Frik Kraamwinkel was incredibly pleased with the way this year's event was run and he has received positive feedback from the most stall holders at the event, one of them saying he would like to book space for the next four years!

"A small team manage the event, consisting of perhaps 25 club members and friends. In this respect I would like to especially thank Emil Kuschke for organising the Special Vehicle invites, operations manager Sakkie Fischer, Kobus Ebersohn for marketing the commercial exhibits, Elmien Kraamwinkel for Facebook marketing and the flea market, and Bekkie Muller for vendor management on the day. Access control and ticket sales were managed by Seriti Security Services and iTICKET. Cleaning service were handled by Zwartkops and MED ASSIST provide medical assistance and support services.

"The whole team put in many hours of work in taking control of the gates, sorting out parking, and other tasks which are part of putting on a show of this size. We were lucky with the weather once again, and now it's time to start thinking about Cars in the Park 2024!" says Frik Kraamwinkel.

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.

Dankie vir al die POMC lede en nie-lede helpers om 2023 se CARS in the PARK te laat realiseer.

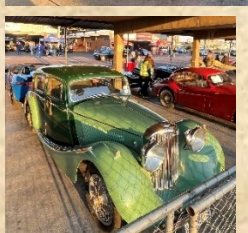




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MONTH EVENTS POMC CARS in the PARK





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MONTH EVENTS POMC CARS in the PARK





MONTH EVENTS

POMC CARS in the PARK





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MONTH EVENTS POMC CARS in the PARK





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MONTH EVENTS POMC CARS in the PARK





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MONTH EVENTS

Fun run to Golden Oldies Motor show - Rustenburg



Die POMC deel op 26 Augustus 2023 in die Rustenburg Goue Oues Motorskou – dit is aangebied op die perseel van Brauhaus Afrika – by Olifantsnek Rustenburg. Daar was vir ons parking gereserveer.

Die 11 POMC lede het bymekaar gekom by N4 se Engen vroeg oggend 08:00. Die “fun run” het weer gehergroepeer na die Marikana tolhek by die Shell Ultra City, Kroondal (+- 85 km) en reis na die Brauhaus in Rustenburg.



Dankie Kobus Ebersohn wat die Funrun gereël en gekoördineer het. – Tot ‘n volgende keer..



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MONTH EVENTS

POMC MAGNUM RALLY

Die POMC Magnum Rally en Toer is aangebied van 10 – 12 Augustus 2023 in Mpumalanga en deelnemers het weer in die Hotel Numbi & Garden suites in Hazyview gebly.

Ongelukkig is daar geen terugvoer ontvang vanaf die organiseerders van die Rally nie.

‘n Paar foto’s wat die sukses van die Rally deurgee word geplaas.





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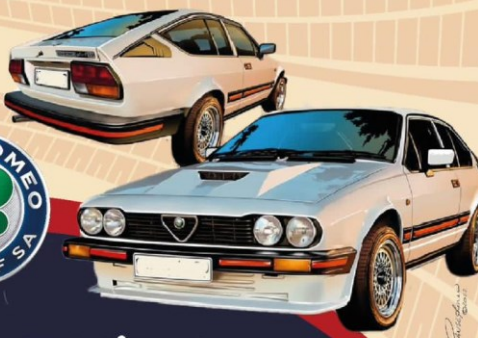
MONTH EVENTS

POMC MAGNUM RALLYcontinue

The final results of the Magnum Rally & Tour 2023.

Score Group A	Score Group B	Score Group C
1. Gavin Walton 286	1. Guido & Karen Kaiser 832	1. Rodger Pearce & Pat Whelan 232
2. Adrian Hollis 549	2. Stewart & Larina MacGregor 1304	2. Mike & Victoria Venables 262
3. Martin Kaiser 587	3. John & Ruth Maio 2441	3. Trevor & Sharon Binder 263
4. Bill Lance 648	4. Timothy Bhembe & Nathi Shongwe 6691	4. Keith & Vivienne van Heerden 290
5. Niel Stander 670		5. Stefan & Nanette Wintershoven 322

**Another upcoming event from the
Alfa Romeo 40th Anniversary :**



*Concorso
D'Eleganza*

**40th Anniversary of
the Alfa Romeo 3.0 GTV6**

DATE
10 SEPTEMBER 2023

TIME
9:00 - 14:00

ENTRANCE
R10 Entrance Fee

VENUE
MODDERFONTEIN BIRD &
SCULPTURE PARK, CNR
QUEENS ST & VALLEY ROAD

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SEPTEMBER 2023

ARTICLES

DRIVING LIKE AN ITALIAN STALLION – The Psyche of Italian Driving

- Joe Palmer

Rome, die tuiste van die Pous. Oftewel “Roma” in Italiaans. Agterstevoor gespel is dit “Amor” of “Amore” wat “liefeling” beteken. Is dit toevallig so? Inderdaad nie.

Die Vatikaan is ‘n klein “onafhanklike” eiland in Italië maar die Katolieke Kerk probeer hul distansieer van Italië om hul soewereiniteit te beaam. Maar weens hulle plasing in Rome sal “onafhanklik” maar in aanhalingsteken bly. Dog word daar na die “Roomse Kerk” verwys, ook ‘n naam wat die Vatikaan vermy.

Die woord “romanse” of “romance” kom van die woord “Roma” of “Roman” af. Geen assosiasie met die moderne Rome nie maar wel die “romantiese” gebruike in die ou antieke Rome. Maar dit was maar niks anders as immorele gebruike – gebruik maar jou verbeelding. Gelukkig het ons die antieke “romanse” verromantiseer en kan ons vandag na die woord romanse verwys as.... Wel, as ek dit moet verduidelik is jy seker nog ongetroud, so kom ons laat dit daar.

Maar, om in Rome te bestuur is ‘n totale ander “romanse”. Eerstens, daar is geen spasie nie. As daar spasie voor jou kar oop is, mors jy spasie en iemand gaan daar indruk. Dieselfde geld vir mense, geen toue, net bondels. Dus is daar ook geen bane nie. Wit sperstrepe is van geen belang, selfs as jy verby gaan. Meeste kar spieëltjies is of af, stukkend of gekrap.

Wat agter jou kantspieëls is, is die ou agter jou se probleem. Jy sukkel ook nie om in die verkeer te kom nie, jy druk net jou kar se neus voor die ander

kar in en hy/sy kan nie ry nie en moet bieg. Jy vra nie en sê ook nie dankie nie – nie dat jy ongeskik is nie, dis net hoe dit werk. Jy weet nie wat die volgende ou of vrou se dringendheid is nie. die ou antieke artefakte af en alles word gestop.

Ons bure was ‘n Hollandse paartjie. Robert het altyd verwys na die Italiaanse bestuurders as “driving like stallions – if they can’t force their way past you, others might think they are impotent”. Ons het oorgeslaan na Engels wanneer die Hollands-Afrikaanse woordeskat opraak. Dit was gewoonlik na die eerste glas “Pink Stuff”, Liz se “Hollandse” naam vir Rosé wyn. Dis wanneer haar “translation software reboot”.

Ouer karre is seldsaam in Italië. Voertuie ouer as vyf jaar word swaar belas. Elke jaar of twee sien ‘n nuwe “European Emission Standards”. Maar dis ‘n storie vir ‘n ander dag. Italië trek by “Euro 8” maar – sonder dat ons weet, aanvaar Suid Afrika nog “Euro 3”. Maar daar is uitlaatgasse wel ‘n probleem.

Veral in stede waar lugbesoedeling ‘n werklikheid is. By spoorweg kruisings sluit jy jou kar af. Dis waar daardie “automatic stop-start” knoppie in jou Suid Afrikaanse kar sy oorsprong het. Maar nog steeds word die besoedeling vlakke in Rome so hoog dat die verkeer gehalveer moet word. Hoe word dit gedoen? Wanneer sekere vlakke van besoedeling bereik word, word karre met gelyke nommer registrasieplate op sekere dae in die stad toegelaat en dieselfde vir ongelyke nommer registrasieplate. Maar hoe hanteer jy dit as voertuig eienaar.



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DRIVING LIKE AN ITALIAN STALLION – The Psyche of Italian Driving Continue.....

Maklik, in Italië word nuwe voertuie verkoop met registrasienommers reeds toegeken. Dus koop jy 'n kar met ongelyke nommer registrasieplate en jou vrou 'n kar met gelyke nommers – of omgekeerd. So het jy altyd toegang tot die stad. Dus, jy hou net die arm ou wat net een kar het, uit die stad.

Where are Italy's Classic Cars

Die Oorlewing van die Klassieke Italiaanse Kar

Needless to say, that you won't find any classic cars in the Italian cities, unless it is electrified – converted to an Electric Vehicle (EV). Christiano, a friend of mine was forced to either sell his diesel Landrover Series 2 or leave it outside the Bologna city limits. You will therefore only find the classics in museums, small towns or in a barn on your uncle Giuseppe's farm.

However, opulence gets you everywhere. Ferraris, Maseratis and Lamborghinis are not only tolerated but are embraced by the public and the Italian Police alike. They have freedom of the city. It is the pride of the nation, you know - and Italian men are warm blooded stallions – so they say.



Ferraris, Maseratis and Lamborghinis have the freedom of the city.

So, what happened to the rest?



Two-strokes are banded from city centres, but classic Vespas dotted the countryside.



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DRIVING LIKE AN ITALIAN STALLION – The Psyche of Italian Driving Continue.....



This Triumph “moto da corsa” (street bike) might seem lost yet blends well into the Italian street café backdrop.



Cuteness gets you everywhere and Fiat 500s frequent the streets throughout Italy.



Easy to park like this Smart.....



and never fined for speeding.



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DRIVING LIKE AN ITALIAN STALLION – The Psyche of Italian Driving Continue.....



However, we found this 500 in Trastevere, Rome, smoking heavily. Yes, the Italians do braai. Not “Bistecca alla Fiorentina” (T-bone steak the Florence way) but rather “salsicce”, stubby thick sausages like pork bangers.



The Fiat 126 is based on the Fiat 500 and 850 but were less successful. Not cute enough and therefore banned from the cities despite its origins.



Very special and rare in Italy, the Fiat 124 Sport and the Alfa Romeo Duetto (Spider in SA) are not Ferraris and are therefore limited to the countryside towns.





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DRIVING LIKE AN ITALIAN STALLION – The Psyche of Italian Driving Continue.....



In Grizzana south of Bologna, this (then new) Fiat 850 was parked by the artist Morandi in June 1964 – where it still stands today and is maintained by the museum staff. The town was renamed Grizzana Morandi in 1985.



My friend Umberto of Vergato, south of Bologna introduced me to the owner of a radio museum. Amongst the loveliest old radios, his collection includes this MG A



and a Morris Minor. In Italy it is vogueish to own a British car.



Talking about British cars, what do you think this is?
A Mini naturally?



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DRIVING LIKE AN ITALIAN STALLION – The Psyche of Italian Driving Continue.....



No, its an Innocenti Mini. Innocenti undertook assembly of the original Mini design using complete knock down (CKD) kits. Introduced in November 1965 as the Innocenti Mini 850, later versions included the 1001, the Cooper, the Cooper 1300 and the Mini T. The latter being an estate car and the only non-saloon variant produced. Assembly ceased in early 1975. Only the very earliest Minis were built using CKD kits. Most of the production was built using locally sourced shells and componentry. The Innocenti Mini shells differ in many ways from contemporary English built ones.

Innocenti, under the ownership of the British Leyland Motor Corporation (BLMC) developed rebodied versions of the Mini, known as the Innocenti Mini 90L and 120L, which were released at the Turin Show in 1974. The new, Bertone-styled Mini was originally launched in two versions, the 90L and 120L – the former having the British 998 cc A-series engine putting out 43 bhp (32 kW; 44 PS), and the latter the 1275 cc unit, with an extra 20 bhp (15 kW) on tap.

These outputs were later uprated to 49 bhp (37 kW; 50 PS) and 65 bhp (48 kW; 66 PS) respectively. As for the English-built Mini, the Innocenti received the "dry" rubber cone suspension, which provided excellent handling but at the cost of a very bumpy ride. All Leyland-engined Innocentis received a four-speed manual transmission.

At one point there were even plans for the Bertone-designed Mini to replace the original English Mini, but these came to nothing – thank goodness for that. Within a year of the car's launch, BLMC went bankrupt and in May 1976 Innocenti was sold to De Tomaso and GEPI with BLMC retaining a 5% stake. The new owners renamed the new company "Nuova Innocenti" ("New Innocenti") and continued to build the car without any real change.





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Innocenti's Mini version was generally nicely equipped and had a better finish than their English siblings, leading to higher sales and a better reputation in many continental European markets (aside from Italy), such as France. The largest improvement was the addition of a rear hatch, allowing for improved access to the still tiny luggage compartment.

This BMW i3 EV is doing duty with the Rome Municipal Police at the Vatican. At these speeds, this EV can operate the whole day without producing any emissions.



A lovely little car is the Fiat Barachetta (translates as "small boat") with a name befitting its shape. Fitted with an 1800cc engine, it is based on the Fiat Punto. A more familiar car to South Africa, that is also based on the Punto, is the Alfa Romeo Mito. "Mito" is derived from the joint Milano-Torino factories' joint venture.



Yet another Italian based on the Fiat Punto is the Lancia Ypsilon and below, a Lancia Delta based on the Fiat Bravo. It seems that no matter what you buy in Italy, is basically a Fiat. Even the Jeep Renegade is Fiat 500X-based, due to the Fiat-Chrysler joint ventures.





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DRIVING LIKE AN ITALIAN STALLION – The Psyche of Italian Driving Continue.....

Italy's Classic Work Horses

The Piaggio Ape is a familiar sight in the Italian countryside. If “Vespa” translates as “wasp”, then it makes sense that the “Ape” denotes “bees”. These little tri-wheeler were and still are the workhorses (or bees) of Italy but are not only banded from city centres, but also town centres.



Engine size varies from 50cc petrol to 400cc diesel. But they are slow – very slow.



Another workhorse is the Fiat Panda 4x4. Seat (Spain) made the Panda 4x4 under license. They do the work of a bakkie (pickup) and every farm has one.



But not the new 4x4 ones, they are too soft.



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Fiat 600s are very rare. Even here where they were made. They are restricted to museums and showrooms.



The Fiat 1100 Familiare with suicide doors.



An unusual Lamborghini



Die Suid Afrikaanse Konneksie

It was a 1980's Panda 4x4 (not a Maserati 4x4) that transported "Sindaco" Matrassi (Mayor of the town Castiglione dei Pepoli) and us up Monte Stanco (Mountain Tired) where many South Africans fought the Germans in WWII. If you wondered, Matrassi is really his surname and yes it does mean "mattresses".

You should also like to know that there is a lovely old WWII Museum in Castiglione dei Pepoli in honour of the 401 South Africans that gave their lives on Monte Stanco and found their final rest place in this town. For this reason, Italians in general, but particularly here, have great respect for South Africans. The main road into Castiglione dei Pepoli is



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named 6th Armoured Division (South African). Every year in July, Castiglione dei Pepoli, Monte Stanco (the town) and Grizzana Morandi honours the local citizen and South African soldiers who gave their lives in WWII. But that is another story.

Left to right: Davide, a volunteer at the museum, dressed in a South African WWII uniform. The Carabinieri from Grizzana Morandi and Castiglione dei Pepoli. The Sindaco of Grizz



ana Morandi, the author, the Vicesindaca of Castiglione dei Pepoli, the Polizia Stradale.

In the front: Maoro Facacio, (a friend and SA WWII researcher) and finally the Museum Curator.

The Panda's 4x4-capability was engineered by Steyr-Puch of Austria and is equipped with a 965cc inline four-cylinder engine with 48 bhp and a 5-speed transmission. Yet the Panda transported all the dignitaries up the mountain. How? One next to the driver and two in the back.....

Rome's South African Classic Car Owner

Wat 'n voorreg was dit om my nuwe Volvo XC90 in Gothenburg, Swede te gaan afhaal en deur Duitsland met die "Romantische Straße" te ry tot by die huis in Rome.



'n Drie dae oue Volvo en die eerste sneeu val in Fussen, Duistland.

Maar jy ry nie met 'n nuwe kar in Rome nie. Nog minder 'n regterhand stuur (die Volvo was 'n SA-spec kar). Menige male het die Italianers voor my ingesny omdat hulle dink my vrou bestuur en kyk anderpad. Vir daardie doel gebruik jy jou "classics".



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DRIVING LIKE AN ITALIAN STALLION – The Psyche of Italian Driving Continue.....



Die meeste Kilometers.

Die 1986 Opel Omega 2lt het 532 000 km op die klok gehad maar kon nog 200km/h op die snelweg haal. Die eerste Opel met 'n katalisator in die uitlaatstelsel.



Die ratste.

Die Alfa Romeo 75 2000cc - of kortweg die "Disco Dragster". "Disco" want sy toetspaneel het altyd flitsende rooi ligte gehad. "Dragster" want hy was selfs vinniger as enige "moto". Maar heelaas het onderhoudskoste sy einde beteken. In Italië is dit duur om 'n kar te "skraap van die pad". Maar 'n gewillige Italiaaner het hom geneem vir onderdele.



Die betroubaarste.

'n Nuwer 2000 model Peugeot 406 2lt het ook baie goeie diens vir my gedoen en was vir jare ons vervoer deur Europa as ons nie gevlieg het nie. Sowat 64 000km in 3 jaar op hom alleen. Sy 60 000km diens het my Euro18 gekos.



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Die vinnigste.

Dan was daar my vriend Palmirino se Ferrari F430 wat ek deur Rome se strate kon vleg en die bene rek op die “Grande Raccordo Anulare”, die 100km kringpad om Rome. Wetende dat die Polizia Stradale net sal glimlag.....

Die Italianers is lief vir hul klassieke karre maar dis byna onmoontlik om so ‘n voertuig aan te hou weens die streng wetgewing. Dus is klassieke karre beperk tot die rykes in die platteland.....



...soos die twee karre van die Alvis-klub in Orta, naby Milaan. Daar is ook ‘n magdom kar museums in Italië, maar dis ‘n verhaal op sy eie.

Wat die ander karre betref, is daar gewoontes wat vreemd vir ons sal wees. Eerstens moet ons beseef dat Rome en die suide van Italië gereeld 40 grade Celsius bereik in die somer. Dog is swart (en nie wit soos in SA) die gewildste kleur vir karre. Donker blou vir amptelike voertuie en so was ons Volvo S60 elke dag gewas deur ons drywer.

Dan is daar die “piove di Gaddafi” of dan “Gaddafi se reën”, wat die wit stof van Libië se woestyn oor die swart en donkerblou karre in Italië kom stort.

Maar in die algemeen, word karre in Rome net “gewas” deur moeder natuur as dit reën. Dis net die amptelike voertuie wat skoon gehou word. Gereeld het die bure vir my “bravo” geskree in die verby ry wanneer ek die Volvo XC90 of die Peugeot 406 gewas het.



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DRIVING LIKE AN ITALIAN STALLION – The Psyche of Italian Driving Continue.....

Gereelde herstelwerk en onderhoud op voertuie is ook 'n vreemde konsep. Toe ek die skokbrekers op die Opel Omega wou vervang, het Adolfo, die drywer dit bevraagteken. So ook stampe, skrape en duike word nie herstel nie. Selfs nie deur die versekering nie. Maar wanneer dit erg begin lyk (omtrekt skade aan elke paneel), dan word die hele voertuig in een slag herstel. In Suid Afrika moet jy vir elke geval aparte eise indien. In Italië betaal jy ook jou versekering jaarliks vooruit – en jy staan tou daarvoor, geen elektroniese bank oorplasinge nie.

Dan is daar die “verdeling” van Italië. Die noorde is baie industrieel, kommersieel en goed ontwikkel. Die sentrale deel, wat Rome insluit is kultuur-histories met “dolce vita” as sentrale fokus. Die armer suide word geteister deur die mafia en korrupsie. So kyk die noorde neer op die sentrale deel en die sentrale deel neer op die suide.

Na aanleiding hiervan vertel 'n Italiaanse Vloot Admiraal dat die noorde gebruik die “740” Italiaanse belasting opgawe vorm om hul belasting te voltooi. In die sentrale deel is 'n “740” 'n Volvo 740. In die suide van Italië is “740” die spoed wat hulle op die snelweg ry. In die noorde is die gehoor aan verkeersligte verpligtend. In die sentrale deel is dit opsioneel en in die suide is dit laas jaar se Kersversierings.



Die passe in die noorde van Italië is ongelooflik.

Dog, as jy sou vra wat is die mees kosbare oomblikke, dan is dit nie die karre nie maar die mense.



Ongelooflike vriendskappe is gevorm, soms om karre, maar meeste net om menswees of assosiasie. As jy eers vriende is met 'n Italianer, dan is dit vir 'n leeftyd. Afstand skei ons soms vir lang tye, maar as ons weer bymekaar kom, gaan ons net aan waar ons laas opgehou het.... asof ons mekaar gister nog gesien het.

Article and photos by Joe H. Palmer



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SEPTEMBER 2023

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.)

- | | | |
|----------------|----------|--------------------|
| • 2 September | Ernie | Jacobson |
| • 3 September | Victor | Coffen |
| • 8 September | Petro | van der Westhuizen |
| • 14 September | Lynn | Marques |
| • 18 September | Rober | Houghton |
| • 25 September | Tinus | Steenkamp |
| • 25 September | Helen | Flynn |
| • 26 September | Eric | McQuillian |
| • 28 September | Alida | Boshoff |
| • 29 September | Marlene | Gous |
| • 30 September | Paulette | Janssens |
| • 30 September | Christo | Groenewald |





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SEPTEMBER 2023

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



The **vehicle** is registered as at 01.01.1958 so it could be a 1957 model.
The steering column and steering wheel are missing as well as the front bumper.
The engine is in pieces and the gearbox is out. My son says we might have it somewhere in the workshop.

We do have the bonnet.

Contact: Sheila - 0832607593



MWS wheel - width - 16 inch.

Contact Lourens Kleynhans to make an offer.

Cel: 081 838 2771



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FOR SALE

..... Continue



1930 TUDOR. Contact Mornè JvRensburg - 0823202288
Email: incrediblespaces@gmail.com Price -R300K



1930 PHEATON

Contact: Mornè JvRensburg - 0823202288
Price -R350K - no papers



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FOR SALE

..... Continue

1933 Ford Model B..



Extra parts available, not included in price.

Contact: Mornè JvRensburg - 0823202288

Price -R350K



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FOR SALE

..... Continue

Porsche 1985 928 S2

A unique stunning metallic blue automatic Porsche 1985 928 S2. I have owned this air conditioned GT cruiser with a sunroof for more than 6 years spending in excess of R220k on repairs, maintenance and upgrades to ensure comfort, Porsche engineering authenticity and looks.

This Porsche now sports a genuine Alcantara dashboard, steering wheel, doors and centre console seen in recent Porsche Sport models as an option. Premium Sound upgrade to 3-way splits speakers, blue tooth connectivity and active subwoofer seated in spare wheel area.



Full set of original Porsche tools, jack and spare wheel. The original Flat Dish Slot wheels (x4) with tyres are also included. Maintenance and upgrade records available. Porsche books also available. License is up to date and papers are in order.

The car is in excellent condition and is mechanically sound.

The car had a major service done through Porsche Centre Pretoria in 2021.

The car was originally white and was resprayed by the previous owner. It was detailed with a nano coating.

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Contact: Gyan Rahesh – 083 364 8329





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Contact Larina on 084 949 0937 or Stewart on 082 772 4177 to discuss your individual needs. Email: larina.macgregor@gmail.com



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SEPTEMBER 2023

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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



CIP badge
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