



a-hoo-ah!

JULIE 2022

JULY 2022



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

082 444 2954





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 1 June 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 6 Julie 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	2 July 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

Voorsitter Chairman	Christo Ferreira	082 779 5703 christo@blpta.co.za
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Dateringsbeampte Dating Official	Craig Jeannes	082 439 5902 craig.cars@hotmail.com
Koördineerder: 2e Sondagbyeenkomste Coordinator: 2nd Sunday Meetings		
Nuwe komitee lid: New committee member:	Neil Stander	082 780 5333 neil@stander-za.com
Tesourier : Treasurer:	Kobus Ebersohn	082 366 2364 kobus@ebersohn.co.za
a-hoo-ah! Compiler a-hoo-ah! Samesteller	Hannie Kuschke	072 242 8880 hannie@mailzone.co.za





Bonnets-up
13 February
@ POMC Clubhouse



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



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



CARS at Loftus Park
22 May
@ LOFTUS PARK
Arcadia



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



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



EUROPEAN Classic
Car and Bike Day
10 July
@ POMC Clubhouse



CARS on the ROOF
24 July
@ Brooklyn Mall



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



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



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

2022



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

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

Cars & Bikes @ the Club
11 December
@ POMC Clubhouse



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



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



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



FGK fotos

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

Ons het 'n lekker bedrywige Junie maand agter die rug. Dit het begin met ons maandvergadering op 1 Junie waartydens Niel en Claude Stander vir ons 'n aanbieding oor tydrenne (rallies) gedoen het. Die doel hiervan was om voornemende deelnemers touwys te maak en ook om die saadjie by meer lede te plant om aan tydrenne deel te neem.

Dit verg baie werk, tyd en koste wat deur die organiseerders ingesit word om enige tydren te , en ons moet meer deelnemers kry om dit te regverdig.

The next event was the British day at the club on 12 June. We had an excellent turn out for the day. At some stages during the day we had a hard time to find parking space to accommodate all the cars. The number of spectators was also a good sign that people had an urge to come out to attend such events after the Covid crisis.

Op 16 Junie was ons deur die Voortrekker monument genooi om van ons karre daar uit te stel tydens hulle Antiek mark.'n Hele paar van ons lede het positief gereageer en ons kon 'n aantal karre daar uitstel. Dankie aan Emil vir sy reëlins.

We were also invited by Pretoria Boys High School show to our cars at their annual Pipe Band Competition and a few of our members pitched up together with a number of the Triumph Cub members

On 2 July we had the Mampoer Rally, organized by Emil Kuschke and Claude Stander, starting and ending at the Willem Prinsloo Agricultural Museum. It was a very well organized and enjoyable event and we thank everybody involved on the organizing side as well as on the competing side. We had an entry list of 19 including cars and motor bikes. Although we are thankful for the number of entries, we definitely need to have a lot more.

Ons volgende maand vergadering vind op Woensdag 6 Julie plaas. Hennie Rautenbach is die spreker van die aand.

Our "Second Sunday" event in July will be the "European day" on 10 July and on 24 July we have the "Cars on the Roof" at Brooklyn Mall.

Wat "Cars in the Park" betref, is Frik goed op dreef met die reëlins daarvan vir 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 10th to the 14th of August in Hazyview. The Regulations and Entry forms are out and available. Please contact Leo Middelberg for any more information.

Wat Lief en Leed betref dink ook aan Taco Kamstra wat van tyd tot tyd gesondheidsprobleme ondervind en wens hom sterkte toe daarmee.

Dan is dit met groot leedwese dat ons die afgelope maand moes afskeid neem van Jan Nel, na sy stryd teen kanker. Behalwe dat dit 'n groot verlies vir sy naasbestaandes is, is dit ook 'n groot verlies vir die POMK. Jan was 'n persoon met baie kennis oor ou karre en het 'n wonderlike talent gehad in die herstel en restorasie daarvan. Jan het diep spore in die POMK getrap en was tot by sy afsterwe nog lid van die komitee. Ons gaan hom baie mis, veral ook sy musiek waarmee hy ons tydens ons "Second Sundays" vermaak het.



Ek het omtrent twee ure gelede in hierdie skrywe vir Chris Beyers sterkte toegewens met sy gesondheid. Nou moes ek dit aanpas want, intussen het ek van sy dogter, Jessie verneem dat hy gisteroggend in sy slaap oorlede is. Dit is vir ons as klub ook met groot hartseer om dit bekend te maak. Chris was twee maande gelede by ons maanvergadering onder moeilike gesondheidsomstandighede. Dit word ook opreg waardeur dat hy, ten spyte van 'n baie moeilike en gevaarlike pad, al die pad van sy plot af gery het om die vergadering by te woon. Ons opregte meegevoel gaan uit na sy vrou, dogter en ander naasbestaandes. Benewens sy voorliefde vir ou karre, het Chris 'n ongelooflike versameling van ou perdekarre en koetse. Iets besonders om te sien. Ons gaan hom mis.

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

Daarmee groet ek tot volgende maand

POMK Groete

Christo Ferreira



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WAVERLEY, PRETORIA

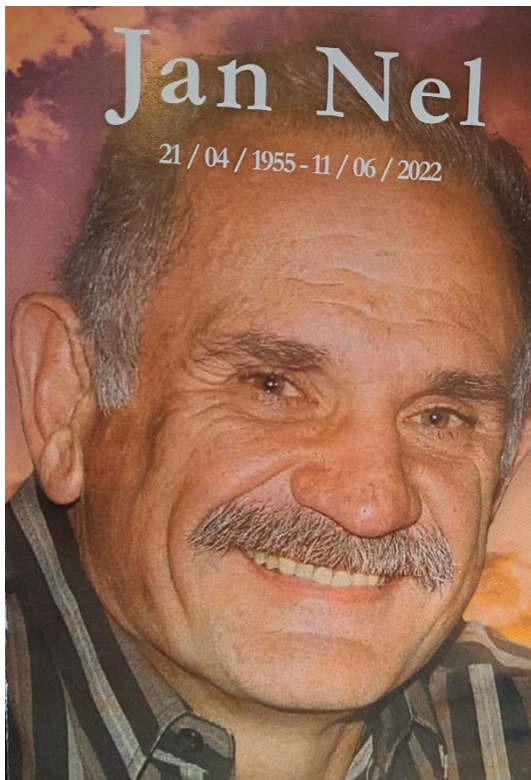
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Ons is tot ALLES in staat deur
CHRISTUS wat ons KRAG gee - FIL 4:13

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Connie Theron



HULDEBLYK – JAN NEL

IN MEMORIAM: JAN (NODDY) NEL

21 April 1955 – 11 Junie 2022

Dit is my voorreg om vandag hulde te bring aan my goeie vriend Jan (Noddy) Nel.

Ek het Jan jare gelede ontmoet toe ek op soek was na onderdele vir my Mercedes Ponton en na hom verwys is daarvoor. Dit was voorwaar 'n belewenis om vir die eerste keer as vreemdeling in sy werkswinkel en onderdele stoor te staan en nie deur die omvang daarvan oorweldig te geword het nie. Om 'n lang storie kort te maak, dit was die begin van 'n hegte vriendskap wat daartoe gelei het dat Jan my Mercedes nie net uitstekend oorgeverf het nie maar ook meganies gerestoureer het tot die spogmotor wat dit vandag is. My ander ou motors het ook suksesvol onder sy hande deurgeloopt. So was ek een van vele oumotor-entoesiaste wat kon put uit Jan se unieke kennis, vaardighede en kontakte om ou motors te herstel en te restoureer en weer terug op die pad te sit. Geen taak was vir hom te groot om aan te pak nie en nege uit tien kere het hy 'n probleem wat ander al opgegee het of nie voor kans

gesien het nie, deur sy vindingrykheid en deursettingsvermoë opgelos.

Soos party ouens Dinky Toys versamel, het Jan ou motors versamel. Oor die jare heen was Jan bevoorreg om 'n besondere versameling motors bymekaar te maak. Vele van hulle het hy tot pronkstukke gerestoureer en van die vergeetlikheid gered. Ek het dikwels vir hom gesê hy moet sy versameling in 'n museum omskep, maar hy was tevrede net om hulle te hê en met party van hulle te ry. Dit gaan 'n groot taak wees om vir hulle nuwe tuistes te vind, maar sodoende sal Jan se unieke bydrae tot die oumotor beweging voortleef.

Onder die talle spesiale motors wat by Jan se plek rondgestaan het, was daar 'n paar jaar gelede 'n onvoltooide blou Model A Ford Roadster. Vanweë meganiese probleme het Jan dit afgeskryf as 'n langtermyn projek. Dit was my voorreg om met Model A Ford outoriteit, Danie du Plessis te reël om die restourasie proses vir Jan te voltooi. Die motor was baie spesiaal vir Jan en met die pronkstuk het hy die rywerk gedoen vir talle troues en matriekfunksies en vele klubbyeenkomste bygewoon.

Jan Noddy was 'n lewensgrootte mens wat jy nie sommer gekonfronteer het nie, in die wete dat jy tweede sou kom. Maar agter die soms aggressiewe persoonlikheid was daar 'n aangename toegewyde pel met 'n klein hartjie wat soms baie sensitief vir die mense rondom hom se optrede teenoor hom kon wees. Hy was 'n deurwinterde en getroue POMK lid wat lank as gewone klublid en lid van die Klub se komitee meer as sy verwagte deel gedoen het om te help dat dinge reg loop. So het hy onder meer op 'n stadium die reëlins tydens die tweede Sondag byeenkomte behartig en het hy deurgaans gesorg vir die "regte" musiek tydens hierdie byeenkomste. By klubaktiwiteit soos die Magnum Rallie en die Cars in the Park het hy baie hard gewerk om te help dat dinge reg loop. Hy het ook talle klublede se motors gewaardeer vir assurance doeleindes.

Met apologie aan die skrywer Dana Snyman¹: Jan "Jy is ons nou vooruit, my vriend. Op die misterieuse pad wat jy nie met [jou blou Model A] kan ry nie. Dit was mooi en goed om jou vir 'n rukkie op dié klein, silwerige planeet te kon ken."

BERTO LOMBARD



UPCOMING EVENTS



EUROPEAN Classic and Vintage car and bike day



10th July
2022
10h00 till 14h00



Classic and Vintage cars and bikes on display

@



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



Admission: Adults R30,-
Children Under 12 Free

Exhibitors and POMC members Free

Gate takings donated to Sonitus School

Food stalls by:

Sonitus School

and POMK koffiehuis

Braai facilities and Picnic area available



Info:
Frik 082 444 2954

Frik fotos



**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

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MONTH EVENTS:

British day

POMC British day 2022

The Pretoria Old Motor Club's annual British day was held on Sunday the 12th of June at the club's premises in Silverton.



Jaguar E-Type: Frank Snyckers has owned his 1963 Jaguar E-Type since 2017.

Despite the cold weather, the turnout was extremely good and cars from various British manufacturers were on display. The Jaguar E-Type is widely regarded as one of the most beautiful cars ever, even by the legendary Enzo Ferrari, and Frank Snyckers displayed his immaculate 1963 model. The previous owner made a few changes but since Frank bought it, he has restored it to its original condition.

One of the cars that attracted the most attention was a 1934 Bentley Derby, owned by Frank's brother Chris. It was one of the first cars to be built after the Rolls-Royce takeover and was related to the Blower Bentleys that won the Le Mans 24-hour endurance race a few years earlier.

1934 Bentley: Chris Snyckers's 1934 Bentley was one of the first to be built after Rolls-Royce bought the company.





One of the more modern British cars that is almost certainly a classic is the Jaguar XK, that was manufactured in two generations; the later version preceded the modern-day F-Type. Dawie Olivier used to work at the head office of Jaguar Land Rover and since then he has wanted an XK RS. He bought a 2011 model in February this year, and he is the third owner.

Jaguar XK RS: Dawie Olivier bought his 2011 Jaguar XK RS in February this year.



Mini bakkie: This Mini bakkie was manufactured in 1965 but its original 850 cm³ engine has been replaced by a 1275 cm³ engine

The original Mini was in production at the Leyland manufacturing plant in Blackheath in the Western Cape until 1984, when the company pulled out of South Africa. The last model to be introduced to South Africa was the 1275 E, which was based on the Clubman.

The last 50 to be manufactured in South Africa had a Souvenir badge on the bonnet. Riaan Joubert bought one of these a month ago, and this immaculately original car has only done 34 000 km.





One of the most popular Mini models in the 1960's was the bakkie, which had a payload of a quarter of a ton. Gregory Weir bought his 1965 bakkie two years ago and he fitted a tonneau cover from a Ford Ranger that was modified to fit the Mini. The original 850 engine has been replaced with a 1275 cm³ engine from the later models but otherwise it is almost completely original.



The Mini station wagon was another popular model of the 1960's but the last model manufactured in South Africa was the Clubman Estate introduced to South Africa in 1971. Raz Weiss bought his 1971 Clubman Estate from its original owner four years ago and it is still in an original condition. Production of the Clubman Estate in South Africa ceased in about 1973 but it was still available on the British market until 1980.

Dieter Vos displayed two cars; one of them was a 1972 Mini Clubman, which he bought 13 years ago but only registered in his name in 2013 after he completed restoration. Except for the flared wheel arches fitted by the previous owner, the car is still in an original condition.

Mini Clubman: Dieter Vos completed restoration of his 1972 Mini Clubman in 2013.





Dieter's other British car that was on display was a 1972 Jaguar XJ 6 automatic; although its wheel covers come from the Executive, which was the long-wheelbase model that was introduced to South Africa in 1974. He has owned it for three years and admits that there is still some work to be done.

Jaguar XJ-6: Dieter Vos bought his 1972 Jaguar XJ-6 three years ago

Although most people remember the Austin A 30 and A 35, also known as the "Baby Austins" from the 1950's, a few larger models were also made during the early 1950's.

The A 70 Somerset and Hereford were the predecessors of the Cambridge and Westminster respectively and have become a rare sight on South African roads. The "Austin of England" badge was proudly displayed on the front fenders and there was a clear family resemblance to its smaller stablemates. Willie Oosthuizen inherited his 1952 A 70 Hereford and it is still in an original condition.

Austin A 70 Hereford: Willie Oosthuizen inherited his 1952 Austin A 70 Hereford twenty years ago





The Ford Cortina was one of the most popular cars on the South African market in the 1960's and 1970's but original versions in a good condition are hard to find, irrespective of whether it is a Mark 1 or a Mark 5. Harm Beens displayed his early 1969 Cortina Mark 2 GT. He has owned it for about two years and only the steering wheel and the rims have been changed. The Minilite rims fitted to this car were a popular accessory in the 1960's and 1970's. Because the car originally came from Northern Kwa Zulu Natal, it has a few spots of rust.

Ford Cortina GT: This is one of only a few original Ford Cortina Mark 2 GT's still around in South Africa.



Another Ford that used to be popular but is not seen that often anymore is the Capri, especially because many people turned them into replicas of the locally developed Perana. Raymond Vonk bought his immaculate 1971 Capri 1600 GT two years ago. It is still in a perfectly original condition and even has the original 1600 Kent engine fitted to it.

Ford Capri 1600 GT: This 1971 Ford Capri 1600 GT is still in an original condition

Several Triumph sports car models were on display and two successive models attracted a lot of attention. The TR 3A was the last of the "original" models with low-cut doors and canvas side windows. Albert de Vos bought his 1957 TR 3A in 2009 and within two years a bolt and nut restoration was completed.

Triumph TR 3A: Albert de Vos bought his 1957 Triumph TR 3A in 2009 and completed restoration two years later





The TR 3A's successor was the TR 4, the first of only two TR models designed by Giovanni Michelotti, who was also responsible for the design of models like the Herald and the 2000 sedan.

Gerhard Bothma bought his 1965 TR 4 two years ago, and except for the body that has been resprayed, it is in an original condition.

Triumph TR 4: Gerhard Bothma bought his 1965 Triumph TR 4 a few months ago.



The Morris Minor was a top seller in the 1950's, especially after the introduction of the 1000. Bokkie Saunders bought his 1957 four-door model two years ago before the COVID 19 restrictions came into effect and only recently completed restoration. There was little rust, so it was an easy restoration project but one change he has made, was fitting a 1,2 litre Datsun engine because of the availability of spares. He also had a fibreglass trailer made from the rear ends of two Morris Minors.

Morris Minor: The trailer of this 1957 Morris Minor was made from two other similar cars.



The Hillman Minx was an enduringly popular car from its first introduction in 1931 and the model designation remained part of the Rootes range for more than thirty years. After World War II ended, the range was facelifted, and Emil Kowelewski's 1948 model was one of those models. He bought it four years ago, and it even has the tyres it was originally fitted with. The bodywork has been resprayed, but otherwise it is original.

Hillman Minx: This Hillman Minx was one of the first to be built since World War II



No British car event would be complete without a Rolls-Royce of two, and three successive model ranges were on display. The oldest of these was the Silver Cloud III. Ferdi Loubser has owned his 1963 Silver Cloud III; the last of the Silver Cloud models, since 2008. It is in an original condition but it has been resprayed.

Rolls-Royce Silver Cloud III- This 1963 Rolls-Royce Silver Cloud III has been resprayed but otherwise it is original.

**The next event at the POMC premises will be the European day on
Sunday the 10th of July 2022.**



YOUTH DAY - VOORTREKKER MONUMENT - 16 June

Youth day, 16 June 2022 was celebrated at the Voortrekker Monument with an Antique Fair.

The POMC was invited to give a bit of flair to this special occasion.

Die geleentheid is ook gebruik om die feesgangers te herinner aan die **Car in the Park** te ZWARTKOPS op 31 Julie 2022. Dankie aan almal wat 'n baie koue wintersoggend getrotseer het om wel hulle karre te kom vertoon .

'n Paar motors wat die geleentheid bygewoon het.





PRETORIA BOYS HIGH SCHOOL - 18 June

The POMC and TRIUMPH CLUB were invited to the annual Highland Gathering presented by the Pretoria Boys High School Pipe Band.

This took place on the 18 June 2022. The program started early with Pipe Bands and Highland Dancers competing to determine who will be crowned as the best of the best.....

The high light of the festivity was the Massed Bands that took the field late afternoon.

It was a very enjoyable day and was used to promote the **Car in the Park** at ZWARTKOPS on the 31 July 2022.





MAMPOER RALLY - 2 JULY







2022 POMC Mampoer Results

2022 POMC MAMPOER RALLY - Sealed Odo Competitive Class Day Position

Position	Name	Comp No	Score
1	Stander Neil	8	58
2	Walton Gavin	9	66
3	Walton Kevin	7	188
4	Ferreira Christo Ferreira Lorna	11	190
5	Naude Craig Naude Aiden	18	251
6	Seager Justin	2	292
7	Lance Bill	6	819
8	Scheepers Gideon	21	1531
	Kussman Terma		
9	Hulsbos Richard	5	5249
10	MacGregor Stewart	16	8494

2022 POMC MAMPOER RALLY - Open Odo Competitive Class Day Position

Position	Name	Comp No	Score
1	van Niekerk Schalk	20	45
	van Niekerk Susan		
2	van Dyk Kobus Drury Lilian	12	105
3	Ben VD Westhuizen	14	126
	Carla V Veenendal		
4	Grewar Christopher	23	319
	Russel Ian		
5	Stemmet Andrede	22	344
	Lange Rudi		
6	Tromp Doeke Jacobs Jason	17	920
7	Erasmus Terrilynn	19	1282
	Lombard Errol		
8	Du Toit Amanda	10	1398
	Bosman Hanlie		
9	Alberts Nardus	24	2379
	Prinsloo Willem		

Dankie aan al die deelnemers en organiseerders wat die Rally 'n sukses gemaak het.

Please save 15 October 2022 for the Summer Rally.



Cars in the Park is back on July 31, after a three-year break!

The annual Cars in the Park motoring-spectacular is back at the Zwartkops Raceway near Pretoria, after a three-year break. The organizers, the Pretoria Old Motor Club, were all set to celebrate the 40th anniversary of Cars in the Park in 2020, but the Covid-19 lockdown put paid to events, so now, in 2022, Cars in the Park is celebrating the 40th running of the biggest car show in Africa.

“There has been huge interest in the event, which is being run on July 31, 2022,” says chief organizer Frik Kraamwinkel. “We are expecting no less than 150 clubs, who will stake out their spots around the race track, and interest from stall-holders has been immense.”

This year the event will be run on the last Sunday in July, instead of on its traditional date on the first Sunday in August. The reason is that the first Sunday in August falls over a long weekend, which would severely affect attendance as many people would be heading for far-flung destinations.

Recent Cars in the Park events have attracted over 2 500 classic and special-interest cars, and up to 12 000 spectators. With the pent-up demand for car shows after two and a half years of lock-down, the organizers are expecting one of the biggest turn-outs ever.

This year Lazarus Motor Company is celebrating its 65th birthday at Cars in the Park, and will be hosting a huge display, consisting mainly of classic Fords and a few special Jaguars. “We plan to bring at least 20 classic cars to the event, and if we can get an early-production example in time, we also plan to show the all-new Ford Ranger pick-up there,” said Colin Lazarus.



Amongst the special Fords Lazarus will be displaying includes a 1957 Thames Trader transporter that has been converted into a race-car carrier, a 1957 Ford Thunderbird, and three spectacular Ford GTs. Lazarus owns the only 2020 latest-generation Ford GT in the country, and this car will be flanked by a 1966 continuation series Mk 1 Ford GT, and a 2005 Ford GT. The latest version of the Ford GT has a rated top speed of 350 km/h!

Other notable cars on display from Lazarus will be a recently-restored 1960 Jaguar XK150S, some early Land Rover Defenders, and a mint, completely original Ford Mustang Mach 1 from 1972 with less than 40 000 km on the clock.

The Austin 7 car Club will be celebrating the centenary of this remarkable little English car at Zwartkops on July 31. The Austin 7 was announced

in July 1922, and this tiny 750 cc four-cylinder car transformed the British motor industry in its 13-year production life. Some 290 000 were produced and many found their way to South Africa. It is interesting that when the famous Issigonis-designed Mini was first announced in 1959, the Austin version was at first known as an Austin Seven. The Morris version, all-but-identical, was known as the Morris Mini Minor, and in 1961,



both Austin and Morris versions were then known as Minis, as this is what the public at large were calling them!



In the Special Vehicles section of Cars in the Park, housed in the pits at the Zwartkops track, a very special and rare 1922 Ford Model T pick-up will be displayed. This vehicle is 100 years old, and genuine Model T pick-ups are extremely rare. This one is owned by Andre Wessels of Wellington in the Cape, who will be transporting the car all the way to Pretoria to be part of the big Ford presence at Cars in the Park this year. Wessels will also be showing a 1914 Ford Model T Speedster, a racy version of the Model T.

In the early days of production Model T's were imported to this country. However, Ford Model T's were the first cars to be assembled in South Africa in significant numbers, local production starting in February 1924 in a converted wool shed in Port Elizabeth. American

production of the Ford Model T ran from 1908 to 1927, during which time an astounding 15-million cars were built. The Model T truly was the car that "put the world on wheels."

A much lesser-known Ford will be shown in the Special Vehicles section, and like so many cars at Cars in the Park, it has an intriguing history, as does its owner. Bobby Scott was the South African Formula 2 hot-rod champion in 1972, and in 1975 he won the South African Formula Ford championship and spent the following year racing single seaters in Europe. He also finished second to Ian Scheckter in the Formula Atlantic championship in South Africa in the late 1970s.

Some 42 years ago, Scott bought a 1959 Thames 10/12 panel van from his friend, Jannie Stander. Bobby had worked for Jannie in his motorcycle shop, Racing Motors, in the 1960s and always lusted after the van, which



was Ford's British-built answer to the VW Kombi. Bobby used the van for trips to the Kruger Park, before parking it, where after it stood for over 20 years. Recently he has been restoring it back to absolute original condition. It still runs the original Ford Consul 1,7-litre engine, albeit with a Weber carburetor and branch exhaust. The restoration will be completed just in time for July 31, and the big day at Zwartkops.

With 120 car clubs exhibiting, you can be sure to see your favorite classic car on display at Cars in the Park. Fans of Volkswagen Beetles and Kombis, Ford Cortina's and Escorts, rumbling V8-engined Mustangs, Camaros and Chargers, and all sorts of other weird and wonderful machinery will be on display.



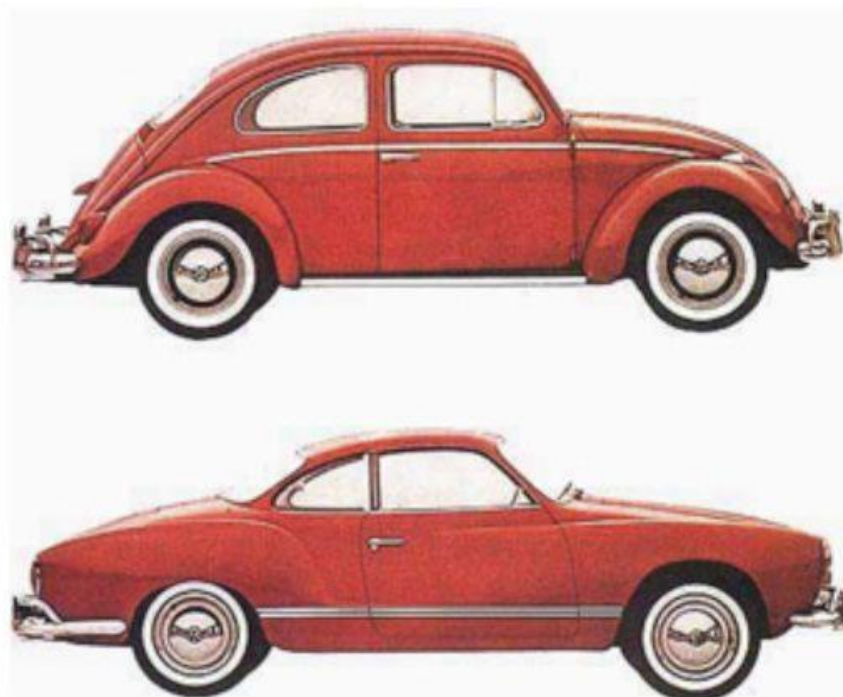
No cars will be allowed to drive around the track during normal show times, due to safety considerations.

The sheer volume of classics and other special-interest vehicles at Cars in the Park means that it is essential to get to Zwartkops for the opening time at 8 am, if you want to see the whole show.



Spectator entry fees are R120 per person (R100 if booked through iTicket). Children under 12 are admitted free. Drivers of classic cars built before 1985 are admitted free of charge, and are advised to get there early, with gates for exhibitors opening at 6 am. The show runs until 4 pm on Sunday.

For more information, go to the Pretoria Old Motor Club's website on <http://www.pomccitp.co.za>. Or visit the club's Cars in the Park page on Facebook.



The Volkswagen is the one in red.



1974 BITTER CD – THE ONLY BITTER CD IMPORTED INTO SOUTH AFRICA.

- BY RON GRACE

I am sure that many enthusiasts in Gauteng will remember the only Bitter CD imported into South Africa as it spent some time in Johannesburg many years ago. They may be wondering where this car is today. After I owned it, I sold it to my son in England where he still owns it today. It is the only Bitter CD in England today. There used to be only two such Bitters in England and I had the pleasure of meeting the other owner when I visited my son in England. His car was a red one of which I attach a photo.



He took me for a drive in this red Bitter CD. This owner retired and moved to Spain and put his red Bitter on auction some years ago and it was sold for, I think, R1 400 000-00 in our monopoly money. It went to a German buyer. That was some years ago. I am sure that if such a car went on auction today, it would reach far more than that price.

My son has put this car on motor shows all over England and at the London Motor Show it won first prize as the best car on show. I attach a photo of the car on show in London.

My son attended a Bitter Rally in Holland

where he met Erich Bitter personally. Erich Bitter was so excited to see this car as he remembered exporting the car to General Motors in South Africa in 1974. I attach a photo taken of Erich Bitter standing next to my son's Bitter CD.

I hope that somebody at the Pretoria Old Motor Club in Gauteng will remember this car and I am sure that they would like to know what happened to this car. It is in safe hands and my son is extremely proud of his Bitter. Wherever people see it in England, they rave about the car. For those who once knew this car in South Africa, let me tell you more about the car which I once owned.





ALL ABOUT MY 1974 BITTER CD WHICH I ONCE OWNED.

Personally I always thought that the E-Type Jaguar was the most beautiful car ever made but unfortunately I could never afford one or afford to maintain one. I would also have liked to own a Ferrari or a Maserati or a Lamborghini but these Italian cars were so finicky and so expensive to maintain that it was beyond my budget.

When I saw this Bitter CD, I thought that it must be one of the most beautiful cars ever designed. That is, second to the E-Type Jaguar. It was designed by Frua of Italy who also designed the 1970's Maseratis. You can see the similar Maserati Indy and Maserati Ghibli shapes when you put the Bitter CD next to the Maseratis. But, beauty is in the eye of the beholder and what is beautiful to me may not be beautiful to somebody else.



This is a German Touring car made in Germany by the body builder Bauer of Stuttgart. As I mentioned earlier, Bauer are specialist body builders for most of the big German car manufacturers. Erich Bitter did not have the finance to set up his own body building company and contracted the bodies and the assembly out to Bauer.

The main reason why I bought this car is that it had a 327 cub inch (that is 5354cc) Chevrolet V8 engine with a Chevrolet automatic gearbox. It had a four barrel Holley

carburettor. It should really have had a Rochester Quadrajet carburettor but the previous owner fitted the Holley. Spares are therefore readily available over the counter just like for any Chevrolet or Ford or other American classic. The rest of the car was based on the luxury Opel Diplomat floorpan and components. This car was also known as the German Chevrolet Corvette as it had the Corvette Stingray engine, gearbox and performance.

The car had Power Steering

The car had air-conditioning

The car had electric windows

It was fitted with a De Dion rear suspension.

Only 395 of these CD's were built of which only one was exported to South Africa. Mine was that car, and was therefore the only one in South Africa. My car was Chassis No. 10 and therefore only the tenth CD to be built. According to the British Bitter Club, this car was considered to be a very rare car as it was at one stage the oldest CD on their register. At that stage they were trying to trace the other nine cars built before my car.. It was also fitted with the earlier rear lights which made it a rare car.

My car was shipped from Hamburg in Germany on the M S Armonia on 23 March, 1974 and arrived in Port Elizabeth soon afterwards where General Motors took possession of it. The first owner is believed to have been the Managing Director or Chairman of JCI Limited in Johannesburg. A Mr Howard Johnstone, an Architect in Johannesburg bought the car on 28th July, 1984 at a Burchmores Classic Car Auction and paid



R8 600-00 plus R860-00 GST for it and owned it until 1999 when he sold it to a Mr Sawyer. Mr Sawyer did not own it for long because in 2000 (the following year) he sold the car to Dave Lyons. I bought the car from Dave Lyons in 2011. I was therefore the 5th owner of the car.

As you all know, Dave Lyons, who lives in Hout Bay, owns most probably one of the biggest private collections of Vintage, Veteran and Classic cars in South Africa. Dave was at that time living in Johannesburg and stored the car there. The car spent its whole life in Johannesburg. Dave did not have sufficient parking space for the car and handed the car to a friend named John Wessels to become the custodian of the car. John Wessels had permission to use the car but at the same time started to restore the car with Dave's blessing. The car's original colour was silver/grey. John Wessels stripped the car inside out and replaced the roof lining, new carpets and replaced certain leather panels on the seats. The rest of the original leather upholstery was retained. He rebuilt the whole dashboard and covered it in leather. The car was totally stripped and rebuilt.

On one of his business trips to the UK, Dave Lyons attended an auction of classic cars where a Bitter CD was auctioned. He was absolutely amazed at the price they got for the Bitter CD and on his return home he decided to take the car back from John Wessels and restore it completely. In the meantime Dave had moved to Cape Town and decided to bring the car down to Cape Town. I think that this was about four years prior to me buying it.



Here in Cape Town the paint was removed right down to bare metal and the car resprayed this dark blue colour which Dave saw on a photo of another Bitter CD. Dave rebuilt the whole front suspension, restored the mag wheels, fitted new tyres and fitted a new exhaust system. It was the first time that I have seen chromed silencers with its chromed tailpipes. He had the cylinder heads skimmed and fitted new valves, spares easily obtainable over the counter. A new windscreen was fitted as the old one had a crack across it. A mould of the old windscreen was made and a Johannesburg Company manufactured the new windscreen. I was in possession of a file of all the things done to this car and it will be difficult to tell you of all the parts which had been replaced or overhauled on this car. Just about everything had been overhauled or replaced. I shudder to think what Dave spent on this car to get it like it is today. I also have invoices of what the Architect Howard

Johnstone spent on this car when he owned it, and it is substantial.

The speedometer showed 76 000kms but I do not know if it is 176 000kms or only 76 000kms. Dave Lyons assured me that it had done only 76 000kms.

Unfortunately, it was left- hand drive but I could live with that. I would have preferred a right- hand drive car but that was not to be.

As Dave Lyons said to me before I bought the car from him in 2011, the car drives even better than what it looks like. He was right, it drove beautifully and had plenty of power from its Chevrolet V8 engine. The Chevrolet automatic gearbox was beautiful and smooth and you could not feel the gear changes.



So, there you have it. It was the only Bitter CD in South Africa and one of only 395 ever built. A true old Classic. My son now owns it and it lives in England, the only Bitter CD in Britain.

Wise words; "If cars were men, you'd want your daughter to marry this one"

- Thank you Ron for sharing your story with us – **RED**



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TE KOOP



Riley - Ockert tel 0718877602 Tzaneen

FOR SALE





VW Parte - Kontak Richardt Pieterse - 0829294179



TE KOOP

1985 230E , 123

Motor is in Eldoraigne, met motor papiere.

Daar is baie parte gekoop en los in die kattebak .

Kontak - EL Gosling





FOR SALE

Toyota - 135 000km - Kontak Liesel 0824119447



FOR SALE:

1968 MGB GT coupe Contact: 0720474612

Looking at about the 120 k mark





OP SOEK:

Ek is op soek na 'n paar CAR tydskrifte wat kort in my versameling. Kan jy kyk of jy miskien van hierdie opgawes het om te ruil? Kontak Daantjie Badenhorst – Sel : 072 454 3350.

1962: Januarie, Maart tot Desember

1963- Januarie, Februarie, April, Mei, Junie, Julie, September, Oktober, Desember

1964: Januarie, Maart, April, Junie, Julie, September, Oktober, Desember

1965: Januarie, Februarie, Maart, Mei, September

1970: Januarie, Maart, April, Junie, Julie, September, Oktober, Desember

1971: November

1972: November

1973: April, Julie, September

1975: Januarie, Oktober

1977: April, Junie, Julie, September, November

1979: Oktober

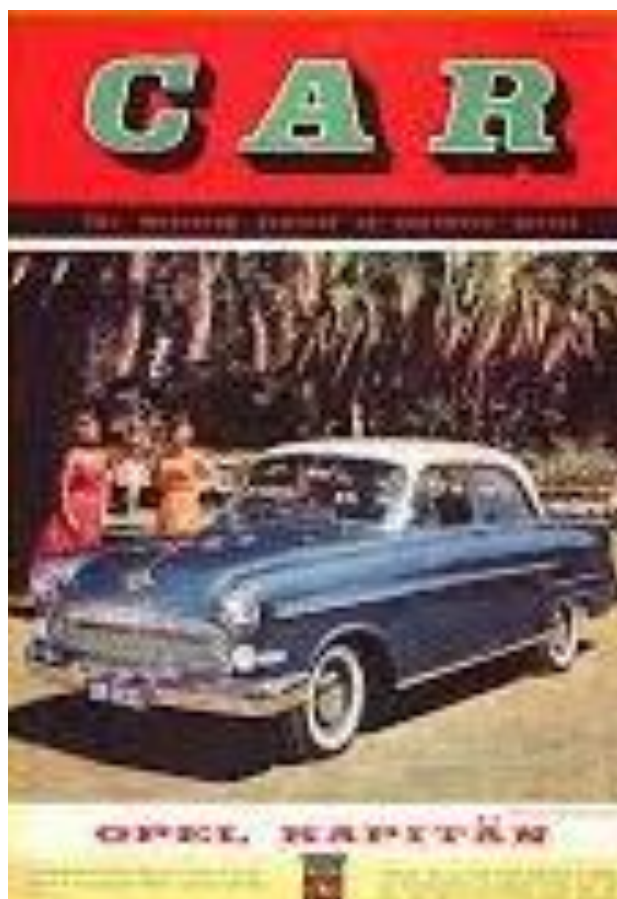
1982: Maart, April, Junie,

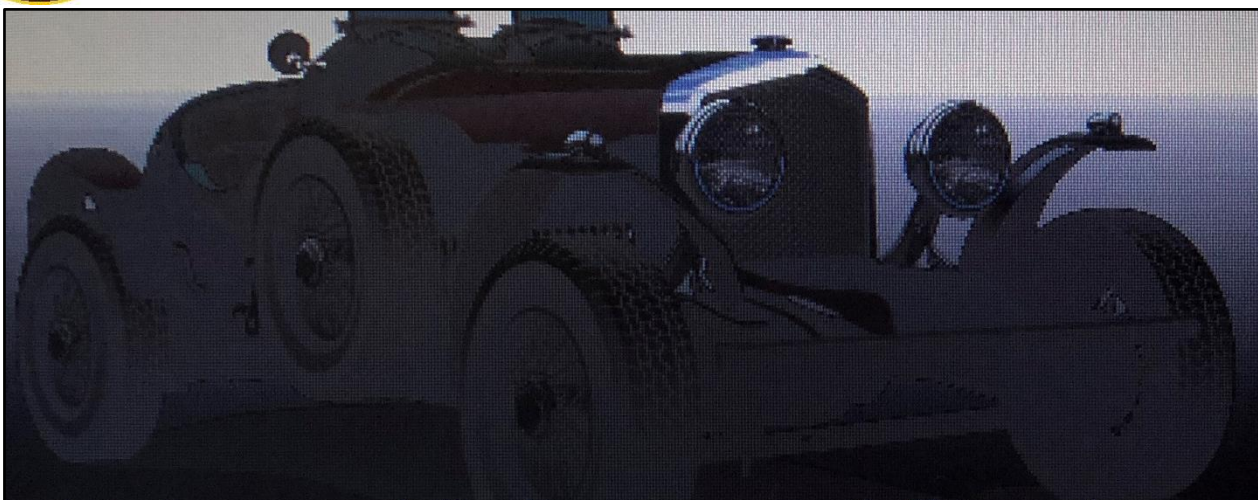
1983: Maart, April, Mei, Julie, Augustus, September, Oktober, Desember

1991: Junie

2008: Julie

2009: Februarie





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Verjaarsdae/Birthdays

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

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



4 Julie	Andre	Naude
6 Julie	Diedrich	Parsons
7 Julie	Nelie	von Wielligh
10 Julie	Terma	Kussman
11 Julie	Alta	Stander
13 Julie	Kobus	Ebersohn
14 Julie	Emil	Kuschke
15 Julie	Pieter	van Wyk
16 Julie	Talia	Loubser
17 Julie	Wendy	Velcich
17 Julie	Natie	du Plessis
20 Julie	Wilma	Gilson
21 Julie	Jannie	Van Niekerk
23 Julie	Peter	Farmerey
24 Julie	Lucky	Vurgarellis
26 Julie	Carin	Etsebeth
26 Julie	Lucille	Zeilinga
26 Julie	John	vd Veen
31 Julie	Tersia	Bouwer



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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Groot – R30, Klein – R20



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



POMC – Motor wapen
R90



POMC – Hout sleutelring
R25



POMC: Staal sleutelring
R25



POMC – Horlosie
R250



POMC – Swart pet
R100



POMC: Swart Beanie
R80



POMC – Geel koffiebeker
R30



POMC – Swart & Geel Lounge
R200



POMC: Wit Lounge
R200



POMC – Swart Lounge
R200



POMC – Swart Serp
R40



POMC – Voorskoot
R150



CIP – Assorted
Volwasse: R120 Kinders: R80



“Partners in restoration”

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

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

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

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

Name	Surname	Business name	What can be done	contact cell
Willie	Grobler	Willie Car Rebuilds	Stripping, painting and Rebuilding	079 030 3998
Uli	Retter	Kare Productions	Manufactureing stainless steel fuel tank	082 467 7858
Sulli	Mohammed	Bemow Motor Spares	Supplier of BMW 503 parts	082 551 687
Leatitia	Watson	Northern Hardware & Glass	Manufactured a new windscreen	012 333 0440
Gavin	Oliver	Buff King	Electroplating	083 403 3803
Gert & Wife	Victor	Upholstery	Upholstery, carpeting and roof lining	078 664 5006
Grant	Denshaw	Natal Resleeving	Re-sleeving rear wheel cylinders	082 449 3074
Sakkie	van der Wat		Stub axles on suspensions Ford Side-valve expert, assemble	072 298 9874
Kevin	Brink	Alan Y Brink Engineers	and re-conditioning Boring and fitting of pistons, bearings, ext	082 606 0442
Louis	van Tonder	NPA Sandblasters & Powder Coating	Sand blasting & Powder coating	081 564 4767
Lluwellynn	Venter	Action Auto Electrical	Electrical harness in cars and fitting	082 450 4081
Andre	Dempers	Silverton Brake & Clutch & Silverton Radiators	Re-sleeved the calipers for the front wheel disc brake pads	082 490 4311
Braam	Roux	VR2 Instruments	Checked and tested the radiator Scheming of pressure plates, rings gear and re-lining of clutch plates Dash board instruments	082 458 4576
Jacques		Ultimate Suspensions	Speedo meters & clock repairs Manufacturing gearbox rubber mounting,	012 335 0696
		Bearing Man Group, Silverton	Supplier of bearings and seals	012 849 1700
		Bearing Agent	Supplier of scarce roller bearings	012 326 2551



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