



a-hoo-ah!

SEPTEMBER 2022

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Make: Austin 7 single seater (displayed at CiTP special invites)

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 7 September 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 7 September 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
Ondervoorsitter Vice-Chairman	Frik Kraamwinkel	082 444 2954 frikkr@gmail.com
Sekretaris Secretary	Taco Kamstra	082 770 8800 tacokamstra@gmail.com
Pretritite Funruns	Mario Coetzee	084 517 4680 mario@mariocoetzee.co.za
Projekbestuurder Project Manager	Frik Kraamwinkel	082 444 2954 frikkr@gmail.com
Batebestuurder Asset Manager	Danie du Plessis	083 676 0130 carlpen@mweb.co.za
Tydenrebeampte Rally Official	Claude Stander	082 570 2498 claudio@stander2.co.za
Dateringsbeamtte 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





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



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



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

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



1170 MOULTON CENTRE SHOP 5B CNR CODONIA & MOULTON AVE
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Ons is tot ALLES in staat deur
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Connie Theron

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

Na afloop van 'n uiters suksesvolle "Cars in the Park" op 31 Julie, het 'n retrospeksie daaroor die belangrikste deel van ons maandvergadering op 3 Augustus uitgemaak. Uit die aard van die saak was dit lekker om oor so 'n suksesvolle dag te kon praat, maar ons het ook die geleentheid gebruik om te besin oor enige veranderinge en verbeteringe wat in die toekoms aangebring kan en moet word, veral wat die verkeer en hektoegang betref. Verder het ons ook die normale interesantheid wat Taco vir ons opdis geniet.

Tydens ons volgende maandvergadering op 7 September gaan Taco en Jurjen Kamstra vir ons hulle "Highwheelers" kom tentoonstel, en Taco gaan vir ons meer oor die geskiedenis van hierdie voertuie, en veral die elektriesaangedrewe modelle vertel. Dit belooft 'n baie interessante aand te wees.

Our "Second Sunday" event on 14 July was a normal Cars and Bike Social day as it also coincided with the Magnum Rally.

The Magnum Rally took place from the 10th to the 14th of August in Hazyview. As always this was another well organized and enjoyable event. Anybody who has not done the Magnum Rally yet, is missing out on a very enjoyable occasion within the old car and bike community with a wonderful feeling of camaraderie and wonderful hosts at the Numbi Hotel. There is always nice site seeing as well as motor and motorbike museum visits included along the route. It is an event for young and old. Groep B (cars with closed odometers) was won by a relatively young couple who got married just the previous weekend. The oldest competitors was Johann Nel and his wife. He is 87 years old and his wife 79. He has been taking part in the Magnum Rally since 1984 without missing one. That sets a very good example for all of us. Even on the motorbikes you have a good spread younger and older competitors. We even had a young man from Denmark taking part.

We would again like to thank Leo and Tom and their team very much for all the time and effort they always put in to make this event so successful and enjoyable. Although we had 37 entries, we would like to see a lot more in future again. We would really like to thank all competitors from other clubs or as individuals supporting this and of our other events.

Wat Lief en Leed betref het ek niks spesifiek om te rapporteer nie. Ons hoop dus dit gaan goed met almal. As daar dalk iemand is waarvan ek nie bewus is nie, en wie ook moeilike tye beleef, wil ek julle 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



CAR at the CLUB

11 September
2022

10h00 till 14h00



Vintage and Classic Cars and Bikes

@

POMC Club House

c/o Keuning street and Fred Davey avenue,
Silverton / Meyerspark

Admission:

Spectators: R30 person Children Free

Exhibitors 2 per vehicle free

Refreshments available from:

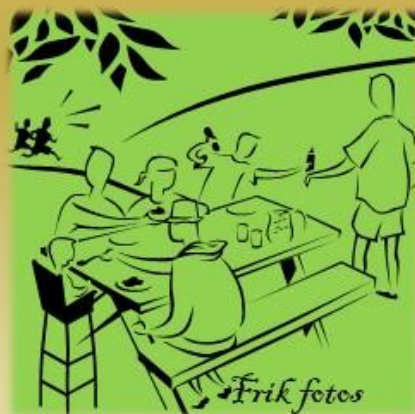
**HOOT & TOOT, POMK Koffiehuis,
Sonitus School and Coconut Groove**

Braai facilities and Picnic area available



Info:

Frik 082 444 2954





MONTH EVENTS:

The 2022 Magnum Rally and Tour

– by Christel Matthee (Navigator Competitor No34)

Thursday morning, 11 August 2022, saw the start of the annual 'Magnum Vintage and Classic Motorcycle and Motor Car Rally & Tour'. Organised by The Pretoria Old Motor Club and hosted by Hotel Numbi & Garden Suites in Hazyview, this annual official SAVVA event is a definite highlight in many vintage enthusiasts' motor-calendar.



Set in Mpumalanga (now official Curry Cup Country 🏆), this 3 day rally offers participants drives through some of the most scenic parts of the Lowveld Region. All vehicles manufactured before 31st December 1997 were eligible to partake in the drive or compete in the rally. This year though, a touring class was offered for those who would just like to join in the fun and camaraderie without the stress of competitive rallying.



36 Teams from all over South Africa (and Denmark), took part this year, ranging from veteran driving teams to 1st time newbies. 5 Teams did not start the event.

Entrants could enter in one of three score groups, Score Group A for Motorcycles with sealed instruments as per VSR 18, Score Group B for motor cars competing with sealed instruments and Score Group C for Motorcycles and Cars competing with open instruments.

This year also saw an entry from Jens-Erik Dichmann, all the way from Denmark, participating on a 97 year old - 1925 Sunbeam Motorcycle.



The event had entrants from the following clubs:

Lowveld Old Wheel Club: – 7

Classic Motorcycle Club: - 6

Vintage Motorcycle Club: - 6

Vintage and Veteran Club: - 5

Pretoria Old Motor Club: - 3

Borgward Club: - 3

With single entries from the CMC-N, WTCMC, MOCSA, MB Club, Studebaker Club and Piston Ring.



Day one took the participants via the scenic landscape from Hazyview, direction Sudwala Caves and back via the motor and motorcycle museums at Casterbridge, giving the participants opportunity to discover roads less travelled by the public. At the end of day 1 the leaders in the 3 score groups were:

Score Group A (sealed odo motorcycles): Gavin Walton

Score Group B (sealed odo motor cars): Marin and Michell Kaiser

Score Group C (open odo): Pat and Maggie Whelan





Day 2 was a great adventure as all headed out towards Malelane, exploring the old Maputo Corridor access roads (with part of the route being on the old main road to LM in the 1960's), while focussing on keeping times and distances while rallying. The leader board remained the same with the exception that Ken Grossmith and Adam SHneier won the day in the open odo score group. The touring group spent the day in the Kruger National Park.

Day 3 took the participants venturing on the winding roads of Graskop and God's Window. This exodus was a definite highlight to conclude a fabulous event, complemented by perfect weather conditions and legendary rally participants. The leader board remain the same for the day with the exception that Pat and Maggie Whelan won the day in Score Group C!



Ken Grossmith and Adam Shneier in their 1969 Triumph Spitfire Mk3 were capped as overall victors in Score Group C, Open Odometer Class, with Trevor & Sharon Binder in a 1994 MG - R V8, in second place and Keith & Vivienne Van Heerden 3rd driving a 1957 Jaguar. Martin & Michell Kaiser driving a 1990 BMW 318i - E30 won in the sealed Odometer Class. Gavin Walton took 1st place with his 1966, BMW R60/2, in the Motorcycles- Sealed Odometer Class.

A Heartfelt 'THANK YOU' to the organiser, Leo Middleberg for an excellently coordinated event!

Those who are keen to enter the 2023 event or would like more information can contact Leo Middleberg on 083 677 2334 or rallymagnum@gmail.com.



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SPECIAL RATES • CAR CLUBS • GROUPS • CLASSIC CAR MAGAZINE SUBSCRIBERS • SAVVA MEMBERS • SENIOR CITIZENS Hazyview Hospitality Group WELLS, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 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Welcome back, Cars in the Park!

- *By Stuart Johnston*

On the early morning run through to the 2022 Cars in the Park from Jo'burg, it was easy to imagine that we were sitting in the only old car that was out before dawn on a late August Sunday. A day that promised good weather once the sun decided to make its appearance, but at 6 am we needed our flasks of coffee and blanket or two.

A quick stop for fuel on the R21 proved that we were not alone. Here was an attractive lady, driving solo in a Mazda MX5, who assured us she was on her way to Zwartkops for the greatest car show in the country. Same with an older chap in a '32 Chevrolet, proud of the fact that his 90-year-old machine was still purring and happy to cruise along at 80 km/h. Back in 1932, 50 miles per hour was a good pace, but easily attainable in a Chev, uphill and down dale.

By the time we hit the R55, we were soon swept up in all the excitement as we drove north to Zwartkops. Hot Ford Escorts, cold enthusiasts in open Lotus 7 replicas, classic VWs in the form of Kombis and mid-1960s Square-backs, rumbling V8 trucks and chrome chariots from the styling-excess era of the late '50s. Everything was back to normal.

It had been three years since we'd last been part of this fantastic celebration of motorised obsession, because thanks to Covid-19 lockdown, we'd only be celebrating the 40th anniversary of the show in 2022, whereas it should have happened in 2020. Whatever, it didn't make any difference. Just on 6.30am and we were already in a queue, and I was stressing because my 37-year-old Golf GTi was blowing steam out the bonnet. I decided to park inside the grounds but outside the show-section entrance at the Mercedes-AMG building. I had a good idea what was causing this display of temperament, and I would leave the Golf to sulk outside while me and my lady hoofed it into the track area, which was already filling up fast, and it wasn't even 7 am yet!

What the Covid-19 lockdown had done was build up a thirst for the Cars in the Park that has rarely been witnessed. It is likely that the final special-vehicle count would exceed 2 500 cars, motorcycles, trucks and what have you this year. And more importantly, the general public, who were catered for with plenty of extra parking, simply kept on arriving too. As for the machinery on display, well then, where to begin?

At the top end of the track there were plenty of cars that had never been seen before, and of these I should mention a couple. The one that really caught my eye was a Volkswagen Beetle that had been fully converted to Porsche Boxster specifications, including engine, gearbox, wheels, suspension and a complete Boxster interior. The mudguards had been immaculately extended to contain the wider track of the Porsche wheels, while the interior looked as if it had been factory-fitted to Porsche specs. Chatting to the owner, he said he had imported the car from Germany and it was one of two that existed in the world.



Not far away, still near the top section of the track, was a car that looked almost identical to the Audi Quattro rally-championship car campaigned here by Sarel van der Merwe in the mid-1980s. The only thing was, it was built to half scale! If you stood next to it, the roof line was not much higher than your knees. Chatting to the owner, he said it took him five years to build it, and the car was fully functional, although not great on leg or head-room! Later on in the morning I saw this wonderful little

machine driving around the track.

Before this happened, a friend from the VW fraternity told me he used to crew for a low-level rally team occasionally and he still remembered the sound that 5-cylinder Quattro motor made in the forest near Sabi! As he said that, both of us felt the fine hair on our arms and necks raise as we recalled that wonderful period in South African motorsport history. "What's it called? Goose flesh?" he asked. "Ja, hoendervleis," I replied. That moment summed up what we love about the old car movement, and why we love Cars in the Park. We realise that in our obsession we are not alone, far from it!

If you want to know what vehicles are trending in the old car movement, Cars in the Park is an eye-opener. I have never seen so many Mazda MX5s in one place before, there must have been over two dozen of these little Japanese sports cars this year.





And as for Datsun-Nissan 1400 bakkies, well, it seemed as if someone planted seeds for them back in 2019 when the last Cars in the Park was held, and they all blossomed to life this year on August 31!



The most spectacular of these little bakkies was one fitted with a Hayabusa motorcycle engine. The whole Nissan 1400 bodywork had been recreated in lightweight composite material and the owner was enjoying revving it to around 12 000 rpm in neutral, parked just before the Turn Two hairpin on the track. It sounded unholy!





The pit area was resplendent in the Special Vehicles category organised once again by club stalwart Emil Kuschke and stand-out cars included a 1914 Model T Racer, a 1922 Model T Ford pick-up, a 1930s Austin 7 racer, a latest-generation mid-engined Chevrolet Corvette and a pristine 1959 Cadillac convertible.



Neil Stander's beautiful '66 Mustang convertible also drew lots of admiring glances.



Opposite the pits was the enticing Lazarus Motor Company display, celebrating its 65th year anniversary at the show. The centre-piece was the line-up of three Ford GTs, from the years 1965, 2005 and 2020. This could be the first time that all three iconic GT models have been shown together in public, representing a Ford performance heritage that spans over half a century.



Personally, I was also delighted to see that Lazarus had completed the restoration of its 1957 Ford Thunderbird in time for Cars in the Park, as this car was built in the year that Lazarus was founded in Bronkhorstspuit back in 1957. I had seen the car taking shape in Lazarus's classic workshop at the beginning of this year.





More than ever before it seems, Cortinas have come out the woodwork to be admired as bona-fide classics.



And it was great to see this at the 2022 show, as the Cortina celebrates its 60th birthday this year. The first one, badged as a Ford Consul Cortina, was launched in England on September 20, 1962, and the first Cortina went on sale here in South Africa a month later. It was amongst the country's top sellers right up until the fifth-generation Cortina was replaced by the Ford Sierra in 1983



The Pretoria Old Motor Club's Frik Kraamwinkel did another fantastic job this year, and he reports that there were over 9 000 paid spectators, which made it a financial success too. Frik was assisted on the day by some 82 people for security, marshals, and a number of liaison staff between himself and over 120 stall holders, who, he said, sold everything from packets of chips to complete motor cars!

A huge well done to all who were involved with Frik in organizing this great event. Frik Kraamwinkel is already hard at work organizing the 2023 event, which will again be held on the first Sunday in August. For 2023, a bigger parking area and a second exit are being investigated. Let's hope for more of the great weather we enjoyed this year.

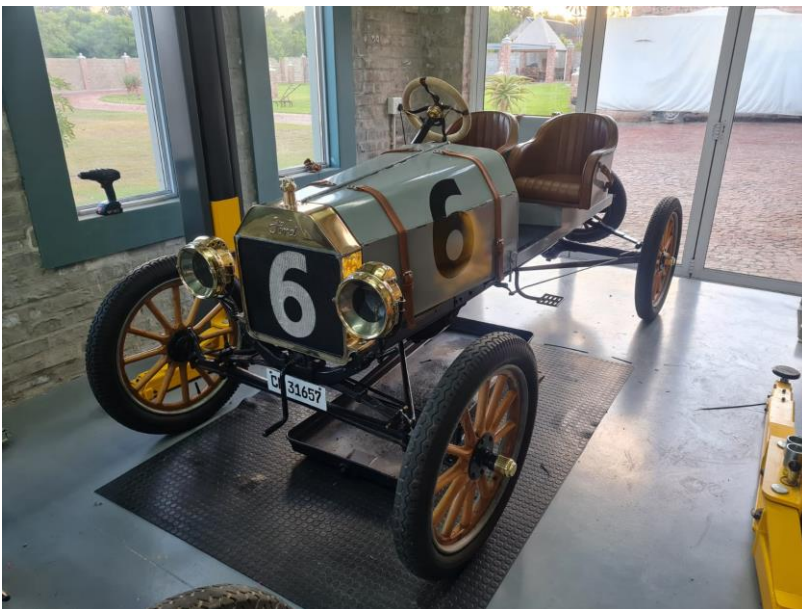


Cars in the Park 2022



- *Daantjie Badenhorst*

The 40th Cars in the Park exhibition was held on the 31st of July 2022, and thousands of cars were on display.



Two unusual versions of the Ford Model T were transported from Wellington in the Western Cape. André Wessels displayed a 1914 Model T racer, which has been restored to its original condition.

The 1922 pick-up on display was the Model TT, which was based on the Model T, but has a longer wheelbase and a heavier frame and rear axle. It could take a payload of approximately a ton and was fitted with a wooden load box.





Another Ford product which attracted a lot of attention, was a 1959 Thames 10/12 panel van. This was the predecessor of the Ford Transit and was powered by the same 1,7 litre engine as the Consul Mark 2. This vehicle has only had two owners. Jannie Stander bought it new, and since 1980 it has belonged to the former motorcycle racer Bobby Scott.

Mervyn Wolder is well-known for owning an example of every derivative of the Peugeot 403 that has been manufactured but he also displayed two other vehicles, both pick-ups that used to be popular but disappeared from our country's roads. The Peugeot 404 pick-up he displayed, was manufactured in 1980 and was one of the last to be made in South Africa. It has had rust removed from its undercarriage but otherwise it is in an immaculate condition.



The third-generation Toyota Hilux was the most diverse at that stage and contained the first four-wheel-drive and diesel models to be introduced. When the range was facelifted in 1982, the 2000 five-speed model became the SR 5, and Mervyn's 1983 model, which was bought new, has only done 48 000 km. It has not been restored and is still in an original condition.



In 1965, the American political activist Ralph Nader published his book "Unsafe at any speed", in which he heavily criticised the safety standard of American cars. One of the cars he took apart mercilessly was the Chevrolet Corvair, which was fitted with a rear-mounted air-cooled engine and was available in South Africa for a while. André Wessels inherited a 1960 model from his grandfather, who bought it new and travelled all over the country in it. André's grandfather died in 2001.

Jacques Labuschagne displayed his 1985 Alfa Romeo Giulietta 2,0 Executive, one of the last to be manufactured in South Africa before the company pulled out of the country. He has fitted Brembo brakes and a torsion bar from a GTV6, but these, and other modifications he has carried out, are reversible and the car still looks original.



Jimmy Brink displayed two Renault models, one of which was historically significant. In 1969, Renault introduced the 12, which broke the tradition of the rear-engined models that preceded it. In South Africa, production of the 8 and the 10 continued into 1970. The 8 was left mostly unchanged since the 1 108 cm³ engine was introduced in 1964. Jimmy's 1970 model, which is fitted with the same alloy rims as the 8 Gordini, was one of the last rear-engine Renaults to be manufactured in South Africa.



The other model he displayed, was an early 16 TS. The 16 was originally introduced to South Africa in 1966, and the TS replaced the original model in 1969. Jimmy's 16 TS was manufactured in that year, and he restored it after he bought it in Bloemfontein.



The VW 411 was manufactured in South Africa that was available with four doors. The fuel-injected LE models were added in 1971. Tony Lopes bought his 1971 411 LE sedan at an auction eight years ago and the only non-original item is the radio. He has been unable to trace the previous owner.

The original Sunbeam Rapier was the performance version of the Hillman Minx and Singer Gazelle, and two versions were on display, both owned by Herman Jooste. The green car is a 1960 model, a Series III powered by a 1,5-litre engine.





The red car is a 1962 model Series III A, powered by a 1,6 litre engine. The Series III has been restored to its original condition but the Series III A is still completely original.

The Mercedes-Benz W 116 S-Class was introduced to South Africa in 1973 and despite more powerful and more expensive models being available in other markets, the 350 SE was the flagship throughout its South African model life. Marcell Mostert displayed his 1974 350 SE, which is for sale for R 148 000. He has done a lot of work on the car; he had the braking system and the front suspension overhauled, the steering box has been refurbished and the timing chain has been replaced.



Despite being popular for many years, the Toyota Cressida has become a rare sight on South African roads, especially the first generation which was on the market from 1977 to 1981. Alex du Plessis bought his 1980 model Cressida L 5-speed manual from an elderly lady a year and a half ago. Despite having a few dents, the car is in a good condition.





A significant number of VW Kombi's were on display, especially the T2, which was nicknamed the "bay window" and was on the South African market from 1967 to 1980. One of them stood out above the rest; Allan Vos's 1971 Kombi 1600 L. It has been fitted with a rebuilt engine, new wheels and tyres, a new cylinder head, the De Luxe bumpers with rubber inserts, and a full-width parcel shelf under the dashboard similar to that fitted to the Microbus 2000 models of a few years later. It has also been fitted with an integrated step that comes out when the sliding door is opened. This feature was standard equipment on the Microbus 1800 and 2000 Executive of the mid to late 1970's.



Gerrie Everts is well-known among Mini enthusiasts and he displayed a few unique models. Although an automatic transmission was available in some markets, this option was never available in South Africa. The 1986 Mini City Automatic that was on display, is one of only two automatic Mini's in South Africa and has been imported from the United Kingdom.

The Mini Cooper S was a successful rally car in the 1960's and is perhaps one of the most collectable models ever made. Gerrie restored his 1965 model Austin Mini Cooper S, powered by the legendary 1 275 cm³-engine ten years ago. Some people objected to the colour, which is Almond Green rather than the more traditional British Racing Green, but that was the shade of green that was available during that model year.





In 1973, a new flagship Mini was introduced to replace the 1 275 GT, which was still available in other markets. The GTS was unique to South Africa and was powered by a version of the 1 275 cm³ with twin carburettors. Gerrie's GTS is one of the early models, still fitted with the 10-inch Rostyle rims. The only change he has made, was replacing the original black stripes with golden stripes.



The Chrysler 383 was introduced in South Africa in 1969 as a replacement for the Dodge Monaco, and featured in a few local movies in the early 1970's. Marco van der Merwe's 1969 model is in an original condition; it used to belong to his grandfather, who owns a few classic cars.

The next event on the POMC calendar will be held on the 11th of September at the club premises in Silverton.

Compliments to Paul Blackburn and Hennie The Flag de Beer for the great photo's - this is a true reflection of all vehicles at CARS IN THE PARK 2022!!











Dankie aan Frik, die Kraamwinkel gesin en alle POMC lede wat gehelp het om die CiTP 'n sukses dag te maak!



UITSTALLING BY VALLEIPARTEI

- Deur Doeke Tromp

Ja, die spelling is korrek vir hierdie geleentheid!

Die POMK het 'n uitnodiging van die NG gemeente Valleisig in Faerie Glen ontvang om veteraan-motors uit te stal en die item was ook so geadverteer.

Vir meer inligting skakel 012 991 1542
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- 1 Brits
- 1 Frans
- 1 Japanees

Soos gewoonlik het ons motormanne lekker met mekaar gekuier deur raad uit te ruil en staaltjies te deel. Die publiek was beïndruk met die verskeidenheid en kwaliteit van die motors, terwyl Lou Bornman uitgesonder is om as 'n glanspersoon in sy groen MG vir die fotografe te poseer!





Die dag het baie opwindend volgens 'n interessante program verloop.

Open 08:00
till late

For more information contact 012 991 1542
Cnr Tipperary- en Mayostr. Faerie Glen

VALLEIPARTY

& KinderKarnaval 27

Aug

06:30	Fun Run/Walk
07:30	Rugby SA vs Aus. (Live)
10:00	Trompoppies Laerskool Constantiastadion
10:30	Treasure quest (3yr-8yr)
10:30	Bingo
12:00	Chilli eating competition
12:30	Wine auction
13:00	Trompoppies Laerskool Garsfontein
13:30	Amazing Race/Colour Run
14:00	Potjiekos competition winner

WINE AUCTION & CHILLI COMPETITION

Potjiekos competition

VETERAN MOTORS

Food stalls

MANY CHILDREN ACTIVITIES

Dit was voorwaar die wag werd toe ons 13:00 'n deeglike porsie potjiekos ontvang en saam geëet het – niemand het vroeg vertrek nie!

Volgens die organiseerder, Jan-Hendri Tromp, het die dag die gewenste resultate opgelewer en betuig hy sy dank vir die POMK se positiewe ondersteuning. Hy sal dit graag weer herhaal!



NEW HOBBIES FOR THE LOVE OF OLD CARS

- By Taco Kamstra

I have heard many times that everyone needs to have a hobby for several reasons.

One of the reasons is that it reduces stress. Other reasons are that it brings us joy and enriches our lives. It gives us something enjoyable to do during our leisure time and affords us the opportunity to learn new skills. In addition, it is a good thing if your hobby requires some level of physical activity. There are many more reasons and benefits about it, one being that everybody needs to have a hobby so that when you are blessed with good health and able to go on pension, you will keep yourself busy constructively. That is when you will really be glad that you ever started a hobby.



As we all know, something really important also happens when you have a hobby - you meet likeminded friends who become like family. Even more interesting is that you end up with friends of all walks of life and this enriches your life tremendously.

I always have been attracted to anything with wheels. Since I was a small boy, I would race my tricycle around. In later years, I would have a fleet of soapbox carts which evolved into a fleet of bicycles and from there onwards, I would always have dreams of all kinds of cars.

But what I did not know, is that our hobby - collecting and restoring old cars - would lead to mastering a multitude of new hobbies. This involved skills that I had to learn in order to keep the main interest going.

My old car hobby started with an old Triumph Spitfire. Also, an old panel van VW Kombi which I customized to my taste. After I got married, funds were low and I could not afford an old car, but then I did the next best thing. I built a scaled down model of a CJ2 Jeep for my eldest son (four years old at the time). For this, I needed to learn how to weld, bend metal, do spray painting and some upholstery. I found these activities to be excellent stress

relievers. At this time I became an IT manager and my life was very stressful. The Jeep building kept my mind off all the stress at work. Instead of worrying about problems I had to solve at work, I would think of how I would build the Jeep. In building this little Jeep, interesting and useful knowledge was obtained. For instance, in sorting out its front suspension, I had to research and become knowledgeable about technical matters such as the Ackerman steering principle, kingpin inclination, importance of caster and camber and so on. Of course, this was before the Internet and Mrs Google were available for assistance

Later on in life, when I started to collect old cars in earnest, I needed a storing place for all the parts and all the old cars. When that became too small, I needed car ports, and more car ports. Therefore, my next "hobby" became how to build a store room. I wasn't good at it but at least my cars had a good shelter. One thing I only learned afterwards, was how to measure a 90 degree corner. This is of course done by means of the simple, but yet effective 3-4-5 rule (check the Internet for "building 3 4 5 rule").

Later projects would include the manufacturing of various parts, for which I needed and acquired some knowledge of using the lathe. I found this is a specialised field where I needed a lot of guidance from my brother Jurjen. One hobby that I really enjoy and with which I was a bit better with, is making moulds and resin castings for the badges, scripts and mascots of older cars. This evolved into a hobby all of on its own.



Doing upholstery was also another skill I tried my hand at. I managed to do the tufting for our high wheelers, but working with a sewing machine I could not master professionally. For the high wheeler, I also needed to learn how to bend the wood for the bows. This is quite an easy task – once you know how to do it – and very enjoyable to see and admire the results.

One skill I found that I was not good at is doing spray painting. I have learnt to rather get the professionals to make sure I get a good quality spray job done. I also tried my hand at forging parts by forming metal by heating and hammering it. For this, I even built a little oven. I found that it needs a lot of experience, but at

least I tried it. For the high wheeler I needed to do some woodcarving and I was fortunate that one of my best friend's wife is a professional woodcarver who presents woodcarving classes. Hence, I enrolled in these classes to master this art as well.

An important tool for a car collector is a car trailer. For micro car owners this is obviously a must. Over time I built several car transport trailers. To tow the trailer, one of course needs a tow bar fixed to the towing vehicle. Most of my tow vehicles are obviously old and I cannot just order a bolt on tow bar. Therefore, I manufactured tow bars for a Mustang I had, my Valiant, my Camaros, my Cadillac, Jaguar and more. One car I could not get it right for was my Rolls Royce. To prove a point, I really wanted to tow my garden refuse trailer to the rubbish dump with my Rolls Royce. But I think Rolls Royce purposely designed the car in such a way to make it impossible to fit a tow bar!



A very unusual car to fit a tow bar on, is my 1929 model A Ford. The purpose of this project was for the Model A to tow the trailer for my high wheeler. This does not fall into everybody's taste, but it sure draws a lot of attention and it takes ages to fill the car up with petrol and to get going, as everybody wants to take photos.



Maybe the ultimate tow bar fittings I did, were for my boat and jet ski trailers. I needed my boat and jet skis at the dam, so the only solution was to tow three trailers simultaneously. Before that, I fitted a tow bar on my caravan as well, in order to tow

my boat or catamaran behind the caravan. Another skill I needed to learn which took some practise, was to reverse with multiple trailers.



I think the bottom line of and the philosophy behind this story, is that my life would have been much emptier without my old car hobby and all the spin-off hobbies and skills require for it. As I have been on pension for seven years now, I'm busier than ever and enjoy this to the full!





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1934 MG K1/K3 Magnette Conversion



1933 MG K1/K3 Magnette Conversion



1937 MG SA Drophead Coupe in the style of Reinbolt and Christé



1953 Arnolt-MG Cabriolet by Bertone



1935 MG PB Airline Coupe by Carbodies



1938 MG TA Tickford Drophead Coupe by Salmons & Sons



1953 MG TD Supercharged Special



1954 Arnolt-MG Coupe by Bertone



1959 MG MGA Twin Cam Special



1949 MG TC Special



1971 MG MGB Pickup Conversion



Mighty MG Midget Neon Sign



MG, Austin-Healey, Jaguar, Rolls-Royce
Single-Sided Illuminated Sign



MG K3 Magnette Children's Car, ca. 1930's



Large Collection of Metal Signs, Banners, and
Artwork—Mostly MG



MG Sales and Service Lighted Side-Mounted
Sign



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



Nuutgeboude Beach Buggy – registrasiepapiere in orde. Motor is in Albertinia

Prys R55 000

Kontak Stephan vir meer inligting 0716834646



TE KOOP



1928 Ford Model A Roadster in goeie toestand– registrasiepapiere in orde.

Motor is in Albertinia, Prys R400 000 - Kontak Stephan vir meer inligting 0716834646



1935 Ford V8 in goeie toestand– registrasiepapiere in orde. Motor is in Albertinia Prys R300 000

Kontak Stephan vir meer inligting - 0716834646



1928 Ford Model A 4 deur Phaeton in goeie toestand– registrasiepapiere in orde.

Motor is in Albertinia Prys R475 000 Kontak Stephan vir meer inligting 0716834646



1936 Ford Phaeton V8 Tourer in goeie toestand– registrasiepapiere in orde. Motor is in Albertinia

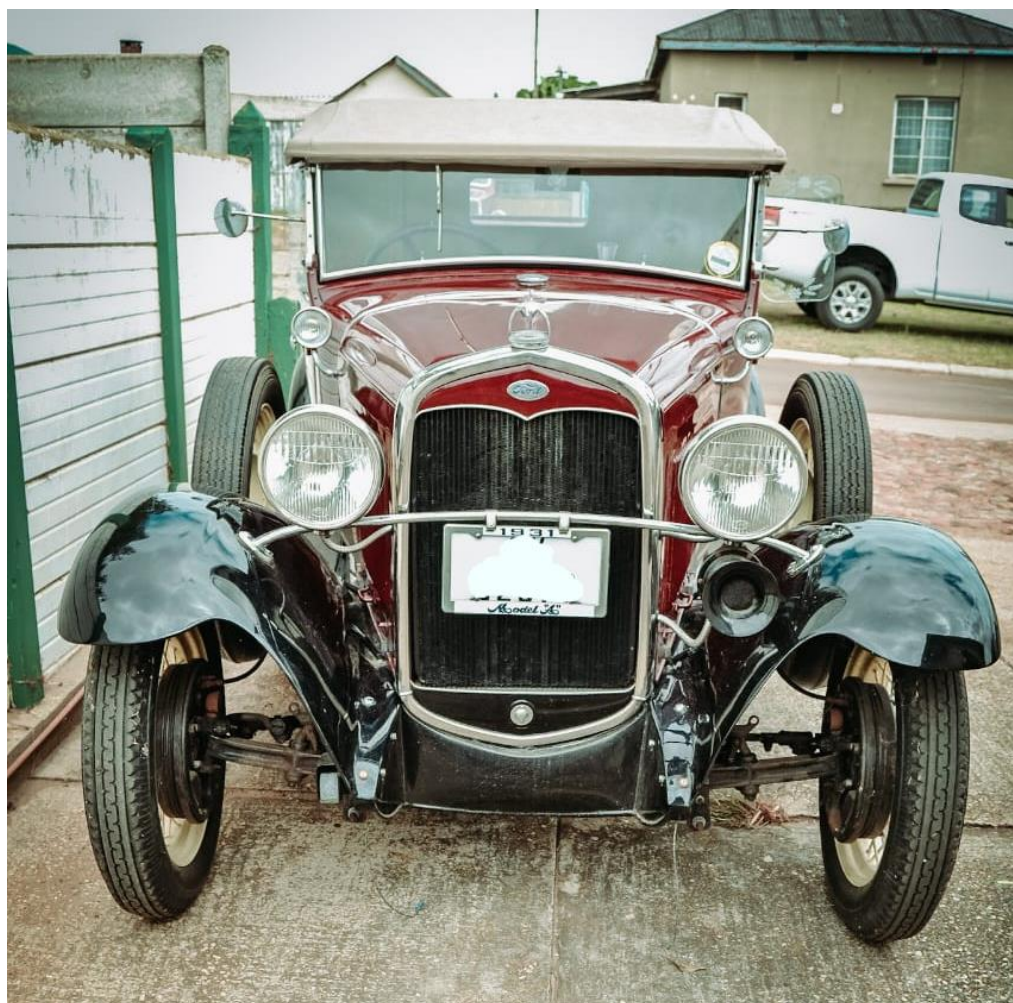
Prys R475 000 Kontak Stephan vir meer inligting 0716834646



1927 CHEVROLET Roadster in goeie toestand– registrasiepapiere in orde. Motor is in Albertinia

Prys R475 000 Kontak Stephan vir meer inligting

0716834646



1931 Ford Model A Roadster in goeie toestand– registrasiepapiere in orde. Motor is in Albertinia

Prys R475 000 Kontak Stephan vir meer inligting

0716834646



A photograph showing the rear of a maroon classic car. The car has a chrome bumper and a license plate that reads "OA 6053". The word "560" is visible on the right side of the rear panel. The car is parked on a paved surface.

A photograph showing the interior of a 1967 Mercedes-Benz 300 SL Roadster. The car features bright red leather upholstery on the seats and door panels. The dashboard and steering wheel are finished in a dark wood or black material. The steering wheel has a three-spoke design with the Mercedes-Benz logo in the center. The car is parked outdoors, and the open driver-side door is visible on the right.



TE KOOP



Riley - Ockert tel 0718877602 Tzaneen

FOR SALE:

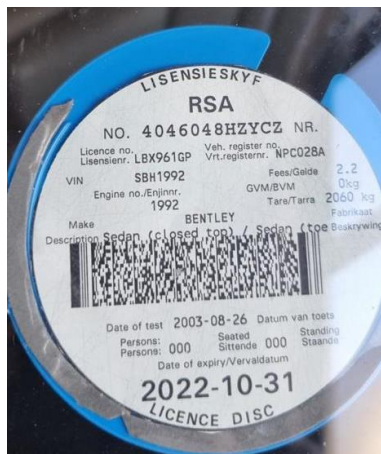
1968 MGB GT coupe Contact: 0720474612

Looking at about the 120 k mark





TE KOOP



Die eienaar van die 1967 Bentley is Jose Coelho 083 2550 598

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



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.)



02-Sep	Ernie	Jacobson
08-Sep	Petro	van der Westhuizen
14-Sep	Lynn	Marques
14-Sep	Konrad	Giering
14-Sep	Pieter	Badenhorst
18-Sep	Roger	Houghton
20-Sep	Bas	Basson
25-Sep	Tinus	Steenkamp
25-Sep	Helen	Flynn
26-Sep	Eric	McQuillian
28-Sep	Alida	Boshoff
29-Sep	Marlene	Gous
30-Sep	Paulette	Janssens
30-Sep	Christo	Groenewald



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!!

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



R400 sleeveless



R400 sleeves



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



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



POMC – Motor wapen
R90



POMC – Hout sleutelring
R25



POMC: Staal sleutelring
R25



POMC – Horlosie
R250



POMC – Swart pet
R100



POMC: Swart Beanie
R80



POMC – Geel koffiebeker
R30



POMC – Swart & Geel Lounge
R200



POMC: Wit Lounge
R200



POMC – Swart Lounge
R200



POMC – Swart Serp
R40



POMC – Voorskoot
R150



CIP – Assorted
Volwasse: R120 Kinders: R80



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