



a-hoo-ah!

NOVEMBER 2022

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Make: 1929 Chevrolet

Owner: Jan Burger

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 2 November 2022 (AGM). For the rest of the year meetings are held on the 1st Wednesday evening of each month.

POMK lede vergadering en braai word op 2 November 2022 (AGM) 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 - AGM	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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Sekretaris Secretary	Taco Kamstra	082 770 8800 tacokamstra@gmail.com
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Projekbestuurder Project Manager	Frik Kraamwinkel	082 444 2954 frikk@gmail.com
Batebestuurder Asset Manager		
Tydenbeampste Rally Official	Claude Stander	082 570 2498 claudestander2.co.za
Dateringsbeampste 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 neilstander-za.com
Tesourier : Treasurer:	Kobus Ebersohn	082 366 2364 kobus@ebersohn.co.za
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Bonnets-up
13 February
@ POMC Clubhouse



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



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



CARS at Loftus Park
22 May
@ LOFTUS PARK
Arcadia



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



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



EUROPEAN Classic
Car and Bike Day
10 July
@ POMC Clubhouse



CARS on the ROOF
24 July
@ Brooklyn Mall



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

Connie Theron

PRINTING
SIGNAGE
BANNERS
STICKERS
MAGNETS
AND MORE



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

Tydens ons afgelope maandvergadering op 5 Oktober het FC Buys vir ons hulle 1966 Chev pillarless Impala kom ten toonstel. Hy het vir ons vertel waar hulle die kar gekoop het en die lang paadjie wat dit geloop het in die restorasieproses. Dit was 'n lang proses maar die kar lyk nou baie mooi. Wat die kar besonders maak is die feit dat die binnekant van die kar nog oorspronklik is en nog baie mooi lyk.

Our "Second Sunday" event on 09 October was our "Spring Festival day" for cars, bikes, trucks and stationary engines. It was a well-attended day with quite a few Unimogs on display.

Our next "Second Sunday" on 13 November will be the "Japanese day" Car and Bike day plus Mini Auto Pretoria who will also be present.

Op Sondag 16 Oktober het die "Fun Run" wat Mario na Rustenburg gereël het, plaasgevind. Dit was goed bygewoon en ek verneem dat almal dit baie geniet het. Dankie Mario vir jou reelings

Alle loslig motor eienaars wat lank uitgesien het na die jaarlikse "Jakaranda Loslig Rit" deur die strate van Pretoria het op Sondag middag 30 Oktober die geleentheid gehad om die rit mee te maak. Sestien motors en een motorfiets het 14h00 by die Lollipop padkafee opgedaag, lekker roomys geëet en daarna die roete, wat deur Emil Kuschke uitgewerk is, aangepak. Emil het 'n hele paar stoppe langs die pad ingewerk om te sorg dat almal weer kan groepeer, maar ook om die vloeibare melkertjies wat nou al tradisie geword het en wat uit die, nou al bekende groen "petrolkannetjie" kom, te nuttig. By nog 'n verdere stop was ons verder bederf met heerlike koeksisters. Baie dankie aan Emil vir die reël van die heerlike uitstappie. Baie dankie ook vir die fotografe wat gesorg het vir die mooi fotos en videos wat aan almal deurgestuur is.

Dit spyt ons om te rapporteer dat die "Summer Rally" ongelukkig op kort kennisgewing gekanselleer was. Ons vra om veroning vir enige ongerief en vir almal wat daarna uitgesien het.

Ons herinner graag ons lede weer van ons klub se Jaarvergadering wat op Woensdag 2 November 2022 plaasvind en ook aan die Jaareindfunksie wat op Sondag 27 November. Dit is 'n roerbraai funksie teen R50 per kop. Klub verskaf kos maar elke lid moet eie eetgerei en braaispaan bring.

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



JAPANESE CLASSIC CAR and BIKE DAY

13 November 2022
10h00 till 14h00





Japanese Cars and Bikes
displayed by
POMC and invited clubs





Model cars by Mini Auto Pretoria
@
POMC Club House
c/o Keuning street and Fred Davey avenue,
Silverton / Meyenspark



Refreshments available from:
HOOT and TOOT, Sonitus School,
POMK koffiehuis

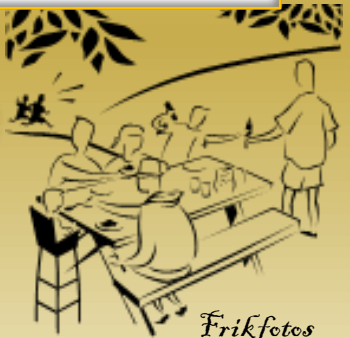




Entrance: R30 per person
Children Free
Exhibitors 2 per vehicle Free



Braai facilities and Picnic area available
Gate takings donated to Sonitus School for hearing impaired



Info:
Frik 082 444 2954

Frikfotos



MONTH EVENTS:

The Air-cooled motor show 2022

Annual motor show for vehicles with air-cooled engines was held at the premises of the Pretoria Old Motor Club on Sunday the 2nd of October 2022.



As usual, one manufacturer's vehicles outnumbered all others but a few rare Volkswagen models were on display. Probably the one vehicle that aroused the most interest was the Type 197, of which there are two in South Africa. It was built by Volkswagen Australia and was based on parts of the Beetle and the Type 2 Kombi and Transporter. It was originally intended for use by Australian special forces but when it was announced that the more popular 181, known as the "Thing" would be introduced, plans to buy the Type 197 were abandoned. The Type 197, also known as the Country Buggy, was mechanically similar to the Beetle but had the suspension of the Type 2 models for improved ground clearance. The Type 197 was supposed to be an amphibious four-wheel-drive vehicle to cope with the Australian environment, especially the outback. Two prototypes were sent to Wolfsburg to get corporate approval, but it was discovered that the



Thing was already being developed, and its lack of four wheel drive meant that the military would not buy it. The Type 197 was only in production for only eight months and 842 cars were manufactured. Leon Potgieter owns one of only two Type 197's in South Africa, and it took him a month to complete the restoration project. In order to tackle Sani Pass, he fitted a subtle 4x4 badge because four-wheel-drive is a requirement. He admits that he did this to lie to the police. He still has to fit the correct tail lamps and seats, but instead of the standard 1300 engine, his car is fitted with the 1500 engine.



The Thing is also a rare sight in South Africa, and was developed for what was then the West German army. The left-hand-drive and right-hand-drive models were code-named the 181 and 182 respectively and they were first introduced in 1968. Stuart Stirling has owned his Mexican-built 181 Thing for just over five years. It was manufactured in 1973 and is powered by the 1600 engine. It is completely original except for the wheels, the seats and the roof, all of which he intends to replace soon.



The Beetle may be the most popular car ever made but a few rarities are on display every now and then. One of them is Natie Ferreira's unique Type 87 R reproduction based on the 1942 model. It was manufactured in 1957 and is fitted with the double rear windows of the original model. It is still almost completely standard and even has the original cross-ply tyres, but the original 1100 engine has been replaced by a 1600.



A few Karmann Ghias were on display and one that attracted a lot of attention was Willie and Erin Naude's 1959 model. It was restored to its original condition about a year ago and still has its original whitewall tyres and a right-hand wing mirror.



Few cars are kept in an immaculate condition by their original owners but one such example was a 1964 VW Beetle 1200, which Dieter Vos bought from an elderly lady who had it since new. This car was even displayed with its original TP 1964 number plate. The only change he made, was an improvement; he replaced the six-volt electrical system that was standard equipment with a more modern twelve-volt system.



It is impossible to believe that, in the late 1950's a new car cost less than £ 600 pounds, but Kobus Brits's 1957 Beetle cost £ 558 when it was bought new. This car has been restored to its original condition but has been fitted with a twelve-volt electrical system.



Two rare versions of the original VW Type 2 range were on display. The De Luxe Microbus, also known as the Samba, was the flagship of the range in the 1950's and could be distinguished by its high window count; more than twenty windows all round and in the roof. The split windscreen could be opened, and a large fabric sunroof was available. Leon Potgieter owns one of only a few in the country and has fitted a 1600 engine to it although he still has the original 1200 engine. He has already undertaken a trip to the Kruger National Park with it.



Before Volkswagen started manufacturing the Kamper version of the second-generation Type 2 in the late 1960's, the German-built Westfalia was the only camper version that was available. Henk Dam has owned his 1962 model, based on the original Kombi, since 2002 and it is still in an original condition. It even still has the original six-volt electrical system.



The Micro Car Club made its usual appearance and a few cars were on display, mainly products by manufacturers that are no longer in existence. Despite its Welsh-sounding name, Lloyd was a division of Borgward that manufactured the Lloyd 600 and the Lloyd Alexander 600. Two of the latter models were on display. Pedro Diederichs has had his 1958 model since he was a student and has kept it in running condition. Grant Henton's Lloyd was also on display; it used to belong to Andrew Joseph and Grant acquired it after Andrew's death. These are two of about twenty Lloyd 600's in South Africa.





Goggomobil was a series of microcars built by Hans Glas GmbH from 1955 and 1969; after which the company was taken over by BMW and production was ceased. The TS Coupé was introduced in 1957, and was available as a 250, a 300 and a 400. Piet Koelewyn and Lou Bornman displayed their TS 400 coupés, manufactured in 1958 and 1963 respectively and both cars were still fitted with the rear-hinged “suicide doors” that were phased out in 1964. Piet’s car was a barn find and it took four years to complete the project. He wanted a dark blue paint finish, so he mixed black paint to the original paint mixture. Lou’s red car is still completely original, and he has not done any restoration work to it except to clean it properly.

The next event on the POMC calendar will be POMC Japanese classic car and bike day on the 13th of November 2022.



POMC Spring Day Festival

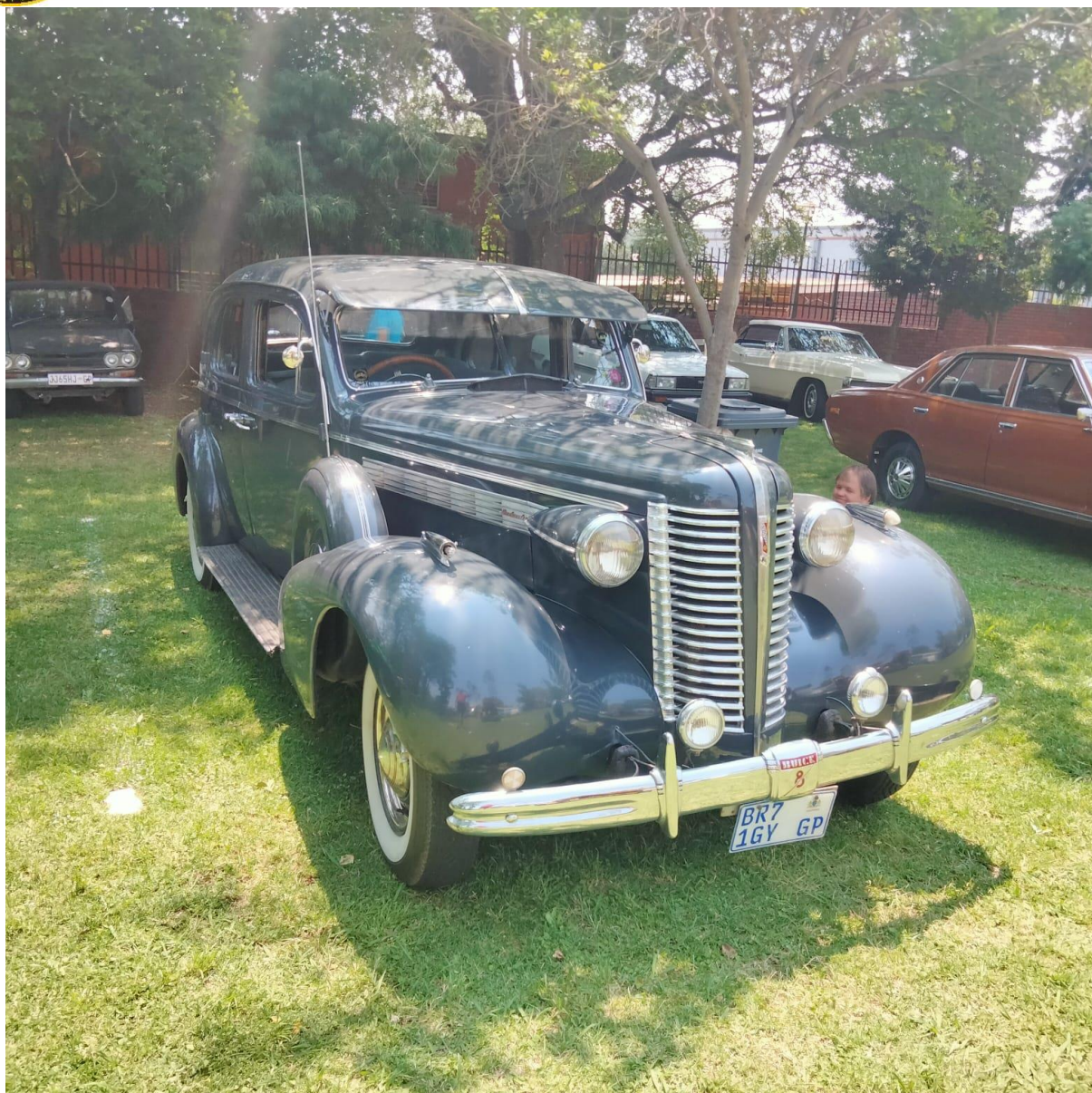
The Pretoria Old Motor Club held its Spring Day Festival on Sunday the 9th of October at the POMC premises in Silverton.



Because there was no specific theme, cars of all ages and countries of origin could be displayed along with only one stationary engine. Robert Dadford owns several of them, and the engine he displayed was a 1955 Wolseley which develops 5 horsepower and is currently undergoing restoration.



The Austin Seven is celebrating its centenary this year but few remain on South Africa's roads, especially in an original condition. Kobus Barnard has owned his 1935 model for five years and it is still completely original. It has not been restored, so it still has its original paint and the wooden floor that was standard equipment.



Dieter Vos owns a collection of classic cars and he attended this event with his 1938 Buick Eight Roadmaster. He has owned this car for about five years and bought it from Daan Marais's deceased estate.



Jan Burger's 1929 Chevrolet is in an original condition and it even still has a six-volt electrical system. He has had the seats and roof re-upholstered and its bodywork has been resprayed, but the car has been restored to its original condition.



The Datsun 1500 was South Africa's top-selling pick-up before the Toyota Hilux took over the top spot. Many of them have been neglected or have become the victims of rust and as a result, few have survived. Victor Coffen bought his 1972 model, which spent most of its life on a farm, in the Western Cape and has had its brakes, bonnet and pistons replaced. It was driven from there to Pretoria and no mechanical trouble occurred.



Few people will remember, or believe, that the Mercedes-Benz 450 SL and SLC were locally assembled, but they were, from 1976 to 1980. Neil Forbes's immaculate 1980 model 450 SL was assembled at the Mercedes-Benz plant in East London and has been fitted with the optional alloy wheels. He has owned his SL for five years.



The Chevrolet C series was one of the most popular American pick-ups in the 1960's and 1970's but although a modern version is still available in the United States of America, they have disappeared from our country's roads. Two of the last-generation models to be introduced to South Africa were on display. Frik Kraamwinkel's C 20 has already been reported on, and this time, it was joined by a 1974 C 10. John Drake has owned his C 10 for twenty years; it looks standard but has been fitted with a 350 cubic inch (5,7 litre) engine and a Turbo-Hydramatic automatic transmission.



The flagship of the last Holden-based Chevrolet models introduced to South Africa was the Caprice Classic, based on the Holden HJ Statesman Caprice. Unlike the De Ville which preceded it, it was powered by a five-litre V8 engine rather than the 5,7 litre engine of the De Ville. The range was discontinued in 1978, and Hennie Rautenbach bought his Caprice Classic, manufactured in that final year, on Facebook Marketplace five years ago. He admits that he does not know anything about its history.



In 1971, General Motors rationalized its operations in South Africa and the Vauxhall marque was dropped. As a result, the Vauxhall HC Viva received the Chevrolet Firenza badge when it was introduced late that year. It was offered with either a 1,2 (later 1,3 litre) engine from the Viva or the popular 2,5 litre from cars like the Ranger. The 2,5 was available as a four-door sedan and a coupé; the Can Am, which was developed for motor racing and of which only a hundred were made, was based on the latter model. Just about every Firenza coupé has been converted to a Can Am replica, while the sedan has completely disappeared from our country's roads. Stephan van Wyk displayed his 1972 sedan, one of the few that are still around. It is in an original condition and has not been restored.

The next event at the POMC premises will be the Japanese classic car and bike day on Sunday the 13th of November.



Rustenburg Fun Run: 16 Oktober 2022

Lede het vroeg Sondag oggend 16 Oktober by die Klubhuis vergader en die entoesiasme vir die rit na Phillip Mostert se museum buite Rustenburg was opmerkbaar.

Die getalle het gou gegroei tot omtrent 17 motors en byna 30 persone (gades en kinders ingesluit). Koffie was op die huis en nadat Mario 'n kort briefing gegee het is ons in konvooi uit Silverton weg.

Die eerste "rendezvous" punt was die vulstasie net buite die ATKV Buffelspoort vakansie oord waar ons hergroepeer het en waar nog 'n paar lede aangesluit het.

Vandaar is ons weer in konvooi vir die laaste entjie na Phillip se museum waar lede van die Rustenburg Golden Oldies Klub ons ingewag en verwelkom het. Groot was my verbasing om so baie mense daar te sien. Dit blyk dat die Golden Oldies Klub baie aktief is. Ek is byvoorbeeld vertel van hulle onlangse toer na die Natalse Middelande, 'n jaarlikse uitstappie wat 'n groot sukses was.



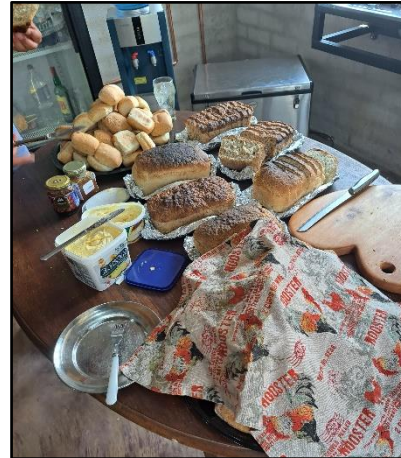
Die geleentheid was die opening van nog 'n uitstalruimte en ook die inwyding van hulle nuwe Klubhuis, wat deel is van die museum. Nadat almal vir hulle 'n plekkie in die koelte probeer skrop het, is daar motors gekyk, bande geskop en drome gedroom om eendag ook so 'n Chev of so 'n Mustang te besit. Die museum het 'n verskeidenheid uitstallings wat ons kon besigtig. Van 'n versameling John Deere trekkers, 'n saal vol ossewaens, perdekarre en voor oorlogse motors, staande enjins waarvan omtrent almal gestart is, 'n "ou werkswinkel", 'n nagebootste Poskantoor met die klassieke rooi telefoon hokkies en al, tot Phillip se



versameling Chevrolets. Eenkant het daar ook 'n paar Cadillac modelle gestaan. Die dreuning van 'n "flat head" V8 enjin (gerestoreer), was vir my 'n hoogte punt.



Daar was heerlike bykosse voorsien wat geniet is saam met die braaivleis en natuurlik iets koude in die vuur. Volgens die terugvoer wat ek gehoor het, 'n baie suksesvolle uitstappie.



Sakkie vd Watt, Karin en Phillip Mostert & Kobus Ebersohn

Om mee af te sluit, is so 'n geleentheid natuurlik ook nie "suksesvol" as daar nie 'n paar probleme, of laat ek eerder se, 'n paar uitdagings opduik nie. Dit was ook nie hierdie keer anders nie. Ons weet van twee motors wat agv foutiewe petrol meters, sonder petrol gaan staan het. Gelukkig is die tenks gou weer opgevul en almal was later veilig tuis.

Dankie aan Mario vir sy reëlins en aan ons gashere, Phillip en die Rustenburg Golden Oldies Klub vir hulle gasvryheid en die hartlike saam kuier.

Vriendelike POMK groete.

Danie.



LOSLIG JAKARANDA "RUN" – 30 Oct 2022



Dankie aan almal wat die moeite gedoen het om die dag saam met die POMK te deel.



Hidden Gem in White River Shows Ford Models Past and Present

- Forwarded by Roger Houghton



- Collection includes over 60 vintage and classic Fords and 6 000 model cars
- Owner has driven his beloved Model T from Cape Town to White River
- Ford Thunderbird E-Series and two Sierras are firm favourites

PRETORIA, South Africa, 14 October 2022 – The ultimate for any Ford fan would be to visit the iconic Henry Ford Museum in Detroit, to be immersed in chapters of Ford's heritage with influential vehicles ranging from the Model T to the Mustang.

Local fans, though, have another option. Nestled in the quaint town of White River, Mpumalanga, lies a privately-owned museum filled with vintage and classic Fords, most of them in perfectly restored condition.

The museum, owned by Herman Nel, is considered one of the town's must-visit attractions, and locals as well as tourists will seldom leave White River without stopping by. In addition to the vehicles, Nel is guaranteed to keep his visitors entertained during every minute of their stay by sharing his vivid stories and famous adventures on the road.



“For those who want to see Ford’s product evolution unfold from past to present right before their eyes, in one of the most unlikely of places, it doesn’t get better than Herman Nel’s museum,” says Minesh Bhagaloo, Communications Director at Ford South Africa.

“Collections like this remind us of Henry Ford’s unwavering vision when he set out to revolutionise transport in 1908. The collection includes many examples that show how Ford adapted to changing demands and industry trends over the years. These vehicles, along with Nel’s enthusiasm, have helped connect old fans with their Ford hero cars, while inspiring new fans who might follow in Nel’s footsteps,” says Bhagaloo.

When Nel was 22 years old, he got behind the wheel of a Ford Zephyr. At the time, he couldn’t have predicted that this short drive would dramatically change his life forever. From that point on, Nel began collecting every type of Ford he could get his hands on and would often perform aspects of the restoration work, such as spray painting, by himself. Today it is his two Sierras that he considers to be among his firm favourites, with both vehicles still in perfect running condition despite both having covered more than 300 000km each!

Over the years his museum has been forced to grow outwards and upwards as new vehicles are sourced and added. Nel estimates that he has more than 60 Fords in his possession, and these are safely stored across the museum’s three levels, spanning an area that covers approximately two thousand square metres. The museum is also home to over 6 000 model cars, most of which Nel imported personally, along with books that provide valuable insights into the cars that are on display.

Inside the museum there truly is a Ford for everyone’s personal preference and generation, but the Model Ts and Model As symbolise some of the most revolutionary years in Ford’s illustrious history and are a recommended starting point for the museum’s many visitors. Despite the age of these gems, and rising value, they still take part in bespoke events, including the most recent journey that covered over 2 000km between Cape Town and White River!

Of a similar era is Nel’s sleek 1957 Club Victoria which represents something of a watershed moment within his collection, while another notable sight is the 1940 Ford V8 pickup. This vehicle used Ford’s commercial car chassis in a successful attempt to combine passenger car comfort with car-like appearance. The V8 engine under the bespoke hood is mated to a 4-speed manual gearbox. Then there’s the 1960 F100 pickup which was bought by Nel in 1990. Nel found it on a farm in the Kalahari and is only the second owner since new!

Those who relate to slightly newer machinery will certainly be intrigued by Nel’s limited edition models, including a 1957 Thunderbird E-Series which he believes might be the only one in the country. Nel also owns a Thunderbird that was released to honour the



model's 25th anniversary, with this particular vehicle carrying a plaque on the dashboard bearing his name. An unforgettable chapter of Ford's local history is shown through one of the heavily accessorised Rangers which competed in the gruelling Ranger Odyssey expedition, and now forms part of the expansive museum too.

Entry to the museum is free and Nel never gets tired of meeting new visitors who share a similar passion to his own. His museum is indeed a haven for those who want to soak up all the iconic moments and innovations that have helped define and differentiate Ford over the decades.

Read the latest news from Ford South Africa by visiting the Newsroom:

<https://www.ford.co.za/about-ford/newsroom/>

Contact



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Jaguar South Africa

Jaguar Classic reveals two exclusive '70-edition' C-type Continuations to celebrate landmark anniversary

- Two exclusive Jaguar C-type Continuations have been revealed seventy years since the C-type was at the pinnacle of sportscar racing. These Jaguars dominated the 1953 24 Hours of Le Mans equipped with the pioneering disc-brakes, finishing first, second, fourth and ninth and breaking the average lap speed record
- Each C-type Continuation '70-Edition' has been tailored in an evocative colour and trim, with hand crafted silver enamelled badging from partner jeweller Deakin & Francis, along with '70-Edition' stitching and embroidery and painted roundels with racing number 70
- A bespoke key housing and dashboard plaque have been crafted from a 1953 C-type fuel tank by Deakin & Francis for each '70 Edition'
- The first of these editions is finished in a one-off colour of Verbier Silver with Cranberry Red leather interior. This never to be repeated combination is inspired by the C-type's Platinum Anniversary
- The second '70-Edition' is a tribute to the victorious C-type XKC051, and is finished in the Works Team colours of British Racing Green with a Suede Green leather interior
- Production of the '70-Edition' Continuations is underway at the state-of-the-art Classic Works facility, with each vehicle requiring 3,000 hours of specialist construction
- Each '70-Edition' is priced at £1.5million (excluding local applicable taxes)
- Customer enquiries should be directed to: www.jaguar.com/classic, +44 (0) 2476 566 600, sales@classic-jaguarlandrover.com
- For regular updates from Jaguar Classic, including the progress of the new C-types, follow the official @jaguar.classic account on Instagram
- Configure your C-type using Jaguar Classic's online visualiser at: <https://classicvisualiser.jaguar.com>



Pretoria, 13 October 2022 – Jaguar Classic has revealed two exclusive C-type Continuations to celebrate the vehicle's pioneering achievements in 1953. Each '70-Edition' features distinctive specifications and will be built at Jaguar's state of the art Classic Works facility in Coventry.

The two Jaguar C-type Continuations have been revealed seventy years after C-types, equipped with pioneering disc-brakes were at the pinnacle of sportscar racing including dominating the 1953 24 Hours of Le Mans. Four Jaguar cars were entered that year, finishing first, second, fourth and ninth. The winning driver pair of Tony Rolt and Duncan Hamilton covered over 2,500 miles at an average speed of 105.85mph breaking the previous record and in the process became the first winners to take the title with an average speed of over 100mph. A testament to these remarkable Jaguars.

Each C-type Continuation '70-Edition' has been exclusively tailored in an evocative colour and trim, with hand crafted silver enamelled badging, '70-Edition' stitching and embroidery, and painted roundels with racing number 70. The first of these editions is finished in a one-off colour of Verbier Silver with Cranberry Red leather interior. This never to be repeated colour and trim combination is inspired by the C-type's Platinum Anniversary. The second '70-Edition' is a tribute to the victorious 1953 car of Rolt and Hamilton, C-type XKC051, and is finished in the Works Team colours of British Racing Green with a Suede Green leather. The '70-Edition' logo is inspired by the visual features of the C-type, originally created by Jaguar designer Malcolm Sayer famously responsible for the shape of the D-type and E-type.

Each '70-Edition' comes with a bespoke key housing and dashboard plaque from partner jeweller Deakin & Francis. Founded in 1786, Deakin & Francis have over 230 years of heritage as England's oldest manufacturing jewellers and have crafted the dashboard plaque from a 1953 C-type fuel tank.

Matthew Bailey, Senior Manager for Strategy and Business Development, Jaguar Land Rover Classic, said: *"Each C-type Continuation is a rare and special vehicle to grace any collection, but we are delighted to reveal these two exquisite editions to commemorate a landmark year for Jaguar and motorsport. In 1953, the introduction of the disc-brake combined with C-type's clever design and engineering, meant that the vehicle was dominant at the 24 Hours of Le Mans. The C-type is a historically significant car with Jaguar pioneering disc-*



brake technology seventy years ago, and we often take for granted the fact that the disc-brake remains the industry standard."

Handcrafted over 3,000 hours at Jaguar Classic Works in Coventry, all C-type Continuation models including the '70-Edition' cars will be built to the specification of the 1953 Works C-types. Underneath the aluminium body is a 3.4-litre straight-six engine, which took nine months to construct with meticulously refurbished triple Weber 40DCO3 carburettors, producing 220bhp.

Jaguar Classic's team has shown fastidious attention to detail. Photos of the brake-fluid reservoir showed that the original cars featured brackets, no doubt designed for application in another vehicle, yet in C-type served no purpose. For authenticity all Continuation C-types retain this anomaly.

The Jaguar Classic team has helped bring Jaguar's heritage to life using extensive research, engineering knowledge and modern tools available from Jaguar Land Rover including advanced CAD modelling. C-type Continuations are then crafted using the same in-period build methods and techniques to ensure the limited-run are authentic to the originals.

The first few C-type Continuations are now complete and being delivered to excited customers all over the world.

All Continuation models are FIA-approved and eligible to participate in assorted FIA Historic events, including the Jaguar Classic Challenge, which takes place at a variety of racetracks including Le Mans and Silverstone.

The limited run of C-type Continuations are available now. To configure your C-type using Jaguar Classic's 3D visualiser visit: <https://classicvisualiser.jaguar.com>.





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

Mercedes, R280K of naaste aanbod. Sal met papiere wees. Kontak – Nadine (FRIK 082 4442954)



Typ	280 SEA.	Polizei-Nr.	607143485
Type		Licence No.	
Type		Kennzeichen	
Type		Registrierungsnummer	BR 2846
Typ		Registrierungsnummer	108 018
Owner	L.A.J. BRITS.	Chassis No.	62/671425
Eigenaar		Chassisnummer	136.980
Ejerenes Navn		Chassis	27.054564
Agens		Motor-Nr.	
Omskatta	JUTLAND, MESSINA	Motornummer	
Ort		Motor	
Address	BUS 15, MESSINA	Motor-Nr.	
Woonplaats		Motor-Nr.	
By		Motor-Nr.	
Postadress		Motor-Nr.	
Paikkakunta		Motor-Nr.	
Strasse		geleitet am	
Street		Date of delivery	5-7-71
Stras		Adelivered on	
Gade		Leveringsdato	
Adress		Leverandatum	
Katuosoite		Toimitus-pvm	
Motor-Öl		geplacet am	
Engine oil		Date of registration	
Motorölle		Datum ingebruikneming	
Motorölle		Indregistratiedat	
Motorölle		Registrierungsdatum	
Motorölle		Rekisteröms-pvm	5-7-71
Motorölle			





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-Nov	Barry	Groenewald
05-Nov	Davida	Pretorius
07-Nov	Stuart	Johnston
10-Nov	Winnie	Tromp
11-Nov	Hans	Greyling
15-Nov	Chris	Georgiou
16-Nov	Sammy	Dhlamini
16-Nov	Gordon	Bouwer
23-Nov	Rosanne	Blackbeard
23-Nov	Cedric	Searle
25-Nov	Leo	Middelberg
25-Nov	Tom	Linley
30-Nov	Hettie	Bornman



SAVVA

SOUTHERN AFRICAN
VETERAN & VINTAGE
ASSOCIATION



From the desk of SAVVA

Our AGM for 2022 was held in Queenstown, hosted by the Queenstown Automobile Club.

I would like to thank the club for hosting the meeting and making all those that attended the meeting in person, feel so welcome.

In conjunction with the in-person meeting, a virtual ZOOM meeting was held, and total attendance was excellent. We had a small hiccup when we experienced load shedding at 11:00, but after about ten minutes we were all back online.

The SAVVA National Council members that were proposed and who accepted their nominations are as follows:

John Reidy	Chairman
Gavin Allison	Vice Chairman
Philip Kuschke	President
Megan Woodward	Secretary
Paul Koski	Treasurer
Hennie van der Walt	Motorsport

The last few years have not been conducive for clubs to organize outings and we are all pleased to be able to get together once again with our friends and use the old vehicles we love. Just attending a few club meetings here in Gauteng showed that we are almost back to pre-COVID levels of attendance and people are once again out and about.

Youth participation is vital for the organisation and with Riaan Hanekom leading our youth development wing, 2022/2023 should see a younger breed of member attending



our events. The youngsters are just as passionate about their cars as us older members are, it is just that they love a different type of vehicle and sometimes are not too keen on structured outings and prefer casual gatherings. Philip Kuschke has kindly agreed to help Riaan this coming year to progress this endeavor and I look forward to being able to report a great number of new young members at our next AGM. Please make the effort to encourage the younger members and make them and their cars feel welcome at club meetings.

Baie klubs het in die verlede 'n jaarlikse tydren gereël. Dit het daartoe gelei dat baie nuwe lede blootgestel is aan die kuns, vaardigheid en pret van stiptheidstyddrenne (regularity rallying). Sover my kennis strek, het slegs drie klubs in 2022 'n klub-tyddren aangebied, wat beteken dat die kuns en pret wat met hierdie tipe tydren gepaardgaan, verlore gaan. Verskeie faktore kan as rede aangevoer word waarom klub-tyddrenne nie gereël is nie. Bestuur het egter 'n besluit geneem om klubs te help om weer hul jaarlikse stiptheidstyddrenne te organiseer. Enige klub wat hulp benodig met die reël van 'n klubtyddren, moet asseblief enigeen van die komiteelede kontak, sodat die klub hiermee gehelp kan word.

Our communications with FIVA have improved over the last couple of years and we have had numerous meetings with their executives as well as their events commission chairman and members. One of the things we are looking at organising is a FIVA World Tour in 2024. This Tour will be arranged to start in Cape Town and proceed up the Garden Route with members and visitors able to join for the entire tour or decide where best suits them to join and exit the tour. More details to follow as we progress with the organisation.

Registering a vehicle on the NATIS system has become a nightmare and prices of R12000 are being quoted to do the job for you. Even paying this exorbitant fee will still see you waiting up to 12 months for the contracted person to complete the process. SAVVA has over the years tried various options to fix or understand the system and we find ourselves having some people say it is easy to do and others saying it is impossible. One of the problems seems to be that one rule that applies in Province A does not seem to apply in Province B and visa versa. Brian Bruce from Knysna has kindly agreed to help SAVVA in this regard and he has been busy for the last six months or so examining the laws and then seeing how to formulate a policy to be followed that will work in all the provinces. It is not going to be an easy task so please don't expect us to wave a magic wand and the problem will be solved. As we progress, we will feed back to you, the members.

Die SAVVA Motorskema is baie goed deur klublede aanvaar, en die getal mense wat hul voertuie by die skema verseker, groei steeds. Indien daar klubs is wat nog nie hul lede oor hierdie skema ingelig het nie, versoek ek dat dit wel gedoen word, aangesien klublede verseker baie beïndruk sal wees met die premies en voordele wat hulle sal ontvang.

Fred and Aisne Rascher have for many years produced our SAVVA newsletter. Aisne has not been well recently, and they have requested that we relieve them of this duty and we say thank you to both of them for producing the publication for many



years. Anyone who has served as an editor of a club magazine will know how much work is involved in doing this task. Chris Cardwell has kindly agreed to take over this task and we hope to see a Christmas edition of the magazine. One of the things that has come to our attention is that many clubs do not circulate the Automobilst to their members. I am not sure why someone in the club can take the decision that their members DO NOT WANT TO READ the publication! This should be for the member to decide whether he/she wishes to read it. All sorts of excuses have been offered for not forwarding the newsletter, from "the document is too large" to "our members have limited data available". We will ensure the document will be as small as possible so please make the effort to send the Automobilst out to your members.

Gedurende die afgelope twee jaar het Bestuur landwyd gereis om verskeie klubs te besoek. Dit is ons voorneme om vorentoe nog sulke besoeke te doen om nog meer klubs te besoek en lede te ontmoet.

Tot dan, geniet en waardeer jul oumotors!

Regards

John Reidy

Chairman

www.savva.co.za

+27 82 789-6555



Don't find **fault**, find a **remedy**;
anybody can **complain**.

- Henry Ford



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 2022 – AUGUSTUS 2023.

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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