



a-hoo-ah!

MEI 2022

MAY 2022





VOORBLAD: 1915 Model T Ford Runabout

OWNER : Emil Kuschke

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 4 May 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 4 Mei 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		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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Koördineerder: 2e Sondagbyeenkomste Coordinator: 2nd Sunday Meetings	Jan Nel	082 442 3480 jannoddy@vodamail.co.za
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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



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



FGK fotos



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

Tydens ons maand vergadering van 6 April het ons, behalwe vir al die interessantheide wat Taco maandeliks opdis, 'n voorlegging deur Doeke Tromp gehad oor sy Toyopet bakkie en in aansluitend daarby vir ons vertel hoe dit die voorloper was vir die ontstaan van Toyota se bedrywighede in Suid-Afrika.

Die uitstappie na Angela's picnic op 3 April, was aangenaam, afgesien van die reën bui wat laat middag uitgesak het. The second Sunday "Veteran and Vintage Day" was also hampered by rainy weather. Although the show-up at the club was small in numbers, it was still a very enjoyable day. We would like to thank Martin Kaiser and his friend who, in spite of the rain, still joined us, all the way from Johannesburg with their veteran motorbikes in the back of a van.

Wat tydens betref wil ons graag weer 'n versoek aan ons lede rig om in groter getalle aan ons tydens deel te neem. Dit is baie werk en tyd wat deur die organiseerders ingesit word om enige tydens te reël. The next rally is the Mampoer Rally which is planned for 4 Junie 2022. The Regulations and entry forms are already available. A big thank you to Emil who is helping us with the organizing of the event. Please make the effort put in by the organizers worth the while by entering and taking part in the rally. If you have not done it before you will find it to be fun and very enjoyable.

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

Ons volgende maandvergadering vind op Woensdag 4 Mei 2022 plaas. Soos altyd sal daar iets interessant aangebied word, maar die hoofdis vir die aand is Rob Clark wat sy Citroen Club waarmee hy resies ry vir ons kom uitstal en meer vertel oor die motor. Dit belooft om baie interessant te wees en ons vertrou om ons lede in groot getalle daar te sien.

There will be no "Second Sunday" event in May, but this is replaced by "Cars at Loftus Park" on 22 May. We had the first of this event last year and it was very well attended and a very enjoyable day. We look forward to seeing you there.

Sien die POMK se 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 graag vir Jan Nel sterkte toe met sy ongesteldheid.

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.

Daarmee groet ek tot volgende maand

POMK Groete

Christo Ferreira



UPCOMING EVENTS



INVITATION TO VINTAGE & CLASSIC CARS and BIKES at LOFTUS PARK



22 May 2022
08h00 till 14h00



Exhibitors please book with Frik
Refreshments will be provided for
exhibitors

Use Northern entrance to the centre
Covered parking available if it rain



Info:
Jan Nel 082 442 3480
jannoddy@vodamail.co.za
Frik 082 444 2954
frikkr@gmail.com

Frik fotos



MAMPOER
Vintage and Classic
Car and Bike
Regularity Rally
4 June 2022



Start and Finish
@
Willem Prinsloo Museum

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

Regs will be
available by mid
April

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



POMC - BRITISH CLASSIC CAR and BIKE DAY

12 June
10h00 till 14h00



British vehicles on display
@ POMC Club House

c/o Keuning and Fred Davey avenue Silverton

Spectators R30,- per person

Under 12 Fee

Exhibitors 2 persons per vehicle free

Food stalls by Sonitus School and Hoot and Toot Grill

Braai facilities and Picnic area available

Gate takings shared with Sonitus School



Info:

Jan Nel 082 442 3480

Frik 082 444 2954

Frik Foto's



PRETORIA OLD MOTOR CLUB
CARS in the PARK

*40 years of Excellence
AT*



on
31 July 2022

GATES OPEN 8h00 FOR SPECTATORS

Admission: Adults R120-

Children under 12 Free

 iTickets.co.za

Tickets available at Gates and

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



Info: www.pomccitp.co.za POMC Cars in the Park on Facebook
Frik: frikkr@gmail.com 082 444 2954 Hanlie: info@siyakula-events.co.za 082 908 2295
Marinda: fringespromo@gmail.com 076 846 1380

SAVE THE DATES IN YOUR DIARY!!!



**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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AAN ALLE KLASSIEKE MOTOR EIENAARS EN KLUBS
JY IS GENOOI NA!

**BOSVELD VLEIS &
VETERAAN MOTOR
FEES**



SATERDAG 7 MEI 2022 • OPEN 08:00 - TOT LAAT

DIE FLOOZE • ADAM TAS • TANYA

**GRATIS TOEGANG, VLEISVERKOPE, KOMPETISIES, PRYSE TE
WEN, STALLETJIES, VERMAAK**

MEER INLIGTING:

JOHAN @ 082 829 0869 HELEEN @ 082 829 0869

BY NG SANDDRIFT

R511 / BRITS 25.46'.48"S 27.67'.83"E



Zinhle Dlamini

Zinhle.Dlamini@za.messefrankfurt.com

www.safestivalofmotoring.com

PERFORMANCE AND PASSION UNITE AS THE FESTIVAL OF MOTORING RETURNS

This August the Festival of Motoring returns to the delight of the motoring public who have been waiting patiently to get into the driving seat of their favourite cars and experience the thrill and excitement that the event provides.

The event takes place at the Kyalami Grand Prix Circuit from 26-28 August 2022 and will continue to deliver on its mandate as the largest industry-supported motor show in Africa, to unite the automotive community by bringing together key industry players, motoring enthusiasts, and consumers shopping for a new ride.

“This year will mark five editions of evolution of the Festival of Motoring, which will focus on the innovation and product offerings that the South African motor industry has to offer. We have added extensively to the wide range of experiences that will be available to visitors” commented Michael Dehn, Managing Director of Messe Frankfurt South Africa, the event organiser.

With 50 pit doors available, there has been enthusiastic support from vehicle manufacturers and importers, with more than 20 automotive brands, including Alfa Romeo, Abarth, Citroen, Fiat, Jeep, Mercedes-Benz, Mopar, Opel, Peugeot and Toyota who will be showcasing their brands and latest models. In addition, over 150 exhibitors will display automotive products and services and lifestyle, outdoor, and customised vehicle offerings to service the need of the visitor.

The Festival of Motoring provides exhilarating experiential platforms for exhibitors and visitors, including the opportunity to drive or be driven in the latest models including EVs and commercial vehicles around the iconic Kyalami Grand Prix Circuit, the self-handling track, or the dedicated Dunlop Grandtrek 4x4 off-road course. “These experiences are core to the Festival of Motoring’s success as they provide a unique way for the consumer to see, touch and feel various and favourite brands on one platform.” added Judy Maharaj, the event Show Director.

The Speed Challenge is an exciting new racing element that will see a few racing legends of South African motorsport driving a variety of cars, including single-seaters, in a race against the clock. In addition, the Sunbet ZX10 Masters Cup will hold an official round at the event, ensuring the motorbike fraternity’s needs are also met. Other entertainment on offer will include drifting and rally driving demonstrations, family fun including a dedicated kids’ play area, junior karting circuit, a gaming zone, and DJ sessions.

General access tickets will cost R250 for an adult, R50 for children aged 3-12. Exclusive hospitality packages are also available at the Premium Club Suite, which includes among others a culinary experience with celebrity chef Reuben Riffle, reserved parking, and a luxury supercar hot lap session.

“The 2022 Festival of Motoring will provide 3 days of motoring sights and sounds for the car enthusiast. It will be a celebration, with fun times to be shared for all members of the family. We will feed a passion, provide exhilarating experiences and education with activities, activations, and spectacular displays and exhibits,” concluded Maharaj.



MONTH EVENTS:

POMC Veteran & Vintage day – 10 April 2022

- By Emil Kuschke

Met groot verwagting is daar uitgesien na dié een dag in die jaar wat iets vir die ouer karre van die klub gereël word. Van Donderdagoggend was die weervoorspelling meer gunstig vir 'n boer wat gewag het vir die groot reëns voor hy kan begin plant.

Die uiteinde van die dag was dat die oggend van 10 April '22 besluit is om die roete wat van die Voortrekker Monument sou kronkel na Fort Schanskop en vandaar na die baie mooi Groenkloof Natuurreservaat afgelas word en dat ons mekaar by die POMC sal kry net na 9:00.

Die gebruiklike melkertjie is smaaklik geniet deur ieder en elk in die koue en reën by die klub.... 'n baie anders as beplande dag maar tog baie lekker.

Dankie aan al die lede met hul karre wat wel opgedaag het en ook lede van die VMC wat van Johannesburg gekom het om die dag by die klub te geniet.





UITEINDELIK - MY KARMANN GHIA!

Deur - Doeke Tromp

My verbintenis met Volkswagens het direk na my geboorte in 1950 begin toe my ouers 'n 1948 model gehad het. Alhoewel my pa twee jaar in Duitse konsentrasiekampe deurgebring het, het hy nog steeds 'n Volkswagen gekoop omdat dit by verre die mees geskikte motor vir die Hollandse weersomstandighede was.

Ek staan links. My broer is kort daarna oorlede.



My pa het later sy eie besigheid in Suid-Afrika besit en in 1959 'n VW Microbus gekoop wat gedurende die week vir aflewering gebruik is. Dit was my taak om Saterdag die middelste ry sitplekke terug te sit en hom te was sodat die gesin Sondae kerk toe kon gaan daarmee.





In 1966, toe ek 16 jaar oud was, het my pa 'n 1956 Karmann Cabriolet met 'n regterstuur by twee jong dames uit Europa gekoop. Hulle het 'n jaar in SA daarmee getoer het en wou dit nie weer terug verskeep nie. Dit was my eerste motor wat ek vrylik oor naweke gebruik het. Alle winkels het Saterdag van 13:00 tot Maandag gesluit en Vereeniging was dan in 'n rusfase – ook wat die verkeersbeamptes betref!



Dieselfde tyd het 'n vriend van my pa 'n nuwe 1966 Karmann Ghia 1300 vir sy vrou gekoop. Hy het sy motors tweejaarliks vervang en die belofte was dat dit dan aan my oorgedra sou word. Ongelukkig het sy jong seun die motor net voor die doeldatum in die motorhuis gestamp toe hy hom terug gery het na 'n motorwas. My pa wou glad nie 'n beskadigde/herstelde motor koop nie en so het die Karmann Ghia my ontwyk.

Dieselfde jaar het die nuwe, aansienlik opgegradeerde 1968 Beetle op die mark gekom - nogal met 'n 1500 enjin!





Aangesien die koopkoers reeds hoog was en die nuwe Beetle tegnies baie beter en betroubaarder as my 1200 Karmann Cabriolet was, het my pa toe die 1968 Beetle vir my gekoop. Ek moes in ruil daarvoor sy nuutgeboude dubbelverdieping huis in geheel verf, sonder enige hulp. Dit het my hele Desember universiteitsvakansie in beslag geneem! Ek dink dit is daardie foltering wat veroorsaak het dat ek dieselfde Beetle vandag nog besit!

Die verlanse na 'n Karmann Ghia het egter die res van my lewe soos 'n erfsonde aan my bly kleef. Ek was deurlopend, veral later jare toe die kinders uit die huis was, op soek na 'n geskikte eksemplaar.

Jan Nel van die POMK het 'n pragtige een gehad en ek het dit etlike jare tydens ons byeenkomste bewonder. Toe hy besluit om sy vloot te verminder het ek dadelik gereageer. Na stywe onderhandeling het hy sy pragstuk goedgunstiglik in Maart 2022 aan my verkoop.



Nou kan daar rus in my gemoed kom – in elk geval wat 'n Karmann Ghia betref!

Dankie Doeke dat jy jou motor entoesiasme deel met die lede – mag jy goeie motor myle in jou Karmann Ghia geniet! - ed



BATTLING THE ODDS IN A TOUGH WORLD

- *Roger Houghton,*

The motor industry worldwide can be a comparatively secure career path with many opportunities for advancement. On the other hand, this industry can also be a very tough operational area where only the resolute and those who are multi-skilled survive. And it may even be possible for one to weave in time to enjoy your favourite area of interest and hobby, namely motorsport, whilst doing so.



Derek Nightingale

One of those people in the latter group is Derek Nightingale, who retired recently to Knysna after a working life that was taken up mainly by various aspects of the motor business, mixed up with short and odd diversions into work such as food manufacturing, household appliance manufacturing, radio manufacturing and engineering plastics sales.

As a child, he emigrated with his family to South Africa in 1957 and completed his schooling at Parktown Boys High. Now, at the age of 77 – he was born in Edinburgh on St Patricks Day, 1945 – and having spent 60 years in various business worlds he has called “time” and retired to Knysna with this wife, Vivienne.

Best known for his legendary skill in the repair of automotive instrumentation – particularly for classic motor vehicles – and as a founder member of the company which built the locally-designed Marauder sports car starting in 1969, Derek has been employed in many other occupations during his long journey to retirement.

However, let us not jump the gun, so back to the early days. After obtaining an NTC4 certificate as an auto electrician at Technical College, young Nightingale joined Stansfield Ratcliffe as an apprentice. The company was an agent for Lucas, Smiths, and British Jaeger instruments among a host of other brands and products.



"I was particularly interested in the new electronic Smiths instruments that came my way, including a transistorised electronic rev counter, when most of these instruments were mechanically driven at that stage," commented Nightingale.



Derek Nightingale and his latest project – a mid-engine sports car



Original Wembley Marauder Predecessor

Fate brought him together with ardent car racer Richie Jute when the two of them were putting petrol in their cars at a service station in Parkhurst, Johannesburg. Nightingale's "wheels" at that time was one of the last four-door Ford Prefects, with the first Kent 1 000cc 105E engine, while Jute had rolled up in a gold Cortina Mk1, that evidently had a ridiculously hot camshaft, judging by the lumpy idle.

Nightingale questioned what was under the bonnet and Jute replied it was a 1 500cc Cortina engine he had enlarged to two litres. The two chatted and Jute found out that the person he was talking to was an accomplished auto electrician. This resulted in a request for help with rewiring his Dart racing car at his house near the filling station.

Thus began a long friendship between the two of them, which continues to this day, with Jute now living in nearby George. It also involved Nightingale in much after-hours work in a cold Parkhurst garage and at the racetracks. Nightingale subsequently met Bob Olthoff, a South African champion, and worked on some of his race cars too. He also spent time working for Jack Holme on his legendary Lotus Elan endurance racing car, which entailed pit-crewing at Kyalami 9-hour races.



Mactech workshop



Nightingale then spent a year working for Jute at his Camshaft Remanufacturing operation in Johannesburg before leaving South Africa for a spell of wanderlust, which included travelling through seven countries. On his return to South Africa, he was fortunate to get a job back at Stansfield Ratcliffe as supervisor of the instrument department.

Nightingale's interest in motor sport saw him often at Wembley Stadium on Friday nights watching hot-rods. It was here that he was impressed by the giant-killing exploits of Peter Meffan in his radical U2-like car where the driver virtually lay down alongside a four-cylinder 1 000cc engine giving excellent weight distribution, outstanding handling, and beating all the other cars in the 2-litre class.



Derek Nightingale (left) with Peter Meffan, designer of the Marauder

This led to another career change as Nightingale teamed up with Meffan to develop and build a road going, two-seater version of his Wembley special. Orders for this kit car, as well as a few factory built cars, flowed, driven by the Wembley success, and kits for an initial eight cars were made before the decision was taken to move to a mini factory in Wynberg. The name given to this car was Marauder.

This is where Nightingale's multi skills came into their own as he became involved in all aspects of the new car's manufacture. His major task was Mig-welding of the spaceframes, but he was also responsible for making up the wiring harnesses and instrumentation, as well as fabricating other car parts.



Initially the Marauder body was made of lightweight aluminium sheeting which suited the car's angular design. Later the mudguards and certain other panels were made of glass fibre and ultimately the "MkIII"

Marauder had a full glass fibre body shell.



An early Aluminium-bodied Marauder

Meanwhile Nightingale had been concerned about the safety aspect of the Marauder and worked by himself on Sundays to develop a revised version of the suspension, where he replaced 16 of the 18 rod end joints with rubber bushes. These changes transformed the car into a comfortable vehicle more suited to road use. Most Marauders were fitted with the ubiquitous Ford 1600 crossflow engine.

Racing versions of the car were also developed, culminating in the manufacture of more than 100 Marauder kits and cars, before financial problems forced the closure of the business.

This meant yet another change of career, joining long-time friend Steve Desilla as a motor insurance assessor with IGI.

"This was an enjoyable time in my life as it entailed a move to La Lucia in KZN and I did well in this new career," said Nightingale. "However, the opportunity then arose to return to Johannesburg and create a family food manufacturing business where I worked for three years. This proved to be an unwise decision, and as a result I joined Barlow's Appliance Division as Quality Control Manager, during this time obtaining a diploma in Polymer technology, which led to another career move into Engineering Plastic sales.

"After 10 years in the plastics industry I set up my own business manufacturing chiropractic equipment that was previously available only from the United States. This equipment was displayed at a trade show in Pittsburgh, USA"

"A final career move back to my roots saw me returning to the exacting work of repairing and restoring Smiths classic car instruments full time again, but this time it was my own business at my own premises. A visit to Roger Pearce at the Emgee Workshop brought additional work. This lasted 15 years and then I decided it was time to retire," said the multi-faceted Nightingale.

Nightingale still found time to get involved in a number of other significant projects with Jannie van Aswegen. These included restoring the mid-engined version of Rauten Hartmann's "Netuar," a home-built Peugeot Special single-seater F1, and the rebuilding of a genuine Lotus 7 Series 4 that had been severely damaged in a fire.



Mavric Seven



Lotus 7 series

"Following a meeting with Roger Pearce, who was looking for a replacement for Birkin 7 kits which were no longer available locally, I designed, developed and built the 'Mavric', a mid-engined Lotus 7 concept car. The search for good classic components such as Ford gearboxes and rear axles for a rear-drive car proved fruitless. This led me to look up another avenue and that was to design a car that had the same appearance as a Lotus 7, but using modern, front wheel drive parts. A mid-engine chassis would allow the use of these, more readily available, components." explained Nightingale.

"I bought a complete VW Golf Mk1 'write off' and designed a mid-engine chassis to accommodate these parts, as well as making it easy to assemble as a kit. The name Mavric comes from an article in the 'TLC' magazine, where I was described as a 'maverick' because I had built a Lotus 7 concept car with a mid-engine. The Mavric proved to be excellent, but Roger (Pearce) did not think it would market well with customers who wanted a conventional Lotus 7 type car. The project was shelved, and the car sold to a happy new owner."

Nightingale may have retired but he still has unfinished business which he is working on at his Knysna home. This time it is a mid-engine sports car with a ladder-type chassis and Dino-type glass fibre body shell. Engine is a modified Rover V8, bolted to an Audi trans axle.



Single seater Netuar



As mentioned in the introduction, the motor industry can be a very tough environment and often it requires special people to keep going and find a solution when circumstances are challenging. Derek Nightingale is one of those people.



The blue car at this Marauder gathering is a **Mk III with glass fibre body and internal panels**. This model has 16 metalastic bushes replacing all but two of the rose joints in the suspension. Nightingale (left) is chatting to Stuart Alexander, owner of a Marauder with a Mazda rotary engine, while a "local is lekker" fan supports the project!

Thank you Roger for the great article -

110 Years of Alfa Romeo: A stunning celebration at Lourensford

by Hannes Oosthuizen March 31, 2022

Revered Italian brand Alfa Romeo celebrated its 110th anniversary two years ago, but due to the COVID-19 pandemic, local fans have not been able to gather to properly salute this occasion. Late in March, however, the Cape Alfa Romeo Club (and fellow Alfisti) gathered in numbers at the Lourensford Estate in Somerset West. Some truly special cars showed up!

It is quite often said that owning an Alfa Romeo is a rite of passage when it comes to the classic car lifestyle or, that you simply can't call yourself a petrolhead until you've owned one of the Milanese brand's historic stunners. And so, there remains a very active, very passionate fanbase for the marque, even though it has fallen on troubled times in recent years.

Find a classic Alfa Romeo to buy here.

When I arrived at the beautiful Lourensford Estate on Saturday, I expected to see the usual classic Alfa fare that often show up at car events in the Western Cape - you know, the various series of the iconic Type 105/115 Spider, a few '60s Giulias and a smattering of more modern GTVs and perhaps a boxy Giulietta. But what I got was a whole lot more than I had expected.



Organiser Lynton Lomas had managed to get some usually very private collectors to bring their best wares. The result was a staggering display of around 150 cars, beautifully capturing the evolution of the brand that is loved the world over.

"This is very much a Cape event," said Lomas, "but we do have owners here who have come from very far, places like Gqeberha and Pretoria, to join us on this special day."

As I made my way through the strategically parked cars, I initially found it hard to pick my favourites or to focus on filming and photography, as I was often distracted by cars that I had never seen before, or only on images.



But you can't really just walk past a 1947 6C SS Freccia D'Oro (for Golden Arrow) without taking a few minutes to drink in the details. This is a very rare car, the very first postwar Alfa Romeo to be built, and in total only 680 were produced until 1951. This particular example was made available for display by the Franschhoek Motor Museum.



I'm a sucker for a Sprint Speciale, and so to see two of these gorgeous little cars, which back in the '60s boasted the aerodynamics of a modern supercar (0.28 drag coefficient) together, was definitely a highlight. Designed by Franco Scaglione at Bertone these little cars were so slippery that the later 1.6L models could reach 200kph!



As you can imagine, there were many red cars on display, so it was appropriate that one of the prettiest cars on show, a rare Touring Spyder, was finished in a different hue (grey) - see it in detail in the video at the top of the article. The same lucky owner also displayed a gorgeous silver 1964 Touring Sprint 2600 Coupe, in right-hand drive!



As I made my way around a corner to find some coffee I stumbled across two incredible gems that are almost never seen together, the brutal-looking SZ and RZ twins. Their quirky design is often accredited to Zagato alone, but it was actually a combined effort between *that* famous design house and Centro Stile Fiat and Centro Stile Alfa Romeo. Zagato built the cars, using 75 mechanicals. It's worth noting that the RZ (that's the roadster) was built in extremely limited numbers - only 278!



Speaking of the 75, the blocky sedan was of course never sold in South Africa, but a few examples have made their way to our shores and a black 75 was on display at Lourensford.



It was joined by a line-up of largely forgotten Alfa sedans, including a 119i and an Alfa 6, the latter proudly proclaiming the fitment of six Dellorto carburetors. Facing these boxy sedans were the later four-door cars that marked Alfa Romeo's return to South Africa, the 164 (which is ageing beautifully) and the 155.



As is usually the case at car shows in the Western Cape, there were some fine examples of Alfa's Bertone-designed 105 and 115 series coupes, some completely original and some tastefully tweaked. I found a seemingly completely original Stepnose (or Scalino) to be achingly beautiful. Proudly displaying its engine bay (possibly the cleanest I've ever seen) was another Stepnose that has been tastefully upgraded to be a replica of a 1965 GTA. Parked right next to it was a car that was one of the most photographed on the day - a racy-looking GTAm.



One of the most anticipated arrivals of the day showed up a little later, a stunning red Montreal, one of only a handful in the country. The seductive coupe was clearly a crowd favourite, as it stopped people in their tracks and had them jockeying for position to get a good photo.

Designed by the great Marcello Gandini at Bertone, around 3 900 examples of the Montreal were produced from 1970 to 1977, powered by a 2.6L V8 derived from the engine used in the 33 Stradale. Back in the day, the Montreal was more expensive to buy than a Jaguar E-Type or Porsche 911!



Following hot on the tailpipes of the Montreal was a rarely seen Giulietta Group One. It's hard to imagine it now, but the Giulietta was once a very popular car in South Africa - at a time when South Africa was one of the Italian brand's biggest export markets. The Group One was something special for the local market and named after our premier racing series. It had more power (for greater punch at altitude, in particular), and GTV-like front suspension.

A long line of Type 116 GTVs, including the SA-special 3.0L, once the fastest locally-produced car, showed the evolution of the Giorgetto Giugiaro-designed coupe to striking effect.



Buy a stunning limited-edition print of the Alfa Romeo GTV6 3.0 here.



I do like spotting oddities, and I must say seeing a 1983 AlfaSud Giardinetta Speedwagon gave me a smile. It looked like a humble little wagon, not "speedy" at all!



Cars kept arriving throughout the day, so it took several walkabouts to make sure everything had been appreciated, including a rare white Berlina, very pretty 50's Giulietta Ti and a colourful trio of '60s Giulia sedans.



On the "other" side of the pathway splitting the two display areas were the "moderns", including a vast number of Type 916 GTVs and Spiders from the '90s, the 145, later 159 and, of course, Alfa Romeo's instant modern classic, the 4C, in just about every colour you can imagine. Stellantis, the firm in charge of Alfa Romeo these days, also had a presence and proudly displayed one of the first new Giulia GTAm models to have arrived in the country.



Overall, a fantastic day and a great reminder of the significance and "glory" of this storied marque. Here's to at least another 110... or 112, to be accurate!



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

1938 MG Model TA

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

Hans Coetzee se Viend - Tel 0837421128





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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



FOR SALE

Ford Capri Mark 1 (1970) 2.0 V4 GT Automatic XL

Papers all in order, licensed and driven regularly. The car is in Cape Town.

Offers in region of R150,000 ONO.



Text or call / WhatsApp Jane at –079 754 1109



Thanks to this ingenious trick with boiling water you can do this for your car

Boiling water

It's very easy to repair a dent by yourself! All you need is a kettle with hot water and a toilet plunger. So, how do you do it? We'll explain!

- Fill a kettle with water and boil it.
- As soon as the water is boiling, you take the kettle out to your car and pour the water onto the dent and the surrounding area. Do be careful because the water is very hot, of course!
- Now it's time to use the toilet plunger. Put the plunger around the dent and carefully pull it towards you. Slowly and carefully repeat this step a couple of times, making your way towards the dent.
- After a few minutes of careful work, the dent will be completely gone! It's just as if there never was any dent in the first place.

- Thank you Berto for sharing this great tip - ed



SAVVA Technical Tip 175 - Oil Filters

Many owners of early cars express concern about the lack of an engine oil filter. This concern is quite legitimate as early oils settled the gunk to the bottom of the sump to be drained out at the next oil change – usually at every 1000 miles. Modern oils suspend the gunk and the filter removes it – if you have a filter that is. The concern is – what if you don't have a filter – the junk just keeps circulating wearing out the engine components prematurely.

In the early 30's through to the 50's many cars, especially the posh ones, had simple disposable "by-pass" oil filters fitted. Obviously, they weren't as effective as modern full flow filters but were better than nothing. Unfortunately, nowadays even these replacement by-pass filters are very difficult to find. However, depending on your engine, there is an alternative filter one can use which will give you a bit of peace of mind knowing that the oil will pass through it every few minutes.

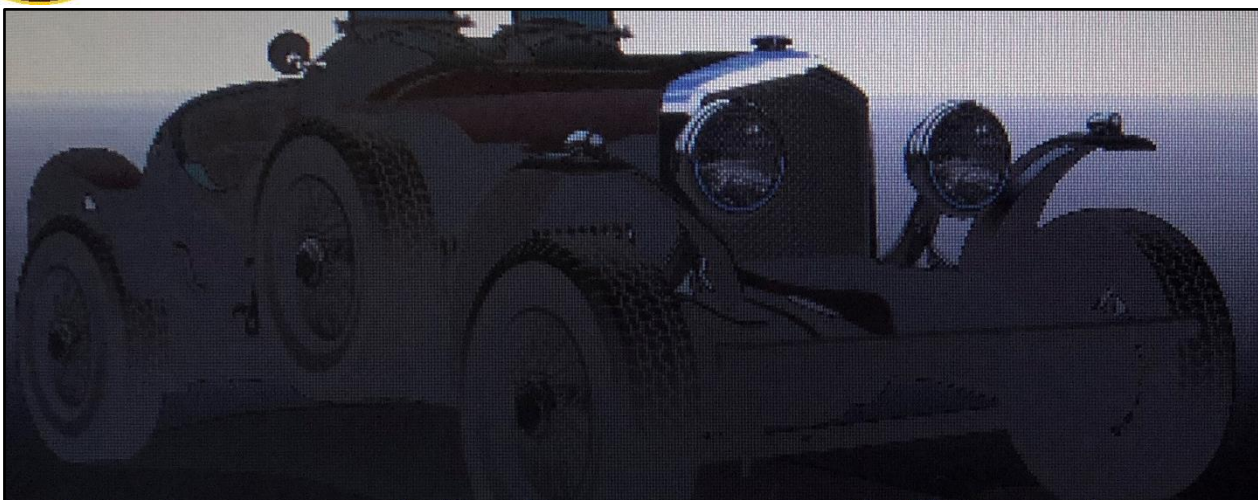
If your engine is an OHV and has an oil line that travels externally from the bottom of the engine up to the cylinder head where it feeds the rocker arm and tappets, one can tap into this line and fit a by-pass filter. Attached is a picture of such a fitment on a typical G.M. engine. These filters take the modern "screw on" disposable oil filter.

An ideal filter body would be the one used on Valiants. It was external and fitted on top of the engine having two flexible oil lines to the engine. The question is – what happened to all the Valiants? I'm sure there are numerous other cars using a similar arrangement that we can use.

Years ago, Doep du Plessis from Vrede, a top restorer, fitted full flow filters to his side valve Chrysler engines by drilling into the block near the oil pump. The oil was pumped out, through a filter, and back into the block. - I don't know the details but it can be done.

This picture is of a typical GM engine conversion using the housing from a diesel engine that was purchased at a flea market for a few Rand.





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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.)



1 Mei	Hennie	Rautenbach
5 Mei	Natie	Ferreira
5 Mei	Corneel	Kraamwinkel
6 Mei	Heleen	Neethling
17 Mei	Danie	du Plessis
17 Mei	Steffan	Stander
18 Mei	Willie	Fourie
19 Mei	Derek	Nell
26 Mei	Michelle	Jeannes
27 Mei	Ben	Minnaar



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			
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!!

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R400 sleeves



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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
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