



a-hoo-ah!

MAART 2022

MARCH 2022





VOORBLAD: 1925 Indian Scout

OWNER : Bill Lance

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 2 Februarie 2022 gehou, en elke maand 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 plasings moontlikheid na hannie@mailzone.co.za



POMK KOMITEE 2022 POMC COMMITTEE

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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



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



American day.... On it's way..... 13 March – POMC Clubhouse

FGF Photos



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

Wat Covid betref klink dit nog positief vir die voortsetting van ons klub se werksaamhede.

Ons tweede maand vergadering het op Woensdagaand 2 Februarie plaasgevind. Die terugvoer aanbiedinge oor die Dakar Tydren was nog altyd gewild, en die aanbieding van Brian Baragwanath en sy navigator Leonard Cremer oor die afgelope 2022 Dakar, was weer eens 'n sprekende voorbeeld daarvan.

We had our Second Sunday Bonnets up Car and Bike day on Sunday 13 February with a very good attendance and it was a very nice event.

Daar sou 'n gesamentlike pretrit met die Chev-Klub na Comic Warehouse plaasvind op Sondag 27 Februarie, maar ek het nog geen terugvoer ontvang nie.

We had a very nice event on Sunday 20 February. This was the POMC and CMC Pre-DJ Rally, organized by Claude Stander. It was a very enjoyable event of 98 km to the east of Pretoria. Thank you Claude and your team and also thank you to the VMC for joining us.

Ons wil ook graag 'n versoek aan ons lede rig om in grootter getalle aan ons tydrenne deel te neem. Dit is baie werk en tyd wat deur die organiseerders ingesit word om enige tydren te reël.

Ons hoor graag ook van lede wat sou belang stel om hulp aan te bied met die reël van tydrenne. Kom praat gerus met die Komitee daarvoor.

Ons volgende maand vergadering vind op Woensdag 2 Maart plaas, waartydens Etienne Coetzee gaan praat oor die restaurasie van sy Comaro.

Die volgende "Second Sunday" is die immer gewilde "American Classic Car and Bike day" en vind plaas op 13 Maart. Ons verwag dat mense in groot getalle gaan opdaag.

Kyk maar op 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 wil ook graag lede aanmoedig om aanbiedings by ons maandvergaderings oor hulle karre of enige ander interessante relevante onderwerpe te doen.

Wat Lief en Leed betref wens ons vir Leonie Kraamwinkel 'n spoedige herstel toe. Ons verneem dit gaan darem al beter. Dan wil ons graag ons innige simpatie uitspreek teenoor Lucius Ford, met die afsterwe van sy vrou, Elsabè.

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.

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



UPCOMING EVENTS

SAVE THE DATES IN YOUR DIARY!!!

POMC AMERICAN Classic and Cars and Bike Day



13 March 2022
10h00 till 14h30



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

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

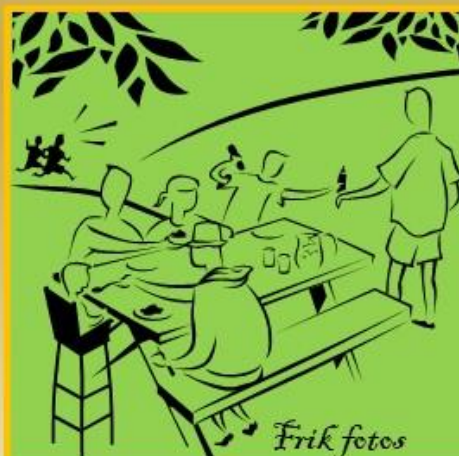
Admission: Adults R30,- Children Under 12 Free
Tickets available form iTicket
Exhibitors and POMC members Free



Refreshments will be available
Braai facilities and Picnic area available



Info:
Jan Nel 082 442 3480
Frik 082 444 2954





MORE THAN 100 ENTRIES FOR **2022 DJ RALLY** FOR CLASSIC MOTORCYCLES

By Roger Houghton

This year's annual Durban-Johannesburg regularity rally for motorcycles made before 1936 has attracted an entry of more than 100 riders. The event will start at 06:00 on Friday, 11 March from the Hillcrest Corner Shopping Mall, outside Durban, and finish at the Benoni Northern Sports Club, Northmead, Benoni the following afternoon after an overnight stop in Newcastle.

The route of 700km from Durban to the Witwatersrand is similar to that followed when this event was a road race on public roads between 1913 and 1936. The authorities refused to give permission for the event in 1937 due to growing traffic volumes on these roads and following the death of 25-year-old Jock Leishman during the 1936 race. This is why the cut-off date for competing motorcycles is 1936.

The big drawcards for DJ Rally spectators this year – as it was in 2020 - will be the participation of the Binder brothers, Brad and Darryn, who are both riding in the world championship MotoGP this year. They will ride with their father, Trevor, a keen classic motorcyclist and regular on the DJ Rally. He will ride his favourite 1925 600cc Indian, while Brad will be mounted on a 1935 500cc Sunbeam and Darryn on a 1936 500cc Ariel. The three of them took part in the 2020 DJ Rally, just before the COVID-19 lockdown and all three finished the route which went from Johannesburg to Durban on that occasion.

This year the Binder brothers are fitting in the DJ Rally between the opening round of the MotoGP championship in Qatar on March 6 and the next round in Indonesia two weeks later.

There are only two entries from outside South Africa in this year's big field, being Anthony Weber, from Zambia, who will ride a 1930 250cc Sunbeam, and Les Youngman, from the United Kingdom who will ride a 1934 250cc New Imperial. Youngman, who has brothers living in Cape Town who will supply him with the New Imperial, will be riding his third DJ Rally

There are only three women on the entry list this year, being Stephanie Meyer, who will ride a 1932 250cc Royal Enfield, Bev Jacobs, a regular entrant, on a 1935 250cc Triumph, and Annel Hertog, who has entered a 1934 500cc Norton.

Fifteen riders will be competing in the famous international event for the first time, which is good news for the sustainability of an event of this nature.

Neville Smith, who is 87, will once again be the oldest rider in the field. His competition number is 35 (he was born in 1935) and his motorcycle, a 250cc Rudge, is also a 1935 model making it the same age as its rider!

Another special number allocation is 39, which will be on the 1933 500cc AJS of Trevor Jones to signify the fact this year's DJ Rally will be his 39th.

Tony Lyons-Lewis is another rider with considerable experience on the DJ and the 2022 event will be his 38th. He started riding the DJ on an uncompetitive 350cc OK Supreme, but then switched to Nortons, first a Model 18 and latterly a 500cc overhead CS1 (Cam Shaft 1).. He says winning the event continues to elude him, but he has finished in the top 10 many times, but has never finished either first or sixth, but in all the other positions. Tony's brother, Jon, is not riding the DJ this year but will be his second on the event.



Three of the riders will be on sidecar combinations, with one of them – Nicholas Chapman on a 1936 550cc Triumph – electing to run without a passenger, while Brian Lange (1928 1000cc AJS) and Adrian Hollis (1936 600cc Sunbeam) will have passengers in their sidecars.

Several previous winners will be in the field this year, headed up by Gavin Walton, who has won four events (2009, 2017, 2018, 2019), Martin Davis with three wins (2006, 2007, 2011), Mike Ward (2004) and Ralph Pitchford (2016) each with one victory. Mark Broady, who won in 2020, has emigrated from South Africa.

Gavin Walton, who is one of the favourites to win again, made a good start to his preparations for the 2022 DJ Rally by winning the Pre-DJ Rally on February 20, with an error of only 89 penalty points. Stewart MacGregor was second with 131 penalty points and he was followed by Ralph Pitchford (137), Mike Ward (205) and Niel Stander (221).

“We, as the organising team, are delighted with the good response we have had from competitors, making this one of the biggest fields in recent years and this enthusiastic support is a fitting tribute to the 50-year history of the DJ Rally which commemorates the annual road races between Durban and Johannesburg between 1913 and 1936,” commented Hylton Allison, who is Clerk of the Course for the first time this year, although a seasoned DJ rider. (The DJ Rally is organised by a team from several car and motorcycle clubs on behalf of the Vintage and Veteran Club of South Africa).

- For more information on the event, including the entry list, go to www.djrally.co.za



Gavin Walton will be one of the favourites to win the 2022 DJ Rally for classic motorcycles between Durban and Johannesburg on 11-12 March, after winning three of the last four of these regularity trials. Walton will be riding his 17th DJ Rally this year, with all but one of them having been on his trusty 1936 500cc AJS. Gavin's brother, Kevin, has completed all 17 DJs he has started on the late George Corlett's 1931 500cc BSA Sloper. This motorcycle had already been ridden by Corlett in more than 20 DJs before Kevin bought it.



**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:
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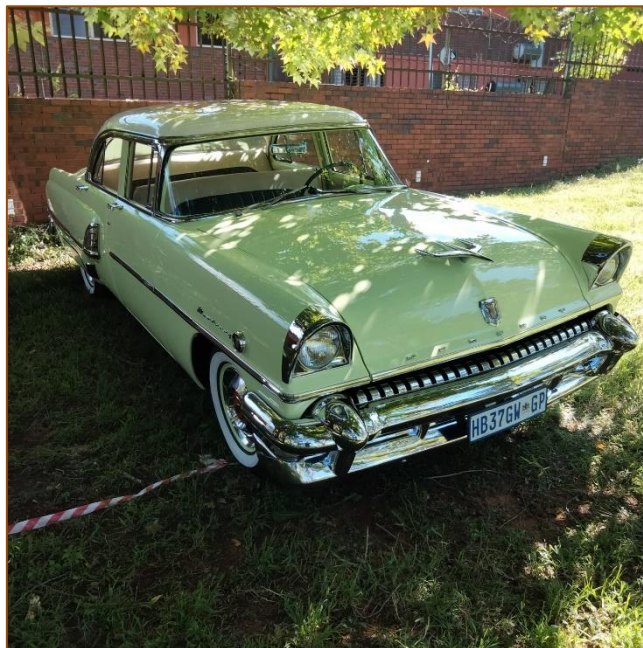
MONTH EVENTS:

POMC Bonnets Up February 2022

On Sunday the 13th of February, the Pretoria Old Motor Club held its Bonnets Up event, and a wide variety of post-war classic cars from various manufacturers were on display.



One of the oldest cars that attended the event was a 1934 Ford V8, owned by Morné Janse van Rensburg. This car has been fitted with a dickey seat as standard equipment and is still in an original condition, Morné has owned this immaculate vintage car for three years.



Although Mercury was an American subsidiary of Ford for many years, these cars are a rare sight in South Africa. Pieter Kuhn recently bought a 1955 Monterey, and although he admits that a few small things still need to be done, it attracted a lot of attention. This car is in an immaculately original condition.



An American Ford model that was popular in South Africa in the 1960's was the Galaxie, which underwent a few changes during its lifetime. Gilvan van Rooyen displayed his 1965 Galaxie 500, fitted with the 390 cubic inch (6,4 litre) V8 engine and an automatic transmission. He inherited this car from his stepfather.



The Ford Cortina Mark 4 was an immediate success after its introduction to South Africa in 1977, but most of them which are in a good condition, have been exported to the United Kingdom. However, two Mark 4 models at either end of the range were on display and both were almost completely original. The entry-level model was the 1,6 L, at least until the 1,3 L was added, and this model was an important reason for the mark 4's success. Johnny Gous displayed an immaculate 1980 model. He bought it in September 2021 from John Dadford.



The flagship model was the Ghia, which was available as a sedan or a station wagon and had automatic transmission as standard equipment. The Ghia station wagon had a woodgrain panel on the tailgate, and inside, the Ghia sedan and wagon had cloth seat inserts and woodgrain finish on the instrument panel and the doors, as well as a comprehensive instrument panel that included a rev counter. Jaco van der Linde displayed his Ghia wagon, manufactured in 1977, the Mark 4's first year of production. This wagon is almost completely original, except that the alloy rims of the Escort XR3 were fitted, along with low-profile tyres. He has received offers from overseas, but he insists that it is not for sale.



One manufacturer that was well represented, was Fiat, and two examples each of two model ranges were on display. The 125 Special was introduced in 1970, and Martin Pitzer displayed one that he bought from an owner from Italian origin. However, another 125 Special attracted a lot of attention.



Cartoria Motor Industries was the main Fiat dealership in the 1960's and 1970's and developed a few special models. One of them was the 125 OTS Scorpion, and Willem Pretorius displayed his 1973 model. From the outside, it could be distinguished from the standard model by means of a 125 OTS Scorpion badge instead of the standard Fiat badge and alloy wheels. The main differences were under the bonnet ; the manifold has been modified, and high-compression pistons and twin OTS camshafts meant that the Scorpion developed 27 horse power more than the standard model.



The 131 was introduced to South Africa in 1977, three years after its international début, and at the end of the following year, the range was facelifted. The model in the facelifted range that attracted the most attention was the Supermirafiori, but a 1600 Mirafiori CL was available as a two-door or four-door sedan and a station wagon. André Kotze displayed his 1979 model which is completely original; he said that he was specifically looking for a CL because they are just about impossible to find.



The development of the Fiat 131 2000 Racing is a sad but true story. When Fiat decided to enter South African motor racing in 1978, a representative of Fiat South Africa went over to Italy, and enough parts for sixteen cars could be brought to South Africa, whereas shipment of the parts to manufacture the rest of the cars that needed to be built to comply with local regulations was arranged. However, the ship sank off the East African coast and the cars could not be completed. That meant that Fiat manufactured a few 131 2000 Racing models that looked like the originals but were not quite as powerful. The Racing was still the fastest car on the South African market with a four-cylinder engine at the time. Neville Pretorius's Racing, which is a 1979 model, is original, but a sunroof has been fitted.



The Morris Minor was a top seller in the 1950's and early 1960's and many of them are still running. Robert Dadford displayed a 1959 Minor 1000 four-door sedan which is owned by his son-in-law. This car has had its wiring replaced and a new camshaft has been fitted.



The Volvo P 1800 became a classic after Roger Moore drove one in the British television *The Saint*. The car was originally built by Jensen in the United Kingdom, but Volvo itself later took over production. Ian Barnard displayed his 1965 1800 S, but he admits that he does not know much of its history except that the body colour has been changed from white to red.



The Triumph TR 6 was the last of the TR models to be fitted with the 2,5 litre fuel injected engine also found in the 2,5 PI and it is a rare car in South Africa. Bill Sales owns a 1970 model, which he bought in November 2021. It is original, even though it is, by his admission, not necessarily in concours condition.



The Triumph Chicane was originally an exclusively South African version of the 2,5 PI, but later a version known as the 2500 TC was added to the British range. The range was facelifted in 1976 for the last time and Hennie Rautenbach encountered little trouble when he took part in the Bull Run in the 1976 Chicane Overdrive he owned at that time. Jaco van Vuuren bought this car approximately four years ago; he runs a Triumph workshop in Centurion.



The ubiquitous VW Beetle is one car without which a display of classic cars is not complete, unless it does not fit into the theme of such an event. Mike Nienaber owns a 1975 Beetle 1600, which he is getting ready for his daughter, who helps him to work on it. He has had the bodywork resprayed, and he has had to fit another engine as the original one caught fire. The new engine is also a twin-port, like the original.



Kaartjie verkope is hanteer deur Sonitus Skool



Sonitus skool se pannekoek stalletjie



POMK se koffiehuis



Motorsport Promoters het 'n "Funrun" gereël vir die Vespa bromponie aanhangers vanaf MBT in Garsfonteinweg na POMK Klubhuis daar was ruim meer as twintig bromponies.



The next event on the POMC calendar is the American day, which will be held on the 13th of March.



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POMC/ /Pre DJ Rally 2022

BY: Neil Stander

After a period of not being able to rally it was quite enjoyable to get back into the swing of it again. The event was a combined club event between the POMC and the CMC. With the DJ, Durban to Johannesburg, rally next month, 11th / 12th March, this gave the DJ competitors a chance to give all those pre 1936 bikes a good run to get rid of those gremlins before the DJ.

Meeting early morning at Que Sera, just outside Bapsfontein, 35 entrants got together for documentation. With 14 CMC, 9 VMC, 4 POMC, 4 SARA and 1 HRSA entries the entry list was not a bad entry but a huge disappointment at the number of POMC entrants supporting the event.

The rally took us on a short 98km route around the east of Pretoria. Road conditions in today's time remained a massive challenge and the concentration levels had to be at the best.

An interesting "loop de loop" route had cars and bikes passing each other making us wonder if we had made a mistake somewhere.

Incident free and only 1 non finisher it was a hugely successful event with everything running smoothly and a big congratulation to all the winners.



Neil Stander – 1933 BSA Blue Star



Christo Ferreira – 1982 Rolls Royce

A special thank you to all Leon Stander for scoring, Gwenth and Anwyn Cronje from the CMC for assisting with documentation and Terresa and Caitlyn Stander for the coffee and rust at the start of the event. Pop onto our club website and have a look at some of the stunning photo's taken by Frik.

Lastly a massive thank you to Claude Stander for organizing the event and giving us as competitors the opportunity to get back onto the road again enjoying our rallying.

Lastly, I would like to urge our club members to please support our future rallies. Only competitors make it worth the effort and satisfaction for both the organizing committee and competitors.

Sealed ODO: A Score Position

Open ODO: B Score Position

Position	Name	No	Total	Position	Name	No	Total
1	Walton Gavin	20	89	1	van Niekerk Schalk van Niekerk Susan	37	27
2	MacGregor Stewart	31	131	2	Gilson David Berndt Gary	35	39
3	Pitchford Ralph	28	137	3	Fundaro Nicola Whitehead Hedley	33	141
4	Ward Mike	29	206	4	Erasmus Terrilyn Lombard Errol	36	589
5	Stander Neil	19	221	5	Stemmet Andre Ferreira Nati	32	899
6	Ferreira Christo Ferreira Lorna	30	242				
7	Pitchford David	27	265				
8	Davis Martin	17	268				
9	Kendall Graham	12	269				
10	Walton Kevin	18	280				



'N BAIE INTERESSANTE UITSTAPPIE!!

Deur: Emil Kuschke

Na twee jaar was dit baie lekker om weer die roete na die SKOMK George skou te onderneem Maar met 'n draai!!!!

Ek was in die gelukkige posisie om by die manne in Wellington aan te sluit oppad na die VET Toer, wat die George skou voorafgaan.

Op Dinsdag 08 Februarie '22 bederf van die plaaslike Model T Ford Klub lede ons met 'n paar lekker verrassings in en om Wellington. 'n Besoek aan verskeie antieke winkels / padstalletjies en ook die Franschoek Motor museum.



Ford Model T en Model S.



1923 Model T Ford

Op Woensdag 09 Februarie '22 is die "spannetjie" van tien voertuie wat 'n 1907 S Ford insluit, oppad na Montagu. Die ongeveer 145km sluit ook seker een van die bekendste berg passe in Suid Afrika in ... die duToitskloof Pas. Wat 'n belewenis om die pas wat in 1949 voltooi is met 'n Model T aan te durf.



1931 Model A Ford



Na 'n welverdiende oornag rus in Montagu vertrek die "spannetjie" Donderdag 10 Februarie '22 na Calitzdorp. Op die skilderagtige roete is daar weer lekker ontbyt genuttig en snuisterny winkeljies besoek. Die 190km tussen Montagu en Calitzdorp is met groot gemak deur al die voertuie afgelê. Na 'n besoek aan BOPLAAS wynkelders en 'n baie lekker kuieraand is almal in die regte stemming om die VET Toer aan te pak

Vroegoggend op Vrydag 11 Februarie '22 was daar meer as 22 motors wat die roete sou aanpak vanaf Calitzdorp na George, ongeveer 125km. Die toer het sy ontstaan 17 jaar gelede te danke aan die Suid Kaap Ou Motor Klub, wat die manne van Kaapstad halfpad tussen Kaapstad en George ontmoet het.

Na 'n vinnige stop by Eight Bells aan die voet van die Robinson Pas het die roete gekronkel vanaf Mosselbaai al met die kus tot in George.

Wat 'n belewenis Tot 2023...



1911 Model T Ford



1913 Model T Ford



Insanely Rare Toyota Shelby 2000GT Crossing Auction Block In March

Christopher Smith 2022/02/04



We bet the vast majority of Shelby fans have no idea that, back in 1967, Carroll turned his attention to Toyota's exceptional sports car, the 2000GT. Three were massaged for SCCA racing in the C-Production class, and the car you see here is one of them. It's slated to cross the auction block with [Gooding & Company](#) on March 4 at the Amelia Island Auction in Florida, but there's more to this special machine than just its connection with Shelby.

According to Gooding & Company, this 1967 2000GT is chassis MF10-10001. Apparently, it's the first 2000GT built with a serial number, which alone makes it something special. The car was originally a promotional vehicle for Toyota Motor Sales USA, but Shelby convinced executives to go racing and this car did just that in 1968. It underwent a decade-long restoration through the 1980s, returning it aesthetically and mechanically to its glory days of racing. It's been in a private collection since then, meaning this is the first time in over 40 years this exceedingly rare car has been offered for public sale.

Being the first 2000GT built with a serial number, and with its connection to Shelby, *and* being just one of 351 2000GTs ever built all total, this could be a seriously valuable machine. Gooding & Company lists an estimate of \$2.75 to \$3.5 million, though all bets are off as to what will happen when the hammer falls on March 4.

Source: Gooding & Company



These are on a par with the old “cigarettes are good for you” ads!

It's a wonder we survived!

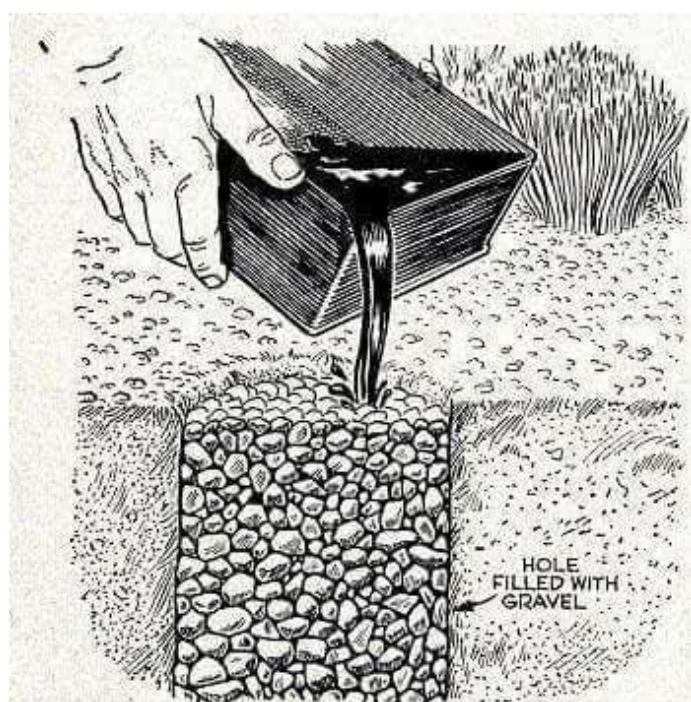
SPRAY DOT 3 INSECTICIDE
ON WHEELS

RINSE WITH HOSE

Wheels can be thrown out of balance by a buildup of wheel ants. Protect your car's smooth ride with weekly applications of automotive grade insecticide.



Nash Thought of the Children, too, in the World's Finest Travel Car!



Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.

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He'll be in kindergarten

WHEN HER RAMBLER NEEDS ITS FIRST CHASSIS LUBRICATION

He's two. The Rambler's brand-new. He'll be five, most likely, and riding to kindergarten, when the Rambler Classic needs its first lube job*. Meanwhile, it will travel twice as far between engine oil changes as any previous model.

In high school, if he drives this Rambler, it will still have the same Ceramic-Armored muffler and tailpipe. (Should

either rust out, collision damage excepted, free replacement for the original owner will be made by a Rambler dealer. That's guaranteed.)

Sound like the car of a lifetime? It is. The starter and generator are lubricated for life. Rambler Single-Unit construction, with its hundreds of extra welds, stays remarkably free from squeaks and rattles.

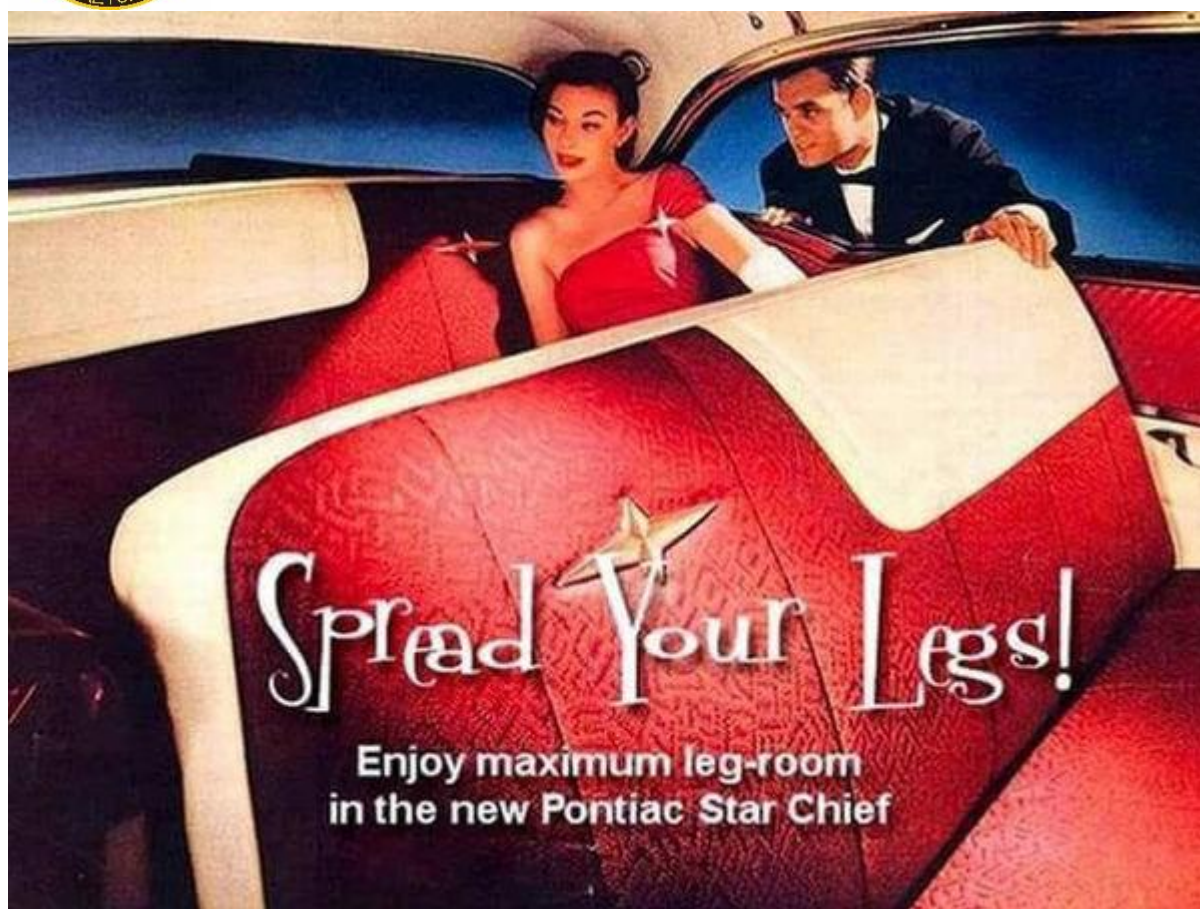
And Deep-Dip rustproofing, right up to the roof, makes Rambler the world's most rustproofed car.

Someday there may be a completely service-free car that lasts forever. Today Rambler comes closest. Come get the full story from your Rambler dealer.

*Chassis lubrication tests 3 years or 33,000 miles which ever occurs first.

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Pat. Pending

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EASY TO INSTALL**

**THE NEW
TAIL PIPE ATTACHMENT
THAT GIVES YOUR CAR
THAT *JET LOOK!***

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Enclosed is \$_____ for _____ Flare-O-Flame
tailpipe attachments.
Send cash, check or money order.
(The cost for each is \$2.00 postpaid or \$4.00 per pr.)

Name: _____

Address: _____

City: _____ Zone: _____ State: _____

65

USE CAR'S EXHAUST TO CLEAN CUSHIONS



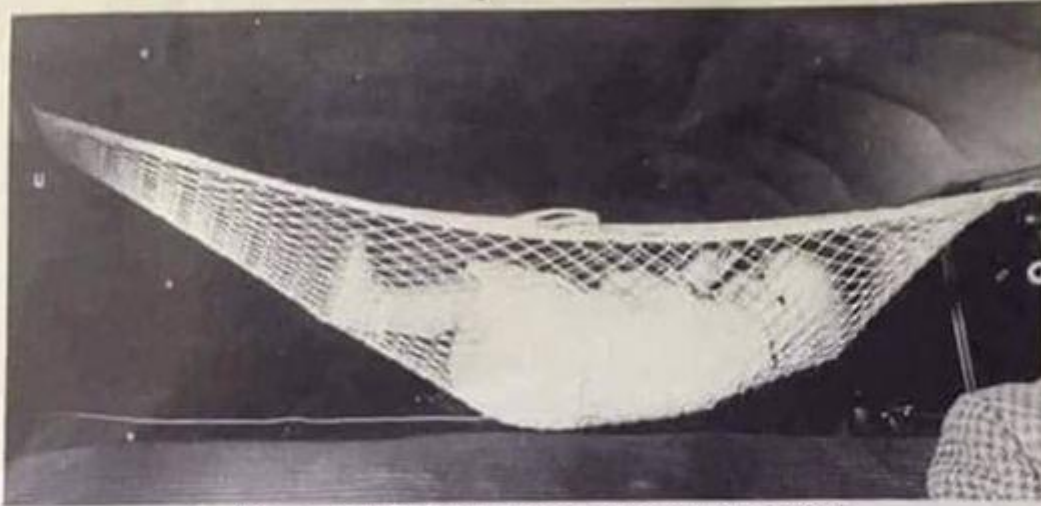
Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a

nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions



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• Baby constantly visible; rear view vision not impaired.

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EVER MADE**

**FITS ANY HARDTOP CAR
ONE-MINUTE INSTALLATION**

YOU CAN PURCHASE A "LULL-A-BABY" CAR HAM-
MOCK FROM YOUR LOCAL DEALER OR PURCHASE
IT AT 518 Lighthouse Avenue, Monterey, California.

RETAILS FOR ONLY

\$ 6⁹⁵

on the Monterey Peninsula.

**YET WE SURVIVED. MAYBE THERE WERE BETTER
DRIVERS BACK THEN?**



FOR SALE & WANTED

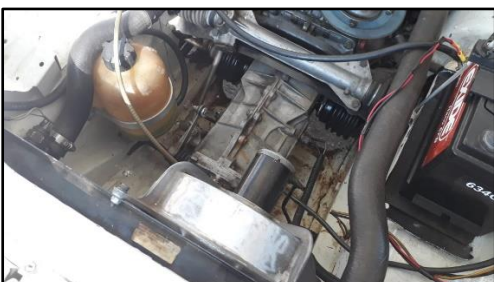
The following cars, parts, odds and ends etc. are listed in our monthly magazine. The purpose of this page is for the advertisement of items by private individuals and not for businesses/dealers. If you are interested in something, please contact the person directly. The POMC do not take any responsibility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

Renault 16TS

Prys: R30 000

Kontak Hilmar Hendrich, Sel: 0824593931

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





TE KOOP

Jaguar 2002 S-klas SE V6

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

Kontak Pedro - Sel 0761632021

epos: pedrod@global.co.za



TE KOOP

1938 MG Model TA

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

Hans Coetzee se Viend - Tel 0837421128





FOR SALE

6-cylinder 3-litre engine. Borg Warner gearbox. Rebuilt to original specification with imported Austin parts.

R100 000 or nearest offer, Contact Daphne McNeill, Kenton-on-Sea 073-824 7588



TE KOOP



Peugeot 404 bakkie.

Maak 'n aanbod. Sal met "bietjie" vroetel dalk weer lewe kry. Bakkie is in Pretoria.

Kontak Jan by

082 574 3966.



FOR SALE



MORRIS 8 SERIES ONE 918cc, 1936 - "Reggie" -

Price: R90 000

Contact: Johannes Basson – 012 667 6500



MORRIS MINOR 1932 MODEL: 847CC - "Archie"

Price: R90000

Contact: Johannes Basson – 012 667 6500



SAVVA Technical tip 173 - Battery storage

(The following interesting historical article was sent in by Dane Fraser – thanks Dane!)

Question: "Why do they say not to put a car battery on a concrete floor?"

The caveat not to put an automobile battery on a concrete floor is a LOT OLDER than the people realize. Although inapplicable to today's polypropylene battery cases, the warning used to be sensible. And, before either polypropylene or hard rubber were used for battery cases, those cases used to be made out of WOOD and used a rubber liner called a jar. Really.

A 1922–1923 catalogue from the Chicago Automobile Supply Warehouse shows batteries in the 19-teens and 1920's were rebuildable. And they were expensive. Adjusted for inflation to 2018 dollars, a battery for a Ford T would cost you \$274. A battery for a Mitchell Light Six would cost you \$848. Thus, rebuilding them made sense.

One could buy replacement lead plates, treated wood separators, positive and negative plate straps (which electrically connected and placed a terminal on plate groups), cell connectors, covers, carboys of battery acid, terminal molds, battery "jars", and wood battery cases. You could also buy battery paint, molds for terminals (which you would pour from molten lead), and battery steamers. The latter were devices used to disassemble batteries for rebuilding.

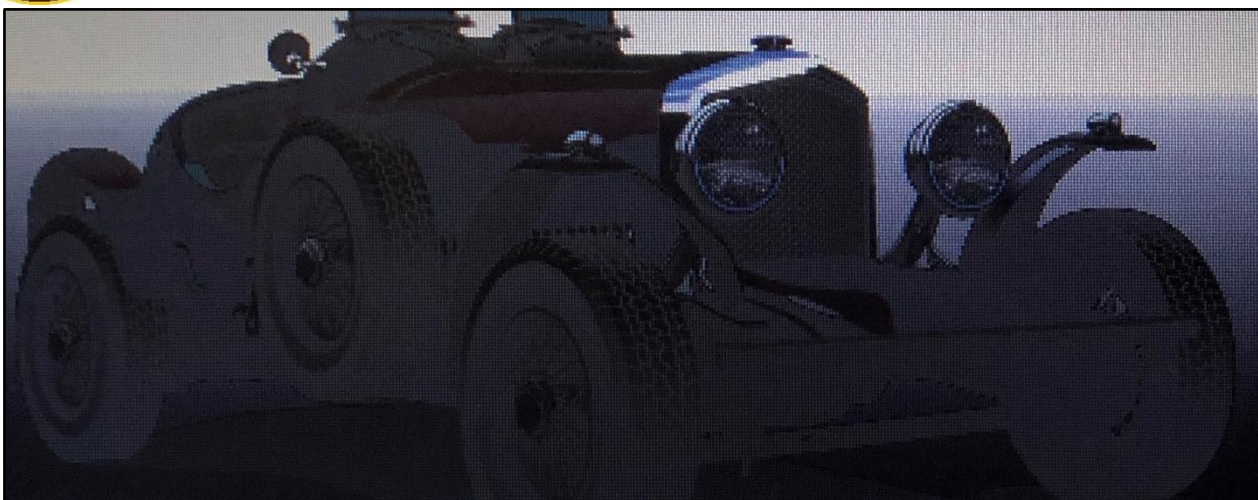
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These wooden cases would, of course, be porous and could become electrically conductive if the electrolyte leaked through or around the rubber battery jar or through the battery cover which was sealed with tar, or leaked through the vents, or if electrolyte or distilled water were spilled on the battery.

But there was another, and probably much more important, reason why mechanics were warned not to place these wood cased automobile storage batteries directly on concrete floors: Uninsulated concrete wicks moisture up from the earth beneath the floor. It is always somewhat wet. And WOOD MOVES as it absorbs or loses moisture from or to the surrounding environment.

It moves A LOT! If placed directly on a damp concrete floor the bottom of that wood battery case would begin to absorb moisture. It would then begin to expand, but the expansion would be differential and uneven. The bottom side of the case in direct contact with the concrete would expand, in a dimension perpendicular to the grain, more than the interior side of the base. The battery's base would thus become convex rather than flat, stressing and then breaking the tongue and groove joint with the battery end pieces. The expansion of the base would then push out the sides of the battery case, breaking the joints between the sides and the ends. The battery case would, thus, self-destruct, simply because of differential moisture absorption, BECAUSE IT WAS PLACED ON A CONCRETE FLOOR.

Considering how expensive these batteries were at the time wooden battery cases were used, how tedious the rebuilding process was, and how much damage could be caused to the car by leakage of battery acid, it is much more likely that wooden battery case failure, rather than electrolyte seepage and accidental electrical discharge, was the primary reason mechanics were instructed to not place an automobile battery directly on a concrete floor.



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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.)



4 Maart	Debbie	Alberts
4 Maart	Justus	De Waal
5 Maart	Bill	van der Westhuizen
7 Maart	Kobus	Mostert
8 Maart	At	von Wielligh
14 Maart	Mary	Vurgarellis
16 Maart	Madaleen	van Heerden
16 Maart	Theo	Stander
21 Maart	Schalk	Morsner
22 Maart	Stefan	Coetzee
25 Maart	Bob	Bouwmeester
25 Maart	Neville	Bensted-Smith
26 Maart	Leonie	Kraamwinkel



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.

SEPTEMBER 2021 – AUGUSTUS 2022.

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

Account name: POMC

Bank: Nedbank

Acc no: 1603 0550 96

Reference: Name and Surname

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

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

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

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

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

Annual subscription is from 01 September to 31 August.

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
		Bearing Man Group, Silverton	Supplier of bearings and seals	012 849 1700
		Bearing Agent	Supplier of scarce roller bearings	012 326 2551



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