



a-hoo-ah!

JANUARY 2022

JANUARIE 2022





VOORBLAD: 1930 Dodge

Owner: Jannie van Niekerk

POMC Clubhouse: corner of Keuning Street and Fred Davey avenue,
Silverton/Meyerspark, Pretoria

POMK Klubhuis: hoek van Keuningstraat en Fred Davey laan, Silverton/Meyerspark,
Pretoria

GPS Co-ordinates for POMC: S25 44.159 E28 18.652

Old Motor Club / Oumotorklub
PO Box 2014 / Posbus 2014
Silverton, 0127

www.pomc.co.za; www.pomccitp.co.za; www.facebook.com/POMCclub

Klubvergaderings om 19:30 vir 20:00

POMC members meeting and braai are held at the POMC Clubhouse on 12 January 2022. For the rest of the year meetings are held on the 1st Wednesday evening of each month.

POMK lede vergadering en braai word op 12 Januarie 2022 gehou, en elke maand daarna op die 1st Woensdagaand van die elke maand in die POMK se klubhuis .



Hennie Rautenbach sorg vir die braaivleis vuur vanaf 18h30

WEDNESDAY MEETINGS, 2nd SUNDAYS & OTHER:

Woensdagaande	2^e Sondag	Ander
12 January	9 January Bonnets-up	
2 February	13 February Bonnets-up	
2 March	13 March American Classic Day & Mini Auto Pretoria	
6 April	10 April Vintage & Veteran Day Car & Bike Day	
4 May	8 May	22 May Cars and bikes @ Loftus park
1 Junie	12 June British Classic Day & Mini Auto Pretoria	4 June Mampoer Regularity Rally
6 July	10 July European Classic Day Car & Bike day	24 July Cars on the ROOF @ Brooklyn Mall 31 July CARS IN THE PARK
3 Aug	7 August	10-14 August Magnum Regularity Rally
7 September	11 September	24 September Diamond Run
5 October	9 October Spring day	15 October Summer Regularity Rally
2 November	13 November Japanese Classic Day & Mini Auto Pretoria	
7 December	11 December Cars & Bikes @ the Club	

Opinies in die NUUSBRIEF is nie noodwendig die siening van die komitee of die redakteur nie.

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



POMK KOMITEE 2022 POMC COMMITTEE

Voorsitter Chairman	Christo Ferreira	082 779 5703 christo@blpta.co.za
Ondervoorsitter Vice-Chairman	Frik Kraamwinkel	082 444 2954 frikkr@gmail.com
Sekretaris Secretary	Taco Kamstra	082 770 8800 tacokamstra@gmail.com
Addisionele lid Additional member	Mario Coetzee	084 517 4680 mario@mariocoetzee.co.za
Projekbestuurder Project Manager	Frik Kraamwinkel	082 444 2954 frikkr@gmail.com
Batebestuurder Asset Manager	Danie du Plessis	083 676 0130 carlpen@mweb.co.za
Tydrinbeampste Rally Official	Claude Stander	082 570 2498 claudestander2.co.za
Dateringsbeampste Dating Official	Craig Jeannes	082 439 5902 craig.cars@hotmail.com
Koördineerder: 2e Sondagbyeenkomste Coordinator: 2nd Sunday Meetings	Jan Nel	082 442 3480 jannoddy@vodamail.co.za
Ledewerwing Member Recruiting	Gerco Kraamwinkel	079 916 6277 gercok@gmail.com
Nuwe komitee lid: New committee member:	Neil Stander	082 780 5333 neil@stander-za.com
Addisionele lid Additional member	Kobus Ebersohn	082 366 2364 kobus@ebersohn.co.za
a-hoo-ah! Compiler a-hoo-ah! Samesteller	Hannie Kuschke	072 242 8880 hannie@mailzone.co.za



Bonnets-up
13 February
@ POMC Clubhouse



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



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



CARS at Loftus Park
22 May
@ LOFTUS PARK
Arcadia



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



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



EUROPEAN Classic
Car and Bike Day
10 July
@ POMC Clubhouse



CARS on the ROOF
24 July
@ Brooklyn Mall



PRETORIA OLD MOTOR CLUB
CARS in the PARK
40 year celebration
31 July
@ Zwartkops Race Track



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



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

2022



Pretoria Old Motor Club
home for enthusiasts
interested in the preservation
of older vehicles
since 1966

POMC Clubhouse
c/o Keuning street & Fred Davey avenue
Silverton
Info: www.pomc.co.za
www.facebook.com/POMCclub
082 770 8800 / 082 444 2954

Cars & Bikes @ the Club
11 December
@ POMC Clubhouse



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



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



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



Lost On A Dirt Road

Mike Tewkesbury · 14h · 🌐

I sometimes find fascinating things left behind around the old sandstone quarry sites around Washington County, Ohio. This is the remains of an open cab GMC CCKW 2-1/2 ton 6x6 sitting near the remains of an old finishing mill outside Marietta.

Some history- By 1938 France and England realized they would need more trucks to supplement thier military forces which they could not produce themselves. With the US being the only possible source, France placed an order for two thousand, three axle, 2-1/2 ton, all wheel drive trucks from Yellow Truck & Coach Company of Pontiac, Michigan. Production began in 1939, but with the fall of France in 1940, the trucks were shipped to England.

To meet a US Army requirement a new version of the truck was designed in 1941 with a new shape for the front end and a simplified hood and grill. The new vehicle was designated CCKW. The first letter C designated the year 1941, the second C designated a standard cab, the K designated front wheel drive, and the W indicated that it had twin drive rear axles. Over 56 thousand of these trucks were built for the US Army in 1941 with production increasing sharply in the next four years of the war. Powered by a 6-cylinder 270 gasoline engine producing 104 horsepower with a maximum speed of 45 mph, on the road these trucks would get approximately 7.5 miles to a gallon of gas, with 3-4 off road. It was also built with a 5-speed Warner transmission with overdrive.





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

We concluded the year activities for 2021 with a well-attended second Sunday gathering on 12 December.

We also kicked off with our 2022 activities with a well-attended Second Sunday Bonnets up Car and Bike day on Sunday 9 January. We hope the enthusiasm of our members and outsiders will proceed growing though out the year and that we will be able to proceed with our planned activities unrestricted through the year.

Ons eerste maand vergadering vind op Woensdag aand 12 Januarie plaas. Ons hoop om julle in groot getalle daar te sien.

Ek glo almal sien al uit na die volgende pretrit (fun run) en ek glo Mario het al reeds groot planne in hierdie verband.

Claude is busy arranging a new rally on our calendar in conjunction with CMC for 20 February. The rally is called the POMC and CMC Pre-DJ Rally. We would like to urge our members to make a note of this and we would like to see you there in big numbers.

Kyk na ons program vir die res van die jaar se aktiwiteite. Ons hoop regtig dat ons die program onbelemmerd deurgevoer sal kry, veral met betrekking tot die "Cars in the Park" en die Magnum Rally wat baie en lang vooruitbeplanning verg.

Ons verwelkom graag twee nuwe lede by die klub. Hulle is Bob Boumeestes, al die pad van Kemptonpark, en dan Christo Basson van Irene. Ek doen 'n beroep op ons lede om julle vriende en familie met 'n liefde vir die ou voertuie, te motiveer om klublede te word.

Wat Lief en Leed betref wens ons vir Leonie Kraamwinkel 'n spoedige herstel toe.

Ons innige meegevoel met Dieter Vos met die afsterwe van sy ma.

Our condolences to the family and friends of Roy Billson with his passing away.

As daar dalk iemand is waarvan ek dalk nie bewus is nie, en wie ook moeilike tye beleef, wil ek graag alles van die beste toewens.

Bly veilig en gesond, veral na aanleiding van die nuwe Covid variant wat lyk my maklik aansteek.

Ek wil dan vir almal 'n baie Voorspeedige en Gesonde 2022, vol van entoesiame vir ons liefde vir die ou motors en motorfietse, toewens.

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

Daarmee groet ek tot volgende maand.

POMK Groete

Christo Ferreira



UPCOMING EVENTS

SAVE THE DATES IN YOUR DIARY!!!



POMC & CMC
Pre - DJ
Vintage and Classic Car and Bike
Regularity Rally
20 February 2022



START

Que Sera
on R25



FINISH

Que Sera
on R25

Registration: 8h00 till 8h45
Coffee: 7h30 till 9h00
Start time: 09h00
Cars/Bikes leaving at 1 minute intervals
Entrance fee: R350,- per vehicle
Vehicles build before 1998

Arrival time: 13h30 – 14h30



Light lunch: 15h15
2 Persons per vehicle
free



Prize giving: 17h00

Contact:

Claude Stander after 17:30 082 570 2498
claudio@stander2.co.za
Frik Kraamwinkel 082 444 2954 frikkr@gmail.com



**2022
MAGNUM**
Vintage and Classic
Motorcycle and Motorcar
Rally & Tour
10 TO 14 AUGUST

Distance : 750 km
Regularity rally
&
TOUR
Registration : 10 August
Rally: 11 to 13 August
Price giving dinner:
13 August
Return home: 14 August
after breakfast

Info:
rallymagnum@gmail.com

Accommodation provided by:
Hotel Numbi & Garden Suites





SAVVA VINTAGE AND VETERAN RALLY – SEPTEMBER 2022

As the 2022 Vintage and Veteran rally is coming up in September 2022, this article will bring so many memories back and inspire people to take part in this year's event organized by the Model T Ford Club of South Africa.

CHRISTMAS ISSUE: gift ideas section

December 1966

Tests: Valiant AT, Datsun 1300, Merc 230, VW1600TL mod.

25c

Registered at the G.P.O. as a Newspaper

CAR

Excitement!



Get it on Rekord... for keeps!

OPEL REKORD



BUILT BY GENERAL MOTORS SOUTH AFRICAN AND BACKED BY GENERAL MOTORS SERVICE AND PARTS AVAILABILITY THROUGHOUT SOUTHERN AFRICA



13th national V AND V RALLY

Report: L. SYMONS

Pictures: JOHN WARNER

VETERAN AND VINTAGE

FOR fun there is nothing to beat Vintage motoring, and for Vintage motoring there is nothing to beat the National Veteran and Vintage Rally, particularly when it is combined with Cape scenery.

This was the basic recipe for the 13th National Rally, organized by Cape Town's Crankhandle Club. The generally high standard of organization achieved by the club's team of officials, led by Rudi Reitz and — unofficially but invaluable — his wife Pat, was the cherry on the top which made it a rally which will be remembered with pleasure for many years by everyone involved.

About the only complaint heard came from navigators, to the effect that they had too little chance to admire the scenery, thanks to the diabolical devices employed by Rudi to keep them otherwise occupied.

On the face of it the rally was run on conventional lines, with varying average speeds to maintain, 19 secret and 12 open controls in the 475 miles from George to Cape Town via Oudtshoorn, Montagu, Worcester, Hermanus, French Hoek, and five seconds grace either way before penalties started at a point a second.

The snag was that speed changes coincided with secret controls, whose location was naturally not disclosed, so that these had to be reached and their position established before any further calculating ahead could be done. With odometers, speedos and rev. counters sealed, and calculating machines "just not done", this became a matter of frenzied watch-clicking, laborious arith-

for comfort in some cases.

Withdrawals, mainly for business and family rather than mechanical reasons, reduced the number of starters on the full 500-mile reliability trial from George to 40 cars and one 1929 B.S.A. motorcycle and sidecar combination, from the original 45 cars and two motorcycles. Only one of these starters failed to reach Cape Town.

This was a 1922 Maxwell, owned by Dr. F. van der Westhuizen of Bloemfontein. The timing gear came loose on the first day, and it had to be towed to Oudtshoorn. This put it out of the running for any award, but he and his wife planned to carry on nevertheless after repairs — only to have the ignition pack up next morning. The Maxwell was shipped home in disgrace, while they hitched a ride in another Free State car.

Angelo Bernardi's 1927 "baby" Austin, whose fan came loose near Montagu, and Mr. N. Spiro's 1915 Buick, also had to be towed, and so were officially out of the run-

might strike some people as asking for it, but not an enthusiast like Frank Riley of Bulawayo. He did drop the passenger for the climb up the Outeniqua Pass from George to Oudtshoorn, but the car took it so well in second that he carried one up all the other passes on the route.

For him the rally meant getting going in the morning long before many of the other competitors had started breakfast, and being about the last to finish each night. There were also a couple of quick valve-grinds at night, when he felt that the engine was losing power. The award for the most meritorious performance of the rally was certainly well earned.

Perhaps the worst luck befell the 1928 De Soto driven by Mr. and Mrs. C. Klopper and Mr. G. Costello of Maritzburg. Frequent stops for water — 31 on the hot 150 miles from Montagu to Worcester and Hermanus — got them to Cape Town and the final day's run, when the George starters



The 1928 Lagonda of Mr. E. W. All-day and Mr. G. B. Hutchins at the Robertson refuelling stop.

72

CAR December 1966

were joined by five veteran cars over 50 years old for a short run around the Peninsula. At Chapman's Peak a bearing went, and the De Soto was out.

● A feature of the rally, as always, was the interest it aroused among the public. All along the route other motorists reacted with friendly waves and toots of the horn, and at stopping places crowds gathered to admire. Those old enough recalled owning, or their parents owning, "one just like that"; while the children shrieked with delight at the notes of the old-fashioned horns.

Another feature was the performance of the recently-formed O.F.S. Veteran Car Club, one of whose members finished fourth and which took the club team prize. ●

RESULTS

Reliability Trial: Overall: 1. R. Munro, L. Symons, Transvaal, 1925 Bentley, 602 points; 2. Dr. and Mrs. F. Hayward, Johannesburg, 1930 Chrysler, 681-3; 3. Mr. and Mrs. K. White, Cape Town, 1916 Maxwell, 755-4; 4. Dr. T. Fontenel, I. Venter, Bloemfontein, 1927 Bugatti, 1,191 points.

Pre-1911 Cars: Mr. and Mrs. M. Edwards, Durban, 1909 Marion, 1911-1918 Cars: Mr. and Mrs. White, 1919-1924 Cars: H. and J. Nicholson, Mooi River, 1922 O.M., 1925-1930 Cars: Munro and Symons, **Pre-1931 Motorcycles:** Mr. and Mrs. O. Rishworth, Rhodesia, 1929 B.S.A. combination.

Club Team: O.F.S.V.C.C., Mr. and Mrs. De Villiers, 1927 Nash; Fontenel and Venter, 1927 Bugatti; and Wolmarans and Cannon, 1928 Ford A.

Marque Team: Italy: Mr. T. Hart, 1918 S.C.A.T.; H. and J. Nicholson, 1922 O.M.; and Mr. and Mrs. P. Gill, 1928 Fiat.

Concours d'Elegance: Pre-1911 Cars: Mr. and Mrs. Edwards, Durban, 1909 Marion, 1911-1918 Cars: Mr. and Mrs. J. Harvey, Cape Town, 1913 Talbot, 1919-1924 Cars: Mr. and Mrs. N. Hoen-



SHOW FEVER: General view of the main hall at the 1966 London Motor Show, as thousands listen to the opening speech by Mr. Edward Heath, Leader of the Opposition.



The 1915 Ford Model T tourer of Mr and Mrs EG Kuschke, of Pretoria, was pulling strongly when Joh Warner photographed it in Cogman's Kloof during the National V and V Rally.



MONTH EVENTS:

POMC club - December 2021

The final event on the Pretoria Old Motor Club calendar for 2021 was held on the 12th of December at the club premises.

It was open to all kinds of vehicles but because of the threat of rain, there was a low turnout. However, a few interesting cars were on display.



Chrysler Saratoga: This 1957 Chrysler Saratoga was modified to a convertible and attracted a lot of attention.

One car attracted a lot of attention. When Pierre Diedericks's 1957 Chrysler Saratoga pulled into the premises, most people must have mistaken it for a Cadillac, not only because of the convertible bodywork, but also the bright pink bodywork and the large tail fins that were such a distinctive feature of the 1950's Cadillac models. The car is, as Pierre calls it, a resto mod, so although its engine is standard, its bodywork is not. It has been turned into a convertible, with unusually large side doors.

Puma: Jurjen Kamstra bought this 1973 Puma three weeks ago.

Another unusual car that was on display, was a Puma, which was developed on a VW Beetle chassis and was even built in small numbers in South Africa, first in Durban and later in Bolelegi in what used to be Bophuthatswana. Jurjen Kamstra bought his 1973 example three weeks ago and admits that there is still a lot of work to be done to it. It is fitted with the same engine as the VW Beetle 1600, and its styling is reminiscent of classic cars like the Lamborghini Miura, the Ford Mustang Shelby GT 500 and the Ferrari 250 GTO. Just about 300 were built in South Africa and only a few have survived.





Peugeot 504: *This 1971 Peugeot 504 is in an immaculate condition, and at the time of writing, it was for sale.*

The Peugeot 504 was introduced to South Africa in 1971 and was an immediate success. Morne Groenewald has owned his original 1971 model for three years and it is in an immaculate condition. Original 504's in a good condition are hard to find, and the good news is that, at the time of writing, this car was for sale for R 43 000.

BMW 2002: *The BMW 2002 is a rare sight in South Africa because of import restrictions but Cedric Searle's 1969 model was one of the few that was imported privately.*

Three BMW's that are uncommon sights on South African roads were on display. Strict import restrictions in the 1960's and 1970's meant that the BMW 1602/1802/2002 range that were popular in Europe and the United States of America could not be introduced to South Africa although a few did find their way here. One of them was a 1969 model 2002; Cedric Searle has owned this car for five years, and he is the third owner. Except for a new carburettor and alloy wheels, this car is original.





BMW R 100 RT: *This 1982 BMW R 100 RT was the only motorcycle on display, and has not been restored.*

Although the event was open to cars and motorcycles, only one motorcycle, a BMW R 100 RT, was on display. Leon Oosthuizen has owned his 1982 model for eighteen months and although it still looks good, he says that a few gremlins need to be sorted out. This motorcycle has not been restored and has only done 60 000 km. Besides this RT, he is also working on a standard R 100.

BMW Z3: *The Z3 was the first BMW to be featured in a James Bond movie and was introduced to South Africa two years later. Manny Costa's Z3 2,8 was manufactured in 1997.*

Despite being featured in the James Bond movie Goldeneye, the Z3 was only introduced to South Africa about two years later and a six-cylinder engine was standard equipment on the South African models. Manny Costa has been looking for a red Z3 for some time, and he finally bought his 1997 model about two years ago. Except for the alloy rims from the M3, the car is original.





Mercedes-Benz 380 SEC: Neil Stander has owned his Mercedes-Benz 380 SEC for about a year.

The Mercedes-Benz 380 SEC was the flagship of the South African range in the mid-1980's and was a desirable car among wealthy enthusiasts. Neil Stander displayed his 1984 model, which has done 290 000 km and is in an original condition. He has owned this car for about a year.



Mercedes-Benz SL 500: Neville Bensted-Smith has owned his 1994 model Mercedes-Benz SL 500 for six years; he previously owned a W 107 500 SL.

Another Mercedes-Benz that has attracted a lot of attention, was a 1994 SL 500, owned by Neville Bensted-Smith. He has owned this car, which has done 142 000 km, for six years. This was after he previously owned a W 107 500 SL built to British specification, with cloth upholstery.





VW Karmann-Ghia convertible: 1958 VW Karmann-Ghia convertible, which is original but has been fitted with the same engine as the VW Beetle 1600.

Emil Kuschke owns one of the first cabriolet versions of the Volkswagen Karmann-Ghia, manufactured in 1958. This is a left-hand-drive model; the right-hand-drive models were only introduced in 1960. Emil has had a 1600 engine fitted, otherwise the car is original.

Nissan 350 Z: Jan Nel bought this Nissan 350Z three months ago and he is the third owner.

The Nissan 350 Z is perhaps a modern car, but it is already a classic. Jan Nel owns several classic cars but three months ago he bought a 2004 model "as a toy." He is the third owner of this immaculately original car.



The first event on the POMC calendar for 2022 will take place on the 9th of January.



December month meeting: December 2021

Werner Hartzenberg gave an information session at December month meeting.



Hierdie byeenkoms was die eerste 24-uur wedren wat in Suid Afrika gehou is en het op REDSTAR renbaan plaasgevind

Die byeenkoms was 24Hours of ILmuna genoem. Voertuie wat deelgeneem het moes minder as R50 000 gekos het sonder die koste vir veiligheids toerusting



2021 JAAREIND FUNKSIE:

POMK 2021 Jaareindfunksie

Ons het ons jaarlikse POMK jaareindfunksie gehou op Saterdagmiddag, 27 November. Dit was weereens 'n gesellige byeenkoms. Heelwat minder lede het die funksie bygewoon en ons skryf dit hoofsaaklik toe aan die Covid-19 epidemie.

Soos altyd, was Craig en Michelle Jeannes weer op hulle pos om alles te reël, soos hulle dit al vir baie jare skitterend vir ons gedoen het. Hiervoor wil die komitee en lede hulle hartelik bedank.

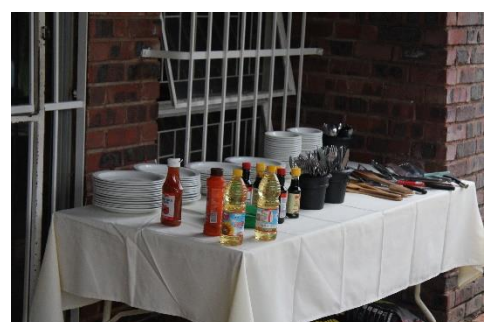
Hierdie jaar was die aantal lede wat die geleendheid bygewoon het egter te min om weer spyseniers te bekom en is daar besluit op 'n roerbraai. Dit was toe baie suksesvol aangesien mense geneig is om weer met ander lede geselskappe aan te knoop by die braaiers. En dit is nie net die manne wat braai soos by 'n tradisionele braai nie, ook die vrouens kom by die braaiers byeen en kuier lekker.

Frik Kraamwinkel het ook met die reëlings gehelp aangesien Frik al verskeie roerbraaie vir ons gereël het. Soos gebruikelik, het Alta Stander vir ons voorgedaan met 'n tafelgebed.

Dit was die dag bewolk en van die lede het bespiegel dat niemand sekerlik met 'n oop kar sou opdaag nie. Toe daag die uwe met die Cadillac daar op met die dak oop. Ewe windmakerig het ek die Cadillac voor die klubhuis parkeer. Maar tydens die toesprake moes ek vinnig opspring en die dak toemaak toe die hemele oopgebars het.

Ten spyte van die reën, het ons heerlik geëet en gekuier en 2021 afgesluit met POMK "familie"

Taco Kamstra







The great loco moves!



After the ground-breaking road movements of Sandstone 3'6" gauge locomotives from Bloemfontein in August (see [Heritage Railway UK Issue 285. The story of the recent loco moves to Sandstone. \(sandstone-estates.com\)](#)) we have moved in early November the Sandstone 3'6" gauge locomotives and other assets in storage at the old Germiston Steam Depot 400km to Sandstone Estates in the eastern Free State of South Africa.

The locomotives that were moved are Class 15F 3052, "Avril", previously owned by the late David Shepherd, Class 25NC 3488, GMA/M Garratt 4079 plus auxiliary water tanker, ex-Rhodesia Railways Class DE2 diesel electric 1207 and ex SAR steam crane number 578.

The logistics of this move were coordinated by Mercor Transport together with Munro Transport. In total nine heavyhaulage rigs were used, comprising five multi axles units and four conventional lowbed trailers. A total tonnage of 745500kg!



The bottleneck at Germiston, the limited clearance exit tunnels. Picture by Shaun Ackerman, Fairlie Projects.

The logistics of the move were quite complex as the old Germiston Steam Depot can only be accessed by road through two very narrow and height restricted tunnels. These were originally railway tunnels from the old depot in steam days to allow locomotives to crossover numerous main line

tracks without hindering traffic. The rails were lifted many years ago. Together with Shaun Ackerman of Fairlie Projects (Pty) Ltd, who operate from the old steam depot, calculations were made to allow access through these tunnels for the massive trucks and trailers.

The maximum width is 3 metres which allowed the trailers through but the height was another issue for the trailers when loaded. The maximum height of any of the locos or other rolling stock is the original SAR loading gauge height of 3,962 metres but this needs to be added to the trailer bed height of 1 metre, giving a 5 metre high load. The tunnel floor was graded and a maximum tunnel height of 5, 1 metres was achieved, a clearance of only 100mm!

There was some flexibility in being able to lower some of the trailers slightly but it was a tight squeeze. One lowbed trailer was millimetres too wide and the load (in this case 15F 3052) had to be taken through the tunnel on a multi axle trailer and transferred to the lowbed after exiting the tunnel.

The access road itself was also a challenge. A small track exists from the Germiston to Knights road that cars and pickup trucks can use to access the tunnels but it involves a 180 degree hairpin on a steep slope



which no heavy vehicle could use. A more direct and suitable road originally existed directly from the tunnel exit straight to the tar road running from Germiston to Knights. Over the years this had become an illegal dumping site, completely blocking the road. Fairlie Projects, with the assistance of Transnet Engineering, cleared and graded the road for safe access by the heavy trucks and trailers over a period of three days prior to loading operations.



The poor state of the access road need serious attention. Picture by Shaun Ackerman, Fairlie Projects.

On November 2 loading began. The heavy vehicles were brought in as required and two separate loading station were established. For the lowbed trailers a line was prepared which could be connected to the rails on the trailer once the goose neck at the front of the trailer was lowered. The load was then winched up onto the lowbed with assistance from the amazingly strong 150hp Hunslet diesel shunter from Fairlie Projects.



Fairlie Projects' Hunslet Diesel shunter assembled all the locos and rolling stock for loading. Picture by Shaun Ackerman, Fairlie Projects.



The first lowbed in position to load 15F 3052's tender. Picture by Sandstone Heritage Trust.

For the multi axle trailers a loading dock was prepared. This involved excavating a small pit to back the trailer into making the rail height of the trailer at the same level as the ground rails. In the Bloemfontein moves during August this was not an option and the goose neck trailers were literally used as loading ramps. A first time innovation by Mercor Transport! For unloading at Sandstone this system was also used as it gave flexibility as to which line the loco could be moved on to.



The Hunslet Diesel moves 25NC 3488 on to the multi axle trailer. Picture by Sandstone Heritage Trust.

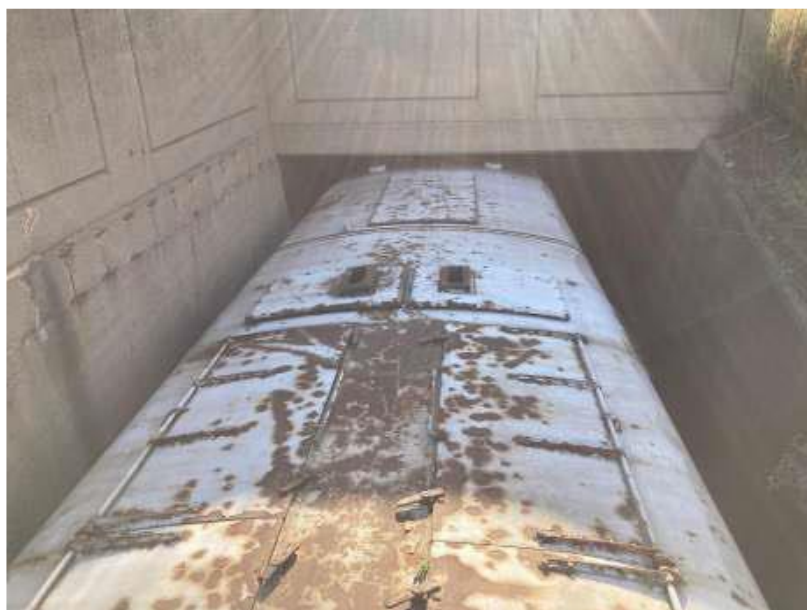


GMA/M 4079, "Lyndie Lou" is winched on to the multi axle trailer. At 154000kg, just too much for the mighty Hunslet! Picture by Sandstone Heritage Trust.

Loading was completed for the low beds by Wednesday 3 November. These four low beds left for Sandstone with 15F 3052, the tender of 3052, the GMA/M water tanker and a 0-6-0 diesel shunter. Their first stop was the Munro Transport depot at Heidelberg for weighing. These four units arrived at Sandstone on Friday 5 November and were unloaded at their new home on Saturday 6 November.

Our photo gallery below, from Shaun Ackerman of Fairlie Projects, shows the tight clearances involved in exiting the Germiston site with DE2 1207, 25NC 3488 and 15F 3052.







The multi axle trailers, with heavier loads than the low beds, required full police escorts and a different type of road permit which can only be issued after weighing. This was duly done at Munro Transport at Heidelberg and four of the five multi axle trailers duly arrived at Sandstone on Thursday 11 November after a slight delay in the issue of the permits. Ex-Rhodesia Railways DE2 diesel 1207, 25NC 3488 and GMA/M 4079 were safely at Sandstone. The fifth and final piece of rolling stock, ex SAR steam crane number 578, was delayed a week as it was found to be heavier than originally calculated and a late trailer swap was required to a unit suitable for the weight.



Traffic chaos as 25NC 3488 leaves the Germiston site for Sandstone. Picture by Shaun Ackerman, Fairlie Projects.

The route to Sandstone was not a simple one. From Germiston to Heidelberg for weighing then to Villiers but on secondary roads not the highway as the bridges were too low! From Villiers the route was via Warden on the old R103 Durban main road then to Bethlehem and Sandstone. The permit delays were also complicated by the route encompassing three provinces, Gauteng, Mpumalanga (a short 10km on the R103!) and then into the Free State.



Below: 25NC 3488, GMA/M 4079 and DE2 1207 navigate the streets of Bethlehem, just 90km from Sandstone. Picture by Ystervaark News.





At Sandstone a great deal of preparation was required by Gert Jubileus, the Heritage Railway Manager, and his crew.

3'6" gauge track panels had to be prepared for each new arrival plus the area where the locos and other units were to be displayed needed much work of a civils nature to level and stabilise it. This was done with just days to spare before the first arrivals and was only concluded as the last units arrived. The main display area for the 3'6" units is near the security entrance to Sandstone, some 3,5km from the main R26 Ficksburg to Bethlehem road.



Sandstone's 1965 Caterpillar Scraper prepares the ground for the new arrivals. Picture by Sandstone Heritage Trust.



GMA/M 4114, originally at Bloemfontein awaits its new neighbours. Picture by Sandstone Heritage Trust.



*Newly fabricated 3' 6" gauge track panels are brought on to the display site for the impending arrivals.
Picture by Sandstone Heritage Trust.*



DE2 1207, a long way from its original home in Zimbabwe arrives at Sandstone. Picture by Sandstone Heritage Trust.



GMA/M 4079 eases into Sandstone. Picture by Sandstone Heritage Trust.





25NC 3488 arrives at Sandstone with double headed Volvos! Pictures by Sandstone Heritage Trust.

While Sandstone has been committed to 2ft gauge operation since 1999, over the years many 3'6" gauge items have been rescued and brought to Sandstone. The new display area, which features the locos and rolling stock from both Bloemfontein and Germiston, is now home to seven steam locomotives, two steam cranes, three GMA/M water tankers, a mainline diesel and a diesel shunter. This now increases the 3'6" gauge collection at Sandstone to 64 items as follows:

Ex SAR steam locomotives 15, Ex SAR Diesel 1, Industrial Steam 9, Industrial diesel 1, Ex RR Diesel 1
Ex SAR Coaches 16, Ex SAR Freight wagons 17, Mobile Cranes 3, Inspection Trolley 1.



The massive size of the multi axle trailer and its GMA/M load is evident in this picture. Picture Sandstone Heritage Trust.



Ron Nell of Frameline Productions braved the dust and heat to capture the whole move from Germiston for a forthcoming Sandstone video. Picture by Sandstone Heritage Trust.



Unloading GMA/M 4079 at Sandstone from the multi axle trailer. A lowbed gooseneck trailer is being used as an unloading ramp. An innovation introduced by Mercor during the move of the Sandstone locos from Bloemfontein. Pictures by Ron Nell.



Sandstone's mighty HET military truck had to offer assistance at times to ease the locos off the trailers. Picture by Ron Nell.



Rhodesia Railways DE2 1207 takes up position at the display site. Picture by Sandstone Heritage Trust



An aerial view of the new 3'6" gauge display area as 25NC 3488 is eased off the multi axle trailer Picture by Sandstone Heritage Trust.



Another aerial view of 25NC being unloaded. Picture by Sandstone Heritage Trust.,



15F 3052, named after David Shepherd's wife, Avril in position next to GMA/M 4114. Picture by Sandstone Heritage Trust.



An impressive line-up of South African main line steam locomotives! GMA/Ms 4114 and 4079 next to 15F 3052 and 25NC 3488. Picture by Ron Nell.

Sadly, many items will not run on the rails again but all are now in a safe environment and the future may hold new life for some of the units.

Thank you to Sandstone for permission to add this great article in our newsletter!



POMC SE NUWE GRASSNYER!!!



POMK het 'n nuwe Husqvarna TS 138 grassnyer gekoop. Die ou masjien kon nie meer die mas opkom om die terrein se gras kort te hou nie. Die ou masjien het vir meer as 30 jaar die klub gronde gesny, maar die herstel en onderdele het baie duur en skaars geword.

Enige persoon wat belangstel om die ou masjien te koop is welkom om 'n aanbod te maak. Kontak Taco.

Graag bedank die POMK, Enviro Chainsaws wat dit moontlik gemaak het om die masjien teen 'n goeie prys aan te koop.



www.envirochainsaws.co.za

Tel No 012 653 2479
Fax No: 012 653 4352
VSP Complex Unit 8 & 9
Cnr Theuns & Tobie Rd
Hennopspark
Centurion





FOR SALE & WANTED

The following cars, parts, odds and ends etc. are listed in our monthly magazine. The purpose of this page is for the advertisement of items by private individuals and not for businesses/dealers. If you are interested in something, please contact the person directly. The POMC do not take any responsibility of sale/wanted goods.

Te koop

1982 Toyota Corola 1.6 Gl Lift back

Kontak: Louis

Mobile: +27 76 207 1363

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



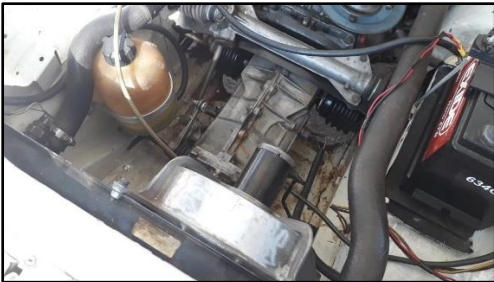


Renault 16TS

Prys: R30 000

Kontak Hilmar Hendrich, Sel: 0824593931

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





TE KOOP

Jaguar 2002 S-klas SE V6

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

Kontak Pedro - Sel 0761632021

epos: pedrod@global.co.za



TE KOOP

1938 MG Model TA

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

Hans Coetzee se Viend - Tel 0837421128





SAVVA Technical Tip 172 -Brake boosters

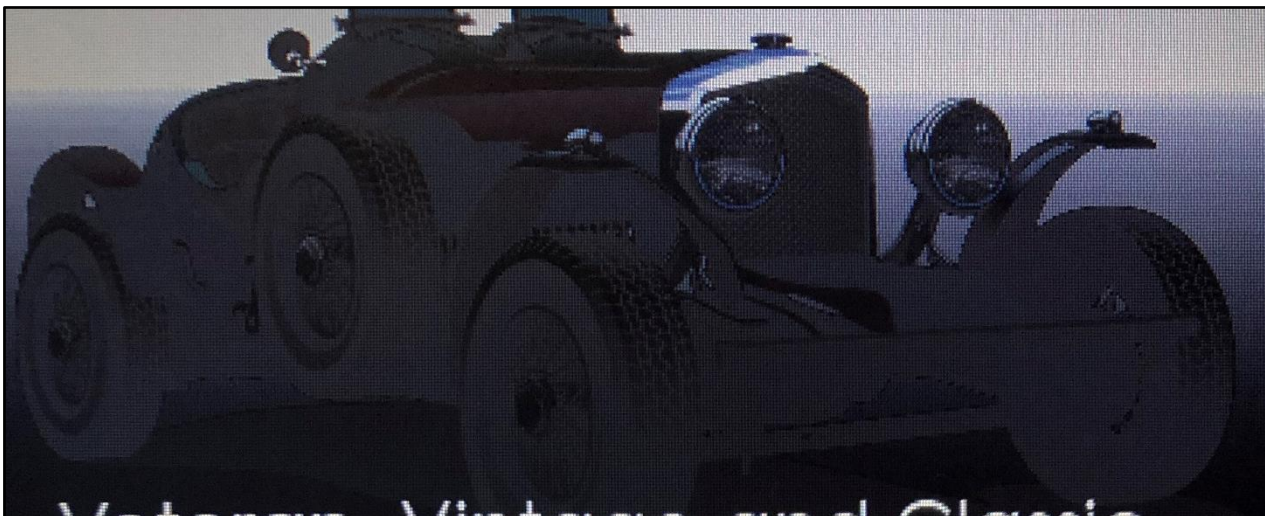
Many of us have fitted, or would like to fit a vacuum brake booster to our oldies to improve the braking pedal effort. It could be the way to go, however, before fitting I would suggest you make sure you have woven linings fitted. That's what early cars came with. You may find that after fitting woven linings the braking effort is quite adequate and you don't need a booster.

I recently had the brakes on my '35 Buick rebuilt by brake specialists at a cost of nearly R10,000. Apart from new hoses, skimming etc. they fitted woven linings and a booster. Regretfully, I have had to disconnect the booster as the front brakes lock-up even with the lightest braking. There is the possibility that once the lining has bedded-in I will be able to reconnect it, but I doubt it! The brakes fitted with woven linings are superb without the booster.

Recently at a club meeting a gentleman came to me and asked how the brakes on my '33 Ford pick-up worked. It appeared he had had woven linings fitted to his Model A but they didn't help so he trailers his car to meetings. On closer examination we found his brake shop had used the modern method of gluing the woven linings on. That defeated the object of fitting woven linings –they must be riveted on. I explained that after fitting woven linings and setting the brakes up correctly I can skid the wheels of the model B under heavy braking. Admittedly it's advisable to say a silent prayer and take deep breath at the same time –but it does stop.

When fitting a vacuum booster check if the booster has non-return built into the suction inlet. If non, fit a "a free standing" one in the vacuum pipe from the manifold to the booster. If a non-return valve is not fitted a percentage fuel-air gas will enter the booster and rot the diaphragm. Attached picture is of a booster currently available. They are imported from China and work well. If memory serves me right, they already have a non-return valve in the inlet pipe.





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Verjaarsdae/Birthdays

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

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



2 Januarie	Robert	Adams
3 Januarie	Doeke	Tromp
12 Januarie	Jan	Snyman
14 January	Hannes	Steyn
17 Januarie	Carel	Wilken
18 Januarie	Deon	Van Wyk
21 Januarie	Faan	du Toit
21 Januarie	Juwhan	Van Deventer
23 Januarie	Johannes	van Velden
25 Januarie	Jannie	Rossouw
26 Januarie	Bruce	Leslie
27 Januarie	Charles	Blair White
27 Januarie	Charles	van Staden
28 Januarie	Charlotte	De Waal
30 Januarie	John Lucius	Ford



MEMBERSHIP FEES:

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

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

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

Account name: POMC

Bank: Nedbank

Acc no: 1603 0550 96

Reference: Name and Surname

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

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

Membership Dues – Ledegelde			
Ordinary Member:	R450 (most of us)	Student / Scholar:	R150
Country Member	R225		
Half Year: Ordinary member	R225	Country Member:	R112
Entry Fee:	R200		

Any new Student or Scholar member need not pay the Entry Fee.

Any new Ordinary or Country member needs to add the Entry Fee to the initial payment.

Annual subscription is from 01 September to 31 August.

REGALIA

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

NEW SHIRTS FOR THE LADIES!!

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



R400 sleeveless



R400 sleeves



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

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

POMC – Motor wapen
R90



POMC – Hout sleutelring
R25

POMC: Staal sleutelring
R25

POMC – Horlosie
R250



POMC – Swart pet
R100

POMC: Swart Beanie
R80

POMC – Geel koffiebeker
R30



POMC – Swart & Geel Lounge
R200

POMC: Wit Lounge
R200

POMC – Swart Lounge
R200



POMC – Swart Serp
R40

POMC – Voorskoot
R150

CIP – Assorted
Volwasse: R120 Kinders: R80



“Partners in restoration”

With on-going restoration of our club members motor vehicles, the club decided to start a “recommended list” of people that can assist in any kind of help with restorations:

This first list is made up from Albert & Carin Etsebeth’s restoration of their 1957 BMW 503 503 V8 COUPE

You are welcome to send your “dedicated suppliers” info to hannie@mailzone.co.za to extend our list of partners.

The POMC only place the recommended names and do not take any responsibility for any work or advise you receive.

Name	Surname	Business name	What can be done	contact cell
Willie	Grobler	Willie Car Rebuilds	Stripping, painting and Rebuilding	079 030 3998
Uli	Retter	Kare Productions	Manufactureing stainless steel fuel tank	082 467 7858
Sulli	Mohammed	Bemow Motor Spares	Supplier of BMW 503 parts	082 551 687
Leatitia	Watson	Northen Hardware & Glass	Manufactured a new windscreen	012 333 0440
Gavin	Oliver	Buff King	Electroplating	083 403 3803
Gert & Wife	Victor	Upholstery	Upholstery, carpeting and roof lining	078 664 5006
Grant	Denshaw	Natal Resleeving	Re-sleeving rear wheel cylinders	082 449 3074
Sakkie	van der Wat		Stub axles on suspensions Ford Side-valve expert, assemble	072 298 9874
Kevin	Brink	Alan Y Brink Engineers	and re-conditioning Boring and fitting of pistons, bearings, ext	082 606 0442
Louis	van Tonder	NPA Sandblasters & Powder Coating	Sand blasting & Powder coating	081 564 4767
Lluwellynn	Venter	Action Auto Electrical	Electrical harness in cars and fitting	082 450 4081
Andre	Dempers	Silverton Brake & Clutch & Silverton Radiators	Re-sleeved the calipers for the front wheel disc brake pads	082 490 4311
Braam	Roux	VR2 Instruments	Checked and tested the radiator Scheming of pressure plates, rings gear and re-lining of clutch plates Dash board instruments	082 458 4576
Jacques		Ultimate Suspensions	Speedo meters & clock repairs Manufacturing gearbox rubber mounting,	012 335 0696
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		Bearing Agent	Supplier of scarce roller bearings	012 326 2551



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