



# a-hoo-ah!

**JUNIE 2022**

**JUNE 2022**





VOORBLAD: BMW 333i

OWNER : Zeferino Alho

**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](http://www.pomc.co.za); [www.pomccitp.co.za](http://www.pomccitp.co.za); [www.facebook.com/POMCclub](https://www.facebook.com/POMCclub)

### Klubvergaderings om 19:30 vir 20:00

POMC members meeting and braai are held at the POMC Clubhouse on 1 June 2022. For the rest of the year meetings are held on the 1<sup>st</sup> Wednesday evening of each month.

POMK lede vergadering en braai word op 1 Junie 2022 gehou, en elke maand op die 1<sup>st</sup> Woensdagaand van die elke maand in die POMK se klubhuis .



Hennie Rautenbach sorg vir die braaivleis vuur vanaf 18h30

### WEDNESDAY MEETINGS, 2<sup>nd</sup> SUNDAYS & OTHER:

| Woensdagaande | 2 <sup>e</sup> 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      | 2 July Mampoer Regularity Rally                                      |
| 6 July        | 10 July European Classic Day Car & Bike day           | 24 July Cars on the ROOF @ Brooklyn Mall<br>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](mailto:hannie@mailzone.co.za)



## POMK KOMITEE 2022 POMC COMMITTEE

|                                                                                                    |                         |                                                                                            |
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| <b>Dateringsbeampte<br/>Dating Official</b>                                                        | <b>Craig Jeannes</b>    | <b>082 439 5902 <a href="mailto:craig.cars@hotmail.com">craig.cars@hotmail.com</a></b>     |
| <b>Koördineerder:<br/>2e Sondagbyeenkomste<br/>Coordinator:<br/>2<sup>nd</sup> Sunday Meetings</b> | <b>Jan Nel</b>          | <b>082 442 3480 <a href="mailto:jannoddy@vodamail.co.za">jannoddy@vodamail.co.za</a></b>   |
| <b>Nuwe komitee lid:<br/>New committee member:</b>                                                 | <b>Neil Stander</b>     | <b>082 780 5333 <a href="mailto:neil@stander-za.com">neil@stander-za.com</a></b>           |
| <b>Tesourier :<br/>Treasurer:</b>                                                                  | <b>Kobus Ebersohn</b>   | <b>082 366 2364 <a href="mailto:kobus@ebersohn.co.za">kobus@ebersohn.co.za</a></b>         |
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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  
10<sup>TH</sup> to 14<sup>TH</sup> 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  
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[www.facebook.com/POMCclub](https://www.facebook.com/POMCclub)  
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**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**  
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stationary engine and super car day  
9 October  
@ POMC Clubhouse



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

Tydens ons maand vergadering op 4 Mei het Danie Ferns vir ons sy Citroen GS gewys en 'n voorlegging oor die geskiedenis daarvan en ook meer oor die interessantheid van die Citroen GS in die algemeen vertel. Verder het Rob Clark vir ons ook sy Citroen GS gewys en vertel oor sy wedrenskiedenis met sy Citroen. Dit was baie interessant om van die uniekhede van die GS te verneem.

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 was planned for 4 Junie 2022 but, due to the Mampoer Festival which was moved, the rally will now take place on **2 July**. The Regulations and Entry forms are already available for entry. Thank you very much to Emil who is helping us with the organizing of the rally as well as Claude's input. 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. **To give newcomers the opportunity to learn more about rallying and especially navigating, we will have a presentation by Neil and Claude Stander at our coming monthly meeting on Wednesday 1 June. This is the ideal opportunity to start rallying**

Ons hoor nog steeds 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 1 Junie plaas. Soos reeds genoem sal ons die voorlegging oor tydens hê. Almal sal dit baie interessant vind en nie net voornemende rally deelnemers nie.

There was no "Second Sunday" event in May, but this was replaced by "Cars at Loftus Park" on 22 May. It was very well attended and a very enjoyable day.

Our "Second Sunday" event for June will be our "British" day on 12 June. We hope to see cars and visitors there in great numbers.

Frik is goed op dreef met die reëlins van Cars in the Park op 31 Julie. Die belangstelling lyk goed en ek dink die deelnemers en toeskouers sien uit na die byeenkoms na twee jaar se afwesigheid as gevolg van Covid.

Do not forget about the Magnum Rally from the 10<sup>th</sup> to the 14<sup>th</sup> of August in Hazyview.

Ons wil ook graag weer eens ons 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 en Chris Beyers baie sterkte toe met hulle 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.

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

# 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*





2 July 2022



**MAMPOER**  
Vintage and Classic  
Car and Bike  
Regularity Rally  
2 July 2022



Start and Finish  
@  
Willem Prinsloo Museum

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

Speed Groups  
65  
75  
90  
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Contact:  
Claude Stander 082 570 2498 [claude@stander2.co.za](mailto:claude@stander2.co.za)  
Frik Kraamwinkel 082 444 2954 [frikkr@gmail.com](mailto:frikkr@gmail.com)



PRETORIA OUMOTORKLUB  
**CARS *in the* PARK**  
by



on  
**31 Julie 2022**



**Commercial Exhibitors**  
**Art and Craft Market**  
**Flea Market**  
**Food Market**



**INFO**

**[www.pomccitp.co.za](http://www.pomccitp.co.za)**

**082 444 2954**



**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  
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## MONTH EVENTS:



Rob Clark en Danie Ferns

by klub vergadering met 'n replica van Sarel van der Merwe se Citroen 1220 GS







## POMC at Loftus Park 2022

The Pretoria Old Motor Club hosted a classic car event at Loftus Park on the 22<sup>nd</sup> of May 2022.



One of the most interesting vehicles on display was a 1933 Ford Model B Pick-up, displayed by Eric Mc Quillan, who is also a member of The Piston Ring. This truck is unusual in that it also has a convertible top. It found its way to Rustenburg from Zimbabwe, and Eric bought it from a deceased estate. The Model B was a successful range that replaced the Model A in 1932.



**Ford Model B:** This Ford Model B is owned by Eric Mc Quillan, who is a member of The Piston Ring





The Mercedes-Benz Unimog is legendary for its off-road capability and is mainly used for military or agricultural purposes. The Unimog Freunde (Unimog Friends) club was well represented and at least four were on display. Ferdi de Beer owns a 1980 model 416 double cabin model. Originally, it had a single cabin and like many other Unimogs it was used for firefighting. It is also only one fitted with an automatic tyre inflation system.



***Mercedes-Benz Unimog 416 double cab: Ferdi de Beer is the owner of this Unimog 416 that has been converted to a double cab***

Buks Collins is the chairperson of Unimog Freunde, that has existed for eleven years. He owns a 1982 Unimog 406 that has never been used in the Defence Force. Instead, it was originally used for road construction. He bought it from a German owner who lived in Cape Town.

***Mercedes-Benz Unimog 406: The owner of this Unimog 406 is Buks Collins, the chairperson of the Unimog Freunde club***



Stephan Coetzee's 416 was manufactured in 1978. It was used as a fire engine at the Lion Park close to Krugersdorp. Stephan bought it from Arthur Cockin, who has since died. The fourth Unimog on display is owned by Pottie Potgieter. His 416-162 was manufactured in 1987 and has been fitted with a military cabin. It is mainly used for firefighting on a farm near Machadodorp in Mpumalanga.

***Mercedes-Benz Unimog 416: Stephan Coetzee's Unimog used to be a fire engine at the Lion Park near Krugersdorp***





*The BMW 3 series was an instant success when it was first introduced to South Africa in 1983, but examples of the early models that are still in a good condition are getting extremely rare.*

The original M3 could not be introduced to South Africa because it was only manufactured in left hand drive, so BMW South Africa planned a special model that was exclusive to South Africa. The 333i had the same engine as the 733i, and because of its crowded engine compartment, prospective buyers of the 210 cars that were built, were forced to choose between air conditioning and power steering.



***BMW 333i: This was the 146<sup>th</sup> of 210 BMW 333i's built in South Africa; Zeferino Alho has owned it since new.***

The styling features that distinguished the 333i from lesser models were Alpina alloy wheels, side skirts, and a large rear spoiler that was later also fitted to the 325iS. Zeferino Alho bought his 333, the 146<sup>th</sup> unit that was manufactured, new and he has kept it in an immaculate condition. A small number of scale models based on the 333i will be available soon.

The 325i was introduced in 1986 as the flagship model for the standard BMW 3-series and Kobus Ebersohn bought his two-door 325i automatic new in the same year. It has had sheepskin covers on the front seats from the start and the car, which has done 180 000 km since new, is still in an immaculate condition.



***BMW 325i: Kobus Ebersohn bought this BMW 325i Automatic new in 1986.***



The Datsun Laurel, originally known as the L-series and available as a 200 L or a 280 L, is a rare sight on South African roads. The original model was introduced to South Africa in 1978 and the facelifted model, known as

the Laurel, followed two years later. Dieter Vos recently bought a 280 L manual manufactured in 1979, having grown up with a similar car in the family. He admits that his car is still a work in progress, and since he bought it, he has fitted new door mirrors and the same alloy rims that were standard equipment for the Nissan Skyline 2,8 GTX.



***Datsun 280 L: Dieter Vos recently bought his Datsun 280 L and is in the process of restoring it.***

Until the 1980's, Lancia cars were available in South Africa in limited numbers. One of the models in the local range was the Flavia Coupé. Juriaan de Beer's father bought his 1964 model in 1968 and it stood in a barn from 1974. In 1988 a donor car was found, and this car was restored to its original condition. The process was completed six years ago, and many parts had to be imported from Italy. A total of 23 000 Flavia Coupés were manufactured and about 160 are still running.

***Lancia Flavia Coupé: Juriaan de Beer's Lancia Flavia stood in a barn for many years before being restored.***







One of the most popular cars in South Africa in the late 1960's and early 1970's was the Ford 17/20 M, but these cars have disappeared from our country's roads. Two were on display, including Quinton ten Krooden's 1969 17 M RS coupé. This model was introduced when the range was facelifted for the 1969 model year. His car is just about original, and the only change he has made, was fitting alloy wheels.

***Ford 17 M RS: Quinton ten Krooden's Ford 17 M RS is almost totally original except for a set of alloy wheels.***

When the Chevrolet marque celebrated its 50<sup>th</sup> anniversary in 1962, a new model, that became the entry-level model of the range, was introduced. The Chevy II, also known as the Nova in some markets, was fitted with either the 2,5 litre four-cylinder engine that was later used in models like the Ranger, the Firenza and the Opel Rekord-based 2500 or a 3,2 litre six-cylinder engine that was standard equipment the South African model. Willie Oosthuizen has owned his 1962 model for 22 years and it has never been restored.

***Chevrolet Chevy II: Willie Oosthuizen has owned his 1968 Chevrolet Chevy II for 24 years.***







In the 1960's and 1970's, large American pick-ups were popular in South Africa, not only with farmers but also as police vehicles. The Chevrolet C-series was one of them, and a new generation was introduced in 1974. The range consisted of three models; the C 10, which was the most popular, the C 20 and the C 30, which was used in working environments. Frik Kraamwinkel brought his son Corneel's 1975 model C20 which he owns for fifteen years. He bought it as a restored vehicle without a load box and fitted one later.

**Chevrolet C 20: Frik Kraamwinkel son's**  
**Chevrolet C 20 was without a load box**  
**when he bought it, but he has since fitted**  
**one.**

After time, it was discovered that the restoration was not done properly and had to be re-do (body putty is not a substitute for body panels). Frik and his son Gerco did it and changed the colour from yellow to white. They also fitted a 327 cubic inch (5,4 litre) V8 engine but retained the original three-speed manual transmission with a floor-mounted gear lever.

Dr. Doeke Tromp displayed his latest acquisition; a 1967 Volkswagen Karmann-Ghia 1500. He was lucky enough to get hold of a number plate denoting the make and year model of this car. He bought it from fellow club member Jan Nel who owned it for about twenty years ago, about two months before the exhibition. A distinctive feature of this car is a special set of wheels that were available as accessories during that time.

***VW Karmann-Ghia: Doeke Tromp recently bought***  
***his VW Karmann-Ghia from fellow club member***  
***Jan Nel.***







The next event on the calendar will be the annual British day, to be held at the premises of the POMC in Silverton on Sunday the 12<sup>th</sup> of June.





## ARGUABLY THE OLDEST “MADE IN SA” TOYOTA IN RUNNING ORDER FINDS A NEW HOME

- By Roger Houghton

Arguably the oldest “made in South Africa” Toyota in running order – a 1963 Toyopet Stout – has found a new home at the Toyota Museum of Nico and Tanya Fourie in Klerksdorp. Dr Doeke Tromp, of Pretoria, says that after a relationship of 58 years with the Toyopet Stout he has decided that it is time for it to go to a new home. He found that new home recently when reading the February 2022 edition of CAR magazine which had a feature on the Fourie’s ever-expanding museum in Klerksdorp.

“I am now 72 and realize I need to scale down my classic car collection and its related activities so it made sense to sell the bakkie to somebody who will appreciate it and its important place in South African automotive history,” explained Tromp, a former university lecturer and chief financial officer at several large institutions.

“My father bought the Stout in December 1963, but it was first registered in January 1964. Toyota South Africa was founded in 1961 and these newcomers to the South African market were first imported from Japan as built-up units, but ‘our’ Stout was assembled by Motor Assemblies in Durban.

“Assembly of the Stout RK45 model began at Motor Assemblies in Durban in 1962 and then in 1963 the improved RK100 with a 1900cc engine and twin headlights went into local production. This is the model my father bought. The retail price was R1 770, which was very reasonable for a bakkie that could carry a load of 1.5-ton while the popular American Ford, Dodge, Chevrolet, and GMC bakkies were only rated at three-quarters of a ton.

“Our Toyopet Stout served a very productive life on my father’s poultry farm as well as providing transport at various building projects in Vereeniging. I also used it when doing my test for a driver’s licence in 1968,” added Tromp.

“The well-used bakkie was given a basic repaint in the same light blue colour in the early 1980s, along with the load box being reconditioned and the upholstery re-trimmed.



“The Stout was inherited by my sister as part of the poultry farm’s property following my father’s death in 1990. When my sister emigrated to New Zealand in 1996 my sons suggested that we acquire the Stout in memory of their grandfather. It was then used as daily transport by my sons during their studies at university and later used on our farm in Ventersdorp.

“The Toyopet was retired to Pretoria when I sold the Ventersdorp farm in 2017 and I began a nut-and-bolt restoration. I had the body resprayed in the original colour and I am immensely proud of the restoration to its original appearance, while the bakkie still does 16 km/h in first gear and 110 km/h in fourth with an unopened engine!





“Even in its retirement my son, Jan-Hendri, found a use for the Stout in 2018. He was the facilitator of a Deloitte strategic planning session for Toyota SA executives and used the bakkie as a prop. There was an artist drawing on a whiteboard during the discussions and his illustrations include a rendition of the Toyopet with Andrew Kirby, President, and CEO of Toyota SA Motors, behind the bakkie’s steering wheel!” added Tromp.



“I am pleased that the Stout now resides among many other Toyota products in an environment where this famous Japanese brand is held in high regard and that it will be well cared for in its final retirement!” concluded Tromp.

### **The Toyopet Stout story**

The Toyopet Stout was an important product for the fledgling Toyota company in Japan when it was launched in 1954, sharing its chassis with the two-ton Dyna light truck. It remained in production in its original form until 1960 and was sold only in the Japanese domestic market where its main competitor was the Nissan Junior.

The second-generation Stout went into production in 1960 and a year later an example of this model was sent to South Africa for evaluation by industrialist Dr Albert Wessels who asked an employee, Hennie Klerck, to go to Durban to do the actual test driving. The vehicle was then driven to Johannesburg for further tests, after which Klerck believed this pick-up could be a winner in South Africa,



The first shipment of 10 Stouts arrived in Durban in January 1962 and were all sold at the coast because the 1.5-litre engine was considered too low powered for Highveld conditions. The second shipment arrived in October 1962, and these were fitted with an enlarged 1.9-litre engine, while quad headlights were an external identifier. Local assembly of imported kits, with a measure of local content, began at Motor Assemblies in Durban in June 1963.

This model continued virtually unchanged until 1968 with running changes limited to the engine capacity going out to 2-litres, the addition of vent windows, more comfortable seats, a redesigned instrument binnacle and wider grille. The brand name was also changed from Toyopet to Toyota.

The third generation Stout arrived in May 1979 when the cramped cab was replaced by a standard Hilux cab with widened mudguards, but still used the truck-type chassis. Production of the original Stout basically



ceased in 1986 when it was all but replaced by the Land Cruiser at the top end and the Hilux at the lower end, although small volumes of the Stout continued to be built in South Africa for a group of loyal customers until 1989. Cumulative sales amounted to just over 30 000 units in the 28 years this model was on the local market.











## REMEMBERING VIC ELFORD, A MOTORSPORT ICON

By Roger Houghton



The recent passing of Vic Elford at the age of 86 (10 June 1935 – 13 March 2022) evoked memories of the time I shared a car with him at the Goodwood Festival of Speed in 2013. Among the many things he told me of his career in a lengthy interview was the regret that he never raced or rallied in South Africa.

The Goodwood Festival of Speed is all about seeing a kaleidoscope of motoring history from the earliest times to the latest and greatest new models as well as having the opportunity get up close to the many famous names in the motoring and motor sport world that throng to Goodwood Estate each mid-year.



I was particularly fortunate in that Porsche arranged for me to accompany one of its legendary drivers up the hill in a pristine 1967 Porsche 911 as part of the 50-year celebration for this iconic model from the famous German sports car manufacturer.

The driver was Vic Elford, then 78 years old and one of the most versatile drivers of his era. He was not only a rally winner, but also shone brightly on race circuits, scoring most of his successes in sports cars as well as having 13 races in Formula 1 cars.

Vic – nicknamed “Quick Vic” by his peers at the height of his career – showed he has an amazing memory as we chatted in the car before and after our run up the famous Goodwood hill.

He prides himself on being the person who persuaded Porsche to commit to a motor sport programme with the 911 model, firstly in rallying and then in circuit racing. At that time, the Porsche factory was concentrating on its 356 or Super 90 model as well as the 550 RS Spyder.

Interestingly Elford had written about his linking up with Porsche and subsequent career in the June 2013 edition of Motor Sport magazine which I had read on the aircraft flying to the Goodwood Festival of Speed, so I was well equipped for my interview with this famous man.

Elford says he had been impressed with some privately owned Porsche 911s being driven in rallies in the 1960s and after spending an unsatisfactory 1966 with the Ford factory rally team he twisted the arm of Porsche competition manager Huschke von Hanstein, for the loan of a car for the Tour de Corse (Corsica) later that year. Elford and co-driver David Stone finished third.

The next step was the loan of a car for the opening event of the 1967 rally season, the Monte Carlo Rally. Again, they finished third and the Porsche management were extremely impressed. Driving a dealer-loaned Porsche 911 Elford went on to win a televised rallycross event in the UK against factory Lotus Cortinas and his name was made with Porsche.

The German factory then set up a rally department with a two-car team. The year 1967 saw a host of rally successes for Elford and Stone, including winning the European Rally Championship. Quick Vic had also





started his ultra-successful racing career, first with a dealer-owned car in the UK and then with Porsche factory cars in Europe. The 911 was now very much in the front line of the company's motor sport programme.

A major, high-profile achievement came in January 1968 with the British duo in the German car winning the famous Monte Carlo Rally; it was the first time for Porsche and the last for a British driver.

The week after the rally he won the Daytona 24-hour race in the US and placed second in the Sebring 12-hour event a month later. He rounded off an amazing run of success that year with an epic drive to win the Targa Florio in the mountains of Sicily, with each lap being 72km in length.

Elford's involvement with rallying started to tail off as he became a hot property in circuit racing. Not only was he racing a variety of Porsches, but also had his first outing in a Formula 1 Grand Prix car in 1968, driving a Cooper-BRM in the French GP. He says it was fortunate that it rained as he revels in driving in rain and mist! He had qualified 22<sup>nd</sup> (last place) but during the event worked his way up to a fine fourth at the finish.

During his career he competed in a further 12 Grands Prix but lacked the top line machinery to make a success of this form of racing.

However, he was highly successful in sports car racing. He was one of only four drivers to have recorded six major victories at the classic Nurburgring in Germany.

Although he never won the Le Mans 24-hour race Elford was the first person to lap that daunting circuit at an average speed of more than 150mph (240km/h) in 1970, driving a long tail Porsche 917, which he said topped out at 390km/h down the Mulsanne straight. In CanAm specification the 917/30 model's turbocharged flat 12 engine produced more than 850kW.

He also set lap records at: Targa Florio, Nurburgring, Daytona, Sebring, Norisring, Monza, Buenos Aires, Road Atlanta, Laguna Seca and Riverside.

Although most of his successes came at the wheel of a Porsche during the six years, he was employed by the German marque he also competed in a host of other makes of car: Ford, Triumph, Lancia, Alfa-Romeo,

Toyota, Ferrari, Chaparral, Shadow, Cooper, Lola, Chevron, and Subaru, while having driven McLarens in F1 and CanAm and a Chevrolet in the TransAm series in the US.



The versatile Englishman also took part in three Paris-Dakar Rallies, the first driving a Lada 4x4 as medical support, the second time in a Subaru special which caught fire and the third time his Mercedes-Benz Gelandewagen broke its rear axle after a big jump, and he had to retire.

Elford spent his last years living with his Belgian-born wife Anita in Plantation, a city in Florida; he has been in the US for the past 39 years after living in France for the previous 15 years, so his life in the

UK is very much a distant memory.

During his retirement he has authored several books and is still involved in public speaking, much of it involving the strong Porsche Club in the US.



Elford says one of his regrets is that he never got to race or rally in South Africa. However, he did have a tenuous link with South Africa in that he had South African teammates when he drove a Toyota Corona Mk II GSS coupe in the 1970 Monte Carlo Rally. His teammates in this event, which marked Toyota's first official entry into an international rally, were Jan Hetteema and Gerry Gericke, of Pretoria.

This whole project of getting Toyota Motor Corporation, Japan, to enter the Monte Carlo Rally, had, in fact, been driven and facilitated by Toyota South Africa who were already using participation in local rallies as a powerful marketing tool.

However, it was not an auspicious international rally debut for Toyota as both cars retired with rear axle failure.

That year Elford had also been one of nine drivers selected to evaluate the latest Toyota 7 racing car which was powered by a twin turbo 5-litre V8 engine developing more than 800hp. This car, jointly developed with Yamaha, was Toyota's first purpose-built racing car. But the link between Elford and Toyota was short-lived as the company withdrew from racing to concentrate on making more efficient production cars with lower exhaust emissions.



What a privilege it was for me to have had an opportunity to interview this successful motor sportsman who, at that time, could still drive with verve and remained full of enthusiasm for his beloved Porsche 911s.





## 13 days in a Healey

End of April, beginning of May 2020 there was supposed to be a HUGE Austin Healey gathering in Knysna. 12 overseas participants and over 50 cars. What could go wrong?

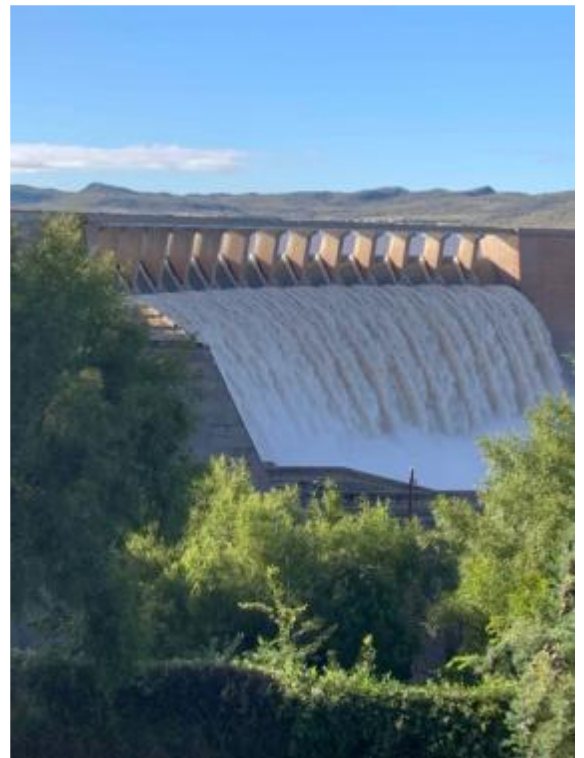
### COVID

Lionel Hewitt put an enormous amount of effort into organising the tour, only to see it having to be cancelled at the last minute.

The year 2022 was once again a year where the Austin Healey Club scheduled a National Tour. It was the Cape Town guys turn to organise the event and Stefan Hrabar stepped forward and offered to organise a tour for us. It was decided to ask Lionel for help and Stefan would organise the tour in the Knysna area. Not a replacement for Lionel's Tour, but a new tour remembering the tour that never took place.

### Tour to the Tour

Many of us had to travel from Gauteng to the Wilderness, our venue for the first two tour nights. Martie and Clive Craig organised a fantastic Tour to the Tour for seven excited Healey owners. Meet at Engen on the highway and depart at 0730 on 26<sup>th</sup> April said the instructions. Not sure how six of us managed to get it right and start from the R59 Engen and one lonely soul departed from the N1 Engen. All was not lost as we all met at the Parys toll. Onto Kroonstad, Bloemfontein and overnight



at de Stijl Hotel overlooking the Gariep Dam. A cruise on the overflowing dam, where the skipper was wary of getting closer than two kms to the wall, was followed by a great dinner.

Next day had us gaping at the spillway with the water going over it by 1.2 metres.

Onto Nieu Bethesda to visit the Owl House and a tasty lunch of cheese, bread and locally brewed beer at the BreweryDelli, then a short drive to Graaf Reinet. We stayed at the Karoopark Guesthouse which was an old school hostel that has been converted into a guest house. A trip to the Valley of Desolation, 700 metres above the town, saw us say goodbye to the sun and then we enjoyed a fantastic roast lamb dinner after returning to the hotel. Next morning saw the ladies sleep in and some of the guys helped Andries replace his disc caliper bolt that he lost the





previous day. Aren't car club members great! A call to the chairman of the local SAVVA club, Paul Merifield saw him put us onto Graham Botha of Botha's Garage who arranged to meet Andries at 0630 the next morning and miraculously a new bolt was sourced and fitted by about eight men. Some of the ladies went into town to do "window shopping" and then we visited the local motor museum on the way out of town. We arrived at Sophie's Choice outside Willowmore at 1300 for lunch. The great lunch that she served led to us only leaving there at 1530 to drive to the Wilderness Hotel. Needless to say, we were the last to arrive.



## The Tour

It was great seeing everyone from previous tours as well as meeting new tour participants who would be experiencing Healey hospitality for the first time. The night saw us in the hotel for dinner and late to bed. Next morning, after a great waffle breakfast, we were off for a 140kms drive to Swartberg Manor and lunch. At the foot of the Swartberg Pass, the setting is so tranquil and beautiful.



The owners of Swartberg Manor donated the club a two night stay in their establishment which we gave away as a prize during our evening prize draws. The drive back to the hotel seemed so much longer that the drive there, maybe because we had such a nice lunch.

More waffles again for some at Saturday's breakfast before we drove to Mossel Bay where most entered the Port Authority on time. Some however, got

lost. A extremely informative presentation was made on how this Port has supported the offshore oil and gas activity on the south east coast of South Africa as an Oil & Gas services hub and how it continues to expand its facilities.

After we left the port, we proceeded on the R 328 to the foot of the Robinson Pass to lunch at Eight Bells Country Inn. Again a great lunch and afterwards an opportunity to line the cars up for a photo shoot. Not everyone joined the lunch but we still managed to get 16 out of the 25 cars together for the pictures. Afterwards some of us drove up to the top of the Robinson Pass.





What a great drive and what a spectacular view, all the way to Mossel Bay and beyond. A braai at the hotel followed and it was once again, late to bed with an early rise the next morning for the men going to the motor show.



Sunday morning after more waffles for breakfast, we braved the cool morning air to travel to Knysna for the Motor Show. The venue this year was Thesen Harbour Town, a fitting setting in the middle of the estuary, with the Heads to the south and the forested Tsitsikama Mountains to the north. Brian Bruce did a great job getting the show on the road and only received official permission ten days before the event.



There were not as many cars as we have become accustomed to but the quality was good and it was great to see many youngsters in their modern *CLASSICS* joining the show.

That night, we all went to Salinas Restaurant for a first class meal and the draw for the Frederique Constant watch and model that had been kindly donated to us. The usual evening draws took place and then it was time to draw the ticket for this magnificent watch. What a pleasant surprise when Annie Roberts from Canada had her ticket drawn as the lucky winner.





Monday morning we had to pack our luggage, as we were transferring to the Dunes Hotel in Keurboom Strand. On the way, we visited the Knysna forest and Jubilee creek. Healeys are too low to travel on the forest roads so we parked at Toties Country Market and a fleet of four taxis, ably led by David, took us into the forest. A 1.8 km walk up the hill felt like 10kms, but we all managed it. Back to Toties for lunch. This tour has seen us have breakfast, lunch and supper everyday, it is no wonder that by now, our clothes seem to have shrunk.

Leaving Toties, we drive back about 10kms to the N2 to travel past Plettenberg Bay and then on to the Dunes at Keurbooms Strand. Driving these 10kms makes you realise that most of us have



not really explored our own country. Here, there is farming, dairy, cattle and produce, that one would never dream of coming across in the mountains above Knysna. All this, within 12kms of the centre of Knysna.



We book into the chalets at the Dunes and relax for a while. Then onto Mels for drinks, which Steve said was only a 1km walk from the Dunes. Mike and I sort of lost track of time and only left for the walk after dark. That 1km was a fib, closer to 2kms and we had to walk back to dinner as well. Anyway, it let us walk off the pizza at Mels before dinner.

Tuesday and a late breakfast and a short drive to the angling club for a boat cruise up the Keurboom River. This river goes up into the Keurbooms Nature Reserve and is a tidal river with a rise and fall of nearly a metre. It is also home to the Half Coloured King Fisher and the Knysna Loerie. The Burnt Orange at the angling club hosted us for lunch before we set off for a 10km trip to the Roberg Nature Reserve where we enjoyed a very restful drink overlooking the open sea on one side and the beach and Beacon Island on the other side. The view from the top of the hill is breathtaking and well worth the time.

Later that evening we had dinner, almost in front of the Beacon Bay Hotel, at a restaurant called the Fat Fish. By now, it is probably how most of us were feeling.











It is now Wednesday, seven days since we started in the Wilderness. A short drive up the N2 to the crags where we visit Monkeyland and Birds of Eden. At Monkey Land, which is a free-roaming multi-specie primate sanctuary, are 450 primates in their forest home. There is 128 meter suspended canopy walk through the area.

For those afraid of heights, it is not that bad. We then moved onto the Birds of Eden alongside Monkey Land. Birds of Eden, alongside Monkey Land, is the largest single dome free-flight bird sanctuary in the Southern Hemisphere. 50 meters high, covering 23 000 square meters of forest. There more than 3500 specimens of more than 280 species with the main focus being African birds.

Once again, it's time for lunch, not sure if we are hungry but as it is a wine estate, it sounds like a good idea. Believe it or not, there are 12 wine estates in the Plettenberg Bay area and we went to Newstead Estate.

Their Rose variety was very pleasant and the ladies decided a few bottles would be good to take home. Not sure where they are going to put them, maybe we will have to just drink them before we return home..



Anyone who has been in the area knows about Enrico's Italian Restaurant in Keurbooms. Enrico ran a restaurant in Melville for many years before moving to Keurbooms. He is an avid car collector and at one stage had over 140 cars.

He has trimmed his fleet and now only has 85 cars. A festive dinner was had by all and it was only a 2kms trip back to the hotel.

Thursday 5th May 2022, our last full day. We travelled along the N2 to the Craggs



turning off the N2 to Natures Valley and continued through Groot Rivier Pass.

The Bloukrans pass has been closed for many years so we weren't able to see what the main road used to be like. We then went to Storms River Village where we had lunch at de Oude Martha Restuarant.





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About a 40kms trip back to the hotel for a final picture before we went off to a new hotel venue for a final “happy hour”.





Five cars were missing from this photo.

### Some glamour arrived because Stefan called it a GALA DINNER



The Scottish folk just don't understand what a gala is! For the first time ever, someone managed to get the rose and the rat on the same day. Mike Ward got the rose for helping Ian fix a hole in his sump and the rat for calling Jenny his GRANDMOTHER. Nobody can remember what the joke was, but it must have been good considering the laughter.





The evening progressed with more jokes being made and the laughter continued. Everyone I have asked what the jokes were about cannot remember. If you can, please let me know. Many were leaving early in the morning to return home so goodbyes were said that evening. As Lionel said "It's not goodbye but "TOT SIENS" ek sien jou weer. Thanks go to Stefan and Rusty for making our tour so great and to everyone on the tour for making it so much fun.



### Tour from the Tour

Some of us decided to take the opportunity of attending the Classic Friday at the Simola Hillclimb. I had sleepless nights worrying where we would park our cars and how we would get to the hillclimb. My saviour arrived after one phone call. Lionel said, park your cars at my house and I will arrange David to take you all to the hillclimb in his taxi. We duly got to his house at 0900 and the eight of us were at Simola by 0930, ready for the action.

Ian soon disappeared and was in his element taking photographs from various locations. No Austin Healeys entered on the day but we have been here before. David picked us up at 1415 and we collected our cars from Lionel.

John, Trevor, Mike W, Mike H and David set off to overnight at Sophie's in Willowmore. Ian had booked accommodation in Knysna so he stayed behind and caught up to us on Saturday morning. Once again, dinner at Sophie's



was an experience and the rooms were large and totally relaxing. Mike Hatchett left us at 0600 as he decided to drive straight through to JHB on Saturday, towing his Frogeye. The rest of us left at 0700 and met up with Ian in Graaf Reinet for breakfast at Hello You. Again a great venue for breakfast, recommended by Sophie. Onwards toward Bloemfontein where we were booked into the Hobbit Boutique Hotel. This is the house where JR Tolkien, the author of Lord of the Rings, was born





The hotel itself is exquisite but unfortunately the area around it and the New York Restaurant has become a venue for upmarket night clubs which led to their festivities going on until 0200.



© Ivan Ramsay 2022

Next morning, after breakfast, we started on our last journey, HOME. From Kroonstad, we got rain, the first bad weather in 13 days. The waterproofing on the Healeys was now tested to the extreme.





Well the 2022 Austin Healey National Tour was over. The next one, Where? When 2024 Organised by whom?

These are all questions that need to be answered soon so that we can all, once again enjoy a great Healey Tour.

John R



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## 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



Riley - Ockert tel 0718877602 Tzaneen

### FOR SALE







VW Parte - Kontak Richardt Pieterse - 0829294179



## SAVVA Technical Tip 176 - Paint Containers

**How often have you opened a tin of touch up paint to find out it has hardened and is useless?**

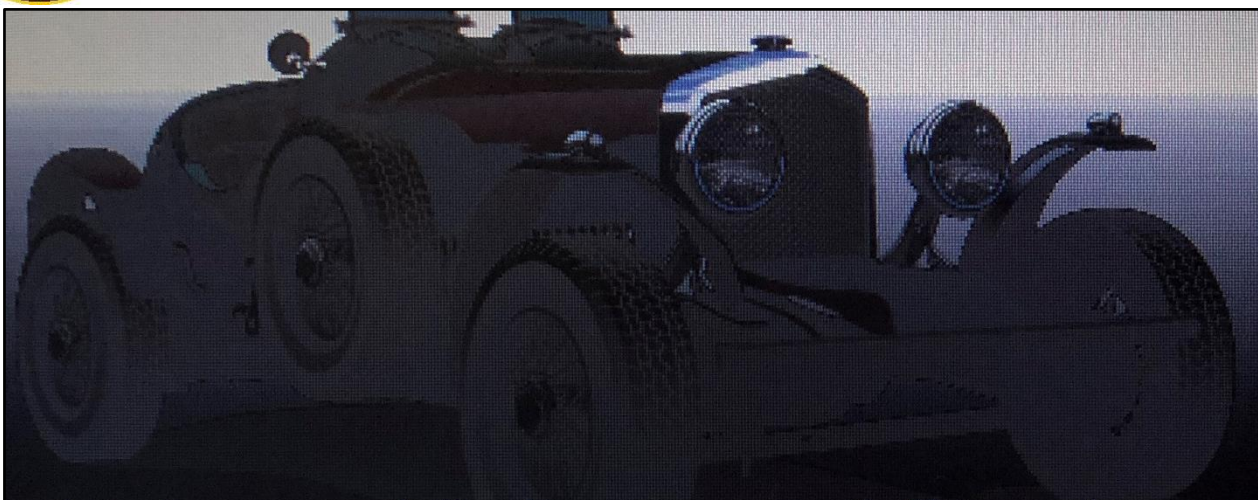
Considering the cost of a liter today it's quite depressing. Apart from the cost of the paint, one has to shlep to the paint shop to get a new lot. Modern twin pack paints take longer to dry-out than cellulous or Duco type paints but, still dry out. I was faced with this problem a few months ago and just managed to save a liter which was on the "way out".

The problem appears to be the containers the touch-up paint is supplied in, either the metal or the horrible plastic ones don't seal properly. I looked for an alternative and found what could be the answer and that was a plastic container from the Plastic Shop. I transferred the paint to it with a gollop of thinners. That was over six months ago and I'm glad to say that so-far it's working. The paint is still very usable.

The cost of the container was about R100 which wasn't bad considering the cost of the paint and the inconvenience of having to go and replace it. In most cases one has to take a piece of body work to match the colour one needs and has to go back the following day to fetch it.







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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 Junie  | Zack    | Marques     |
| 5 Junie  | Bill    | Flynn       |
| 6 Junie  | Claude  | Stander     |
| 10 Junie | Theo    | Ligthelm    |
| 10 Junie | FC      | Buys        |
| 12 Junie | Willem  | Oosthuizen  |
| 13 Junie | Berto   | Lombard     |
| 15 Junie | Pieter  | Kuhn        |
| 17 Junie | Lenard  | Labuschagne |
| 22 Junie | Richard | Peer        |





## 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

|                                    |                   |                    |      |
|------------------------------------|-------------------|--------------------|------|
| <b>Membership Dues – Ledegelde</b> |                   |                    |      |
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| 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.**

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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  
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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](mailto: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<br>Ford Side-valve expert, assemble                                                                       | 072 298 9874 |
| Kevin       | Brink       | Alan Y Brink Engineers                         | and re-conditioning<br>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<br>Scheming of pressure plates, rings gear and re-lining of clutch plates<br>Dash board instruments | 082 458 4576 |
| Jacques     |             | Ultimate Suspensions                           | Speedo meters & clock repairs<br>Manufacturing gearbox rubber mounting,                                                             | 012 335 0696 |
|             |             | Bearing Man Group, Silverton                   | Supplier of bearings and seals                                                                                                      | 012 849 1700 |
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