



a-hoo-ah!

January 2023

POMC NEWSLETTER



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



POMC INFORMATION

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

Front page info:

Car make: 1947 Packard Clipper
Owner: Johan Crause

POMC members meeting, and braai are held at the POMC Clubhouse on 11 January 2023. For the rest of the year meetings are held on the 1st Wednesday evening of each month

Club meetings: 19:30 for 20:00

POMK lede vergadering en braai word op 11 Januarie 2023 gehou, en elke maand daarna op die 1st Woensdagaand van die elke maand in die POMK se klubhuis.

MEMBERSHIP ANNUAL FEE SEPTEMBER - AUGUST

POMC bank account:
Account name: POMC
Bank: Nedbank
Acc no: 1603 0550 96

Reference: Name and Surname

SAVVA regulations, - only paid-up members are allowed to participate in Club events.

Entry fee: R200.00
Member fee: R450.00
Country member fee: R225.00
Students: R160.00

WEDNESDAY MEETINGS, 2nd SUNDAYS & OTHER: 2023

Woensdagaande	2 ^e Sondag	Ander
11 January	15 January Bonnets-up	
1 February	12 February Bonnets-up	
1 March	12 March American Classic Day & Mini Auto Pretoria	
5 April	16 April Vintage & Veteran Day, Car & Bike Day	
3 May		21 May Cars and bikes @ Loftus park
7 Junie	11 June British Classic Day & Mini Auto Pretoria	3 June Mampoer Regularity Rally
5 July	9 July European Classic Day, Car & Bike day	23 July Cars on the ROOF @ Brooklyn Mall
2 Aug		6 August CARS IN THE PARK 09-13 August Magnum Regularity Rally
6 September	10 September - Cars at the club	
4 October	8 October Spring day Festival	21 October Summer Regularity Rally
1 November - AGM	12 November Japanese Classic & Bike Day	
6 December	10 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





FROM THE DRIVER'S SEAT

Christo Ferreira

Die jaar 2022 lê op sy rug en 2023 het aangebreek. Wat ons klub aktiwiteit betref kyk ons genadiglik terug na 'n suksesvolle 2022 waartydens ons geseënd was om ons beplande aktiwiteite sonder negatiewe eksterne faktore soos Covid, te kon deurvoer. Hierdie aktiwiteite was afgesluit met ons maandvergadering op 7 Desember en die Japanese dag as “second Sunday” op 11 Desember.

Ons aktiwiteite vir 2023 skop af met ons maand vergadering op Woensdag 11 Januarie en ons “second Sunday “Bonnets up” op 15 Januarie.

Saterdag 21 Januarie word daar 'n strategiese beplanningssessie beplan om oor belangrike aspekte van ons klub se aktiwiteite en suksesvolle voortbestaan te besin. Alle led wat graag positiewe insette wild deel is welkom om vergadering by te woon.

Al ons lede word hartlik uitgenooi om hierdie jaar heelhartig deel te neem aan al ons klubaktiwiteite om dit vir al ons oumotor- en motorfiets liefhebbers 'n aangename en suksesvolle jaar te maak.

The rally activities for the year are kicking off with the Pre-DJ which is taking place on Sunday 12 February. This year it is organized by The Classic Motorcycle Club (CMC). The Regulations and Entry Form had been sent out already and the closing date for entries is the 1st February 2023. **Please take note that cars are welcome to participate** in the event and we therefore urge our members to please enter and support this event. The start and finish will be at the South Downs Country Club in Johannesburg We are looking forward to see you there.

Wat Lief en Leed betref is ons bly om te kan rapporteer dat dit baie beter gaan met Leonie Kraamwinkel en dat sy uit die hospitaal en op die been is.

Ons hoop dit gaan goed met almal verder. 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.



Good coffee should be indistinguishable from 5- weight motor oil.

POMK KOMITEE 2023 POMC COMMITTEE

Voorsitter	Christo Ferreira	082 779 5703	christo@blpta.co.za
Ondervoorsitter	Frik Kraamwinkel	082 444 2954	frikkr@gmail.com
Sekretaris	Taco Kamstra	082 770 8800	tacokamstra@gmail.com
Rally Official	Claude Stander	082 570 2498	claude@stander2.co.za
Dating Official	Craig Jeannes	082 439 5902	craig.cars@hotmail.com
Treasurer	Kobus Ebersohn	082 366 2364	kobus@ebersohn.co.za
	Neil Stander	082 780 5333	neil@stander-za.com
	Mario Coetzee	084 517 4680	mario@mariocoetzee.co.za
	Sakkie Fischer	082 551 5305	
	Barry Groenewald	084 414 6144	
POMC newsletter	Hannie Kuschke	072 242 8880	hannie@mailzone.co.za



Christo Ferreira



Frik Kraamwinkel



Taco Kamstra



Craig Jeannes



Sakkie Fischer



CLUB MATTERS



DID YOU KNOW:

There is an Attendance Register at the club for each event.

An event is the club's month meetings, 2nd Sundays and any additional event that the POMC organize at the club.

Why do I have to write my name in the attendance register with each event?

With each attendance you receive **1 point.**

Attending an event with your automobile that is older than 20 years, you will receive **1 point.**

Attending an event with a modern car (not older than 20 years) right "modern car)

The "Clubman of the year" trophy is awarded according to these points.
A Great trophy to be proud of.

The attendance register requests the following information:

Your name and membership number
Vehicle - What type of car and the manufacturing year of vehicle
Vehicle younger than 20 years - wright "modern"

The attendance register is at the front main door of the Club.



Projektor vertoning by klub vergaderings:

Taco wys talle foto's tydens die lede vergaderings op Woensdae aande.

Van die foto's word deur lede na Taco gestuur sodat hy dit in die aanbieding kan plaas.

Lede kan foto's vir Taco epos na Tacokamstra@gmail.com of Whatsapp 082 7708 800 vir die volgende kategorieë

1. In watter kar het jy leer bestuur: (as jy nie 'n foto van die spesifieke kar het nie, stuur 'n foto van soortgelyke kar.
2. POMK lede en hulle ou karre: wat het jy die afgelope tyd met of in jou ou kar gedoen. Al het jy 'n rit na die kafee gedoen, of 'n ent met die familie gery, of troukar gery- eintlik enige iets- net solank jy 'n foto kan verskaf.
3. Projekte: Indien lede besig is met projekte- stuur so nou en dan 'n foto. Maar hou jou mooiste foto's vir 'n aanbieding by die klub. Dus, net 'n vinnige "update" waar lede mee besig is.

4. Member's ex-cars: ENIGE foto's van voertuie wat jy besit het in die verlede. Ons is seker lede moet baie sulke fotos he. Selfs fotos van ou karre wat familieledede besit het is ook reg.
5. Nuwe ou kar gekoop? Neem 'n foto en stuur vir Taco sodat al die lede saam bly kan wees oor nuwe aankope
6. For sale: Ou motors en/of en onderdele te koop
7. Wanted: Ou motors en/of en onderdele
8. Enige interessante ou fotos van ou karre- Veral karre in Suid Afrika



Bonnets-up
12 February
@ POMC Clubhouse



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



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



CARS at Loftus Park
21 May
@ LOFTUS PARK
Arcadia



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



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



EUROPEAN Classic
Car and Bike Day
9 July
@ POMC Clubhouse



CARS at Brooklyn Mall
23 July
@ Brooklyn Mall



6 August
@ Zwartkops Raceway

2023



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
10 December
@ POMC Clubhouse



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



SUMMER Regularity Rally
21 October
Start: Zwartkops Raceway
Finish: Zwartkops Raceway



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



MAGNUM
Regularity Rally
9TH to 13TH August
Hotel Numbi & Garden Suite
Hazyview
Mpumalanga



FGK fotos



UPCOMING EVENTS



BONNETS-UP

15 January 2023

10h00 till 14h00



Vintage and Classic Cars and Bikes



POMC Clubhouse

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

Admission:

Spectators:

R30,- per person

Children fee

Exhibitors two persons per vehicle free

Refreshments available from:

HOOT & TOOT, Coconut Groove

Braai facilities and Picnic area available



Info:

Frik 082 444 2954



Frikfotos



UPCOMING EVENTS

2023 PRE-DJ SUPPLEMENTARY REGULATIONS



There are many references to the VSRs in these regulations. – Please ensure that you are familiar with these.
Copies are available on the SAVVA website:
www.savva.org.za

1. NATURE AND NAME OF EVENT

A restricted event known as 2023 Pre-DJ Run.
SAVVA PERMIT NO: [P002/23](#)

2. DATE OF EVENT:

Sunday 12th February 2023

3. DESCRIPTION OF EVENT:

A Reliability and Regularity Trial over a total distance of approximately 150km.
Start and end venue is:
South Downs Country Club.
70 Albaster Ave.
Mayfield Park.
Johannesburg South
2091
Registration, documentation and scrutineering will be from 07.30 to 08.30.
Competitors meeting 08.30.
First vehicle off at 09.01

4. PROMOTERS:

The Classic Motorcycle Club (CMC)

5. JURISDICTION:

Held under the International Sporting Codes of the Fédération Internationale de l'Automobile (FIA) and/or the Federation Internationale Motorcyclist (FIM), the General Competition Rules (GCRs) of Motorsport South Africa (MSA) the Standing Supplementary Regulations (VSRs) of the Southern African Veteran and Vintage Association (SAVVA) as amended in January 2009, these Supplementary Regulations (SRs) and Final Instructions issued by the organisers.

OFFICIALS:

SAVVA Steward : John Reidy
Club Steward : Ben van der Westhuizen
Clerk of the Course : Gavin Walton
Chief Scorer : Leon Stander
Secretary : Gwyneth Cronje
gwynethcronje@mweb.co.za 0724193950
Sweep : Larina MacGregor
Enquiries: Gavin Walton Tel 083 408 4296, e-mail: britishbikespares@gmail.com



6. ELIGIBILITY (See VSRs 8,10(b) & (c) and 14)

- a) Open to members of any club affiliated to SAVVA and/or a club or association registered with MSA, riding motorcycles or sidecar combinations manufactured on or before 31st December 1936.
- b) Classic cars and motorcycles manufactured on or before 31st December 1997.

All competitors are required to carry a GPS Data Logger whilst participating on the rally route. (See SR 11, 14 and 18) Should you not own one and need to hire a device please indicate this on the entry form in the prescribed area.

Score Groups:

The following score groups will be provided for:

- a) **Score Group A:** For DJ eligible motorcycles and side car combinations manufactured on or before 31st December 1936. Sealed instruments (VSR 18)
- b) **Score Group B:** for classic cars and motorcycles manufactured on or before 31st December 1997. Sealed instruments (VSR 18).
- c) **Score Group C:** for classic cars and motorcycles manufactured on or before 31st December 1997. Open instruments where (VSR 18) do not apply.
- d) **Score group D:** Touring Class. These vehicles will not be scored however, they will be given all the necessary route information and can proceed at their own leisure

7. ENTRIES (See VSRs 10 & 11)

Official entry form is attached. Entries open immediately.
E-mail Entries to: gwynethcronje@mweb.co.za
The entry fee for Score Group A, B, C is R250.00 for solo entrants and drivers and R100 for passengers / navigators.

The entry fee for Score Group D is R100 per vehicle.
Indemnities will be required for all occupants.



Payments to:

The Classic Motorcycle Club.
Payment by electronic transfer to:
Classic Motorcycle Club
Standard Bank of SA
Acc. No. 420188738
Type: Current
Ref: Name of entrant

Clearly mark with the name of the entrant so that the payment can be correctly identified.
The minimum number of entries is 10 and the maximum number is 60. Entries will be accepted on a “first come – first served basis”, along with proof of payment. Incomplete or incorrect entries will not be accepted. There will be no refund of any money after closing date.
(See VSR 10(a)(l))

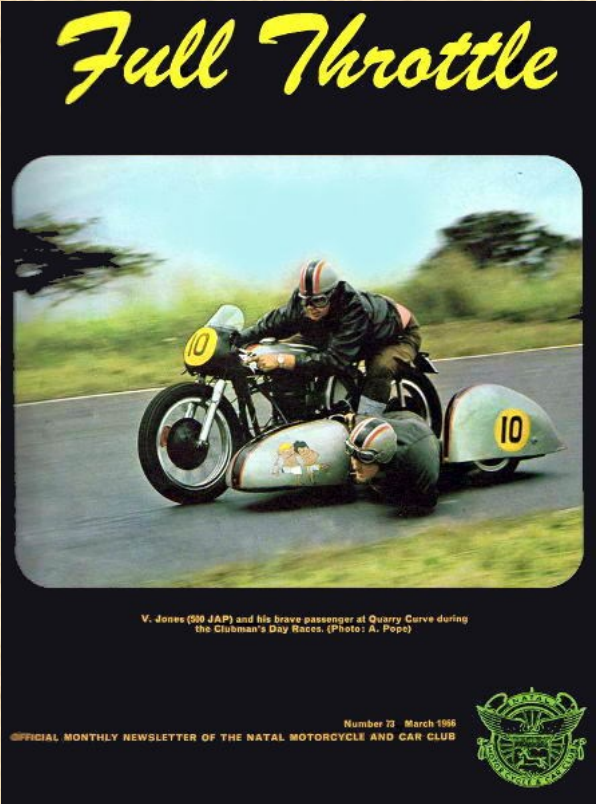
CLOSING DATE FOR ENTRIES:

1 FEBRUARY 2023

Receipt of your entry will be by means of a reply email within 3 days of receiving your entry.
Please ensure your contact details are correct.
Competitors are reminded that it is a SAVVA requirement that all vehicles entered in the event must have balance of third-party insurance cover as a minimum and entrants whose machines are not insured will be required to take out event insurance through the SAVVA scheme at a cost of R60.00 per machine entered for the event. This amount to be included in your entry fee. See Financial Form



METHOD OF SETTING SPEEDS (See VSR 24) Speeds will be set in accordance with method 1 as defined in VSR 24(a). A choice of the following speed groups is offered on the entry form: 1. 50km/h 2. 60km/h 3. 70km/h 4. 80km/h 9. COMPETITION NUMBERS AND STARTING TIMES (See VSR 16) A front competition number will be supplied by the organisers and shall be displayed as per VSR 16(f). Competition numbers and starting times will be attached to the final instructions. Supplied numbers are to be returned to the organisers after the event. 10. PASSENGERS (See VSR 19) No pillion passengers may be carried on DJ eligible motorcycles. Side-car combinations may only carry one passenger. Classic motorcycles and cars may carry a passenger, however this passenger must be registered as a participant on the entry form. 11. PRE-START REQUIREMENTS (See VSR 12 and VSR 17) The following additional requirements are applicable: 11.1 The wearing of crash helmets is compulsory for motorcyclists. 11.2 Adequate protective clothing to be worn by motorcyclists whilst on the road, including boots, adequate eye protection, gloves and leathers, heavy-duty overalls, denims, or heavy-duty trial suits. In particular, protective jackets must have long sleeves and boots must at least cover the ankles. Tekkies, running shoes or similar are not acceptable. This requirement must be strictly adhered to. Note: ALL competitors must wear suitable yellow bibs with reflective tape strips on the event. Please bring your own bibs to the event as these will NOT be provided for this event. If a backpack is carried it should also be covered with reflective materials. IMPORTANT NOTE: No competitor will be allowed to start if the requirements of paragraph 11.2 are not adhered to and will be disqualified if protective clothing is discarded while competing. This will also include the wearing of yellow bibs. 11.3 In addition to VSR 12 [a – p] A GPS Data Logger, to be carried by the competitor, is to be presented to the chief scorer at documentation or as required in the Final Instructions. This instrument must be compatible with the software utilized by the organizers of the event. The onus is on the competitor to ensure that the battery is charged and that the GPS Data Logger is in working condition. We encourage riders to carry two GPS loggers. Loggers will be available for hire should you not have one or would like to ride with a backup unit. Please indicate, if required, on the entry form.	12. PRE-START SCRUTINY AND DOCUMENTATION (See VSRs 15 & 20) All scrutineering will take place at South Downs Country Club. Competitors are required to report for documentation and scrutiny at the designated area between 07.30 and 08.30 on the morning of 12 February. A competitors’ meeting will be held at 08.30. The meeting for tender vehicle drivers will be at 08.45. 13. ROUTE SCHEDULES (See VSR 21) Fully calculated route schedules will be as per VSR 21(b) and will be issued to each competitor as soon as documentation has been completed to the satisfaction of the organisers. Attention is also drawn to VSR 21(d). 14. TIME KEEPING AND CONTROLS (See VSRs 26, 27 & 28) Open and Virtual controls will be used. VSR 26(a)(i) Open control is amended to read – a control at which competitors are required to stop and is clearly identified with a control sign and indicated as such on the route schedule, together with the competitors ETA. [See SR 18]. This is an untimed control. (VSR 28) (b) (i) does not apply. VSR 26(a)(iv) Virtual Control – an unmanned control, not necessarily identified to competitors on the route schedule, the position of which is predetermined by GPS co-ordinates [latitude and longitude]. The competitors’ time of passing the control will be recorded by means of a GPS Data Logger carried in or upon the competing vehicle for the duration of the event. Only stop watches and non-programmable clocks may be used or carried on competing vehicles. No calculators, computer type instruments, programmable clocks, satellite tracking systems or any other device that could assist in monitoring speed / time, may be used, or carried on the competing vehicle. The Master Clock will be set to Atomic time and this will be the OFFICIAL time. 15. INSTRUMENTS (See VSR 18) The organisers’ decision with respect to the adequacy of masking shall be final. 16. RESULTS (See VSR 29): In addition to VSR 29(a-d) after a competitor has presented his /her GPS Data Logger to the Chief scorer, at the end of each day, he/she will be given an individual detailed score sheet with ETA’s, ATA’s and errors expressed in seconds at all the virtual controls scored that day. This score sheet will be date and time stamped and the competitor will then have thirty (30) minutes to query his results. Thereafter his/her results will become final. After all competitors have received their score sheets and there are no outstanding queries, overall provisional results will be posted as below. Provisional results will be posted as soon as they have been calculated. These will become final 30 minutes after posting. 17. PROTESTS (See VSR 30)	18. SCORING (See VSR 28) VSR 28(b) (i and ii) do not apply VSR 28(b)(iii) at all virtual controls, one penalty point for every second earlier or later than the official calculated ETA with a maximum of six hundred (600) penalty points VSR 28(d) is amended to read – Any competitor receiving maximum penalty points at two thirds of the controls scored or not arriving at the open control, at the end of each day, and handing his GPS Data Logger to the Chief scorer within sixty (60) minutes of his ETA will be considered a non-finisher for purposes of the official results of the regularity part of the event The Clerk of the Course may at his/her sole discretion, present finishers awards to competitors who complete the entire course in compliance with the regulations for the reliability part of the event. In addition to VSR 28(e)(i-v) failure of the GPS Data Logger to be activated by the Global Positioning System at any Virtual control 19. PENALTIES (See VSR 33) In terms of the permit issued for this event by the Provincial Administration, no competitors will be permitted to operate their machines on the route before sunrise or after sunset. 20. POSTPONEMENT OR CANCELLATION (See VSR 9) 21. REFUELING: The maximum distance between refuel points will not exceed 100kms. 22. CLASSES, PRIZES AND AWARDS. The prize giving will be held as soon as the results have become final. 22.1 Trophies will be awarded as follows: a) Score Group A, DJ eligible motorcycles, sealed instruments, 1st, 2nd and 3rd overall. b) Score Group B, classic cars and motorcycles, sealed instruments, 1st, 2nd and 3rd overall. c) Score Group C, Touring class, open instruments, 1st overall. The Pre-DJ shield will be awarded to the overall winner of the Score Group A. 26 Websites These SR’s have been posted on the following websites: • www.pomc.co.za • www.classicmotorcycleclub.co.za • www.vintageandveteranclub.co.za
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Vehicle particulars	Make:. Model: Engine capacity Belt drive: YES NO	Year SAVVA Dating no. Registration No	
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Speed group (Max km/h)	50	60	70	80	Type	Solo	Combo
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Score Group	A	B	C	D					Type
Own fully comprehensive insurance			Own balance of third-party insurance		Event provided balance of third party @ R60.00		Own logger		Hire or additional logger @ R100.00

SAVVA makes provision for event insurance through a service provider. It is a requirement that each competitor have at least balance of third-party insurance for the event. Please indicate your option. Event 3rd party will be arranged by the organisers.

Completed forms with proof of payment to: gwynethcronj@mweb.co.za

If a competitor is under 21 years of age this form must be countersigned by the appropriate parent or guardian	I hereby declare that I am not aware of any known medical reason affecting my ability to take part in this event and that the information given in this form is true and correct.	Signature and Date
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I have read and understood the Supplementary Regulations and hereby agree to abide by them.

2023 CMC PRE-D-J RUN
Declaration by Driver/Rider/Official

Name:		Comp. No.	
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I (name of Rider/Driver)_____ on behalf of all the persons who will travel in or upon the vehicle in this event, undertake to ensure that valid indemnity forms have been completed which indemnify The Southern African Veteran and Vintage Association (SAVVA) and their affiliated clubs, SAVVA Motorsport all hereinafter referred to as the Regularity Bodies and any Official, Representative, Promoter, Organiser, Sponsor, Tender, Guarantor organising this event, the owner/owners of any property on or upon which the event is held and any Government, Provincial, Regional Services Board or Municipal Body and their Representative agents, against any Legal Liability for any damage or injury that may arise during participation in the event, organised by the Regularity Bodies and persons described herein.

I participate willingly in this event and that should there be any mishap or occurrence giving rise to damage or injury, I take full responsibility. I further declare that I and persons travelling with me, have been made aware of risks, dangers, and perils attendant upon motor sport activities.

I further declare that the vehicle entered, is in a roadworthy condition within the limitations of the year of manufacture and is licensed for use on a public road.

I further declare that I am not aware of any known medical reason affecting my ability to take part in this event and that the information given in the documentation forms is true and correct.

Signature: _____ Date: _____

Medical Aid Information

Side-car passengers to complete a separate Medical Aid form

Name:Comp. No.....

In case of emergency, the following information may be required. (Please indicate if not a member of a medical aid.)

Name of Medical Aid:.....

Medical Aid No.:

Primary Member:

Emergency contact no.....

& name:

END OF SUPPLEMENTARY REGULATIONS



UPCOMING EVENTS



BONNETS-UP

12 February 2023
10h00 till 14h00



Vintage and Classic Cars and Bikes

@
POMC Clubhouse
c/o Keuning street and Fred Davey avenue,
Silverton / Meyerspark
Admission:
Spectators:
R30,- per person
Children fee
Exhibitors two persons per vehicle free
Refreshments available from:
HOOT & TOOT, Coconut Groove,
Sonitus School
Braai facilities and Picnic area available



Info:
Frik 082 444 2954



TICKETS AVAILABLE AT
iTickets.co.za
TELEPHONE BOOKINGS: 086 1000 831

Next year's Italian-themed George Old Car Show promises fun for everyone with: incredible engines, entertainment and treats – do not miss out!

- Buy your ticket online at [iTickets.co.za](https://www.itickets.co.za)
- Access registration forms for entries and stalls by visiting www.scooc.co.za

For more details email mimi@gojipr.net or call 084 583 3144

SATURDAY 11 FEB & SUNDAY 12 FEB

EDEN TECHNICAL HIGH SCHOOL, GEORGE

WEEKEND	Adults R100	Pensioners R70	Scholars (younger than 16) R40
SUNDAY	Adults R50	Pensioners R40	Scholars (younger than 16) R20

BREAKING NEWS



21 - 25 FEBRUARY 2023







MONTH EVENTS

POMC Japanese day December 2022



Daantjie Badenhorst

After the Japanese day that was held at the Pretoria Old Motor Club premises in November 2022 was disrupted by rain, another Japanese event was held on Sunday the 11th of December, with a far better turnout.

PRINTING
SIGNAGE
BANNERS
STICKERS
MAGNETS
AND MORE



Picture: The Honda Beat

In the 1970’s, Mazda manufactured two pick-up ranges in South Africa. The F-series was based on the Familia range, introduced to South Africa in 1970 as a 1200. Within a few months, it became the 1300, which was assembled in South Africa until 1975. However, the pick-ups were on the market since 1969, when the F 1000 was introduced. In 1977, the F 1300 was added to the range; it had a gear lever mounted on the floor rather than the steering column, a larger fuel tank and a load capacity of 680 kg, much larger than its competitors. Leroy Goosen, whose brother Jean owns a 1971 Mazda 1300 in an immaculate condition, displayed his 1979 F 1300. He bought it in Ga Rankuwa about four months ago, and it is still in an original, unrestored condition.

One car stood out head and shoulders above the rest and stole the show. The Kei car is the Japanese vehicle category for the smallest highway-legal passenger cars with restricted dimensions and engine capacity. As a result, they are almost unknown in other parts of the world, even though a few have been exported privately. One of them is the Honda Beat, a small two-seater roadster. Henk Gerber owns two of the three that are in South Africa. The Beat was the last car that was approved by Soichiro Honda, the founder of Honda Motor Co. Ltd before he died. The Beat was introduced in May 1991 and was manufactured until February 1996. In accordance with the Kei car regulations of the 1990’s, the Beat was powered by a 656 cm³ (40 cubic inch) engine without a turbo or supercharger. Its maximum power output was 47 kW at 8 100 r/min and its torque was 65 Nm at 7 100 r/min. The red line on its tachometer is at 9 000 r/min. Henk has owned the red Beat he displayed for three years.



Picture: Mazda 1979 F 1300



MONTH EVENTS

POMC Japanese day December 2022



Mazda - The B 1600

In 1982, the Toyota Corolla became the top-selling car in South Africa and held the number one position on the sales charts for many years. However, a few models have always been rare and have become collector’s items. Perhaps the most desirable Corolla that was manufactured in South Africa was the 1,8 TRD Liftback, based on the 1983/4 1,8 SE Liftback. The original TRD was painted in Toyota’s contemporary racing colours, which was white with red stripes, but on the 1984 model that was changed to dark blue and silver. The TRD Liftback was powered by an updated version of the well-known 3T engine, but with twin Dellorto carburetors and a high-performance camshaft. It could accelerate from 0 to 100 km/h in 9,9 seconds and reached a top speed of 184 km/h. Jaco Stols’s 1983 model, painted in the original colour scheme, was a barn find with only one previous owner. The car originally came from Garsfontein and was only cleaned and polished.



Toyota Carolla 1,8 TRD Liftback



Toyota Cressida 220 Si

In 1992, the market leader in the segment for large family sedans was replaced. Toyota’s decision to discontinue the Cressida and introduce the radically different Camry was a huge risk because it had front wheel drive. However, the company retained its position at the top of the sales charts and the Camry soon became a favorite among family motorists. The most popular model in the Camry range was the 220 Si. Hans Greyling bought his 220 Si new in 1995 and this car has already done 350 000 km.



MONTH EVENTS

POMC Japanese day December 2022



The Datsun 1200 - 1973

When production of the Datsun 1200 ended, the pick-up version was retained, and it became a legend. However, the model designation was changed to 120 Y, the same as that of the model that replaced the passenger car range. Jean Havenga’s 1977 model still looks reasonably original, except for the rims, but he has fitted the same twin-carburetor engine as the 1200 GX models. According to him, its performance is the same as that of the 1400, but it has less torque.

The Datsun 1200 was a popular car in the early 1970’s but there are few in an original condition. There were three models: the De Luxe sedan and the GX sedan and coupé. The coupé is especially rare and the model that was the most desirable among enthusiasts but was also the most neglected or modified, was the GX Coupé. Philip Goosen has owned one of the most beautiful and original GX coupés still around, for three years. This car, a 1973 model with only 107 000 km, is still completely original.



Datsun 1200 - 1977



Datsun 1990 1400 de Luxe

In 1980, the 120 Y was replaced by the 1400, which remained in production until 2007. From its introduction to the early 1990’s, several improvements were introduced, and in 1983, the company name was changed from Datsun to Nissan. The De Luxe was introduced in 1980 and was part of the range until the 1990’s. Among the improvements fitted to the later models were disc front brakes, a 50-litre fuel tank instead of the 37-liter tank of the original models, and a five-speed gearbox which was standard equipment on the Sport introduced in 1988. Johann Leiding displayed his son’s 1990 1400 de Luxe, fitted with all these improvements. It is still in an original condition but has been resprayed and its load area has been rubberized.



MONTH EVENTS

POMC Japanese day December 2022



Datsun 280 ZX - 1984

Besides his Mazda F 1300 pick-up, Leroy Goosen also displayed his Suzuki TF 125 motorcycle. He is not sure about its model year but, except for its mirrors, it is in an original condition. It is currently for sale and anyone who is interested, can make him an offer.

This was the last event for 2022, but the first event for 2023 will take place on the **15th of January**.

When the import restrictions on new cars was lifted in 1980. Datsun/Nissan imported the 280 ZX as a flagship model. It was available with manual and automatic transmission. The 280 ZX remained in production until 1984 when the original 300 ZX was introduced. Lenard Labuschagne has owned his 1984, one of the last to be imported, for the last six months.



Suzuki TF 124 motorcycle

Japanese Car Brands



Toyota Logo Meaning

There are three ovals in the Toyota logo that are combined in a horizontally symmetrical configuration. The two perpendicular ovals inside the larger oval represent the heart of the customer and the heart of the company. They are overlapped to represent a mutually beneficial relationship and trust between each other.



Nissan Logo Meaning

For decades more, Nissan's logo has stayed true to a belief held by its founder [Yoshisuke Aikawa](#), "Shisei tenjitsu o tsuranuku," which he interpreted to mean, "If you have a strong belief, it penetrates even the sun."



Honda Logo Meaning

The Honda logo is a large “H” appeared as the brand’s badge. The capital “H” is broader at the top and narrower at the bottom, as if its arms are raised toward the sky. Just like, Honda's official slogan is "The Power of Dreams".



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ARTICLES

Kyalami Grand Prix Circuit – 60 Years of Memories
Media Launch – 25 November
Kyalami Grand Prix Circuit

A large format coffee table style book of more than 500 pages covering the history and memories of 60 years of the Kyalami Grand Prix Circuit was launched to the Media at a function on 25 November 2022 at the Kyalami Grand Prix Circuit.

- Denis Klopper



The 500-page book is divided into 5 main sections: the early years and origins of the circuit, each year of competition from 1961 until 2022, year by year detail of each race held

with many programme covers, a photographic section with close to 1000 images, and a section covering over 220 memories from many of the Kyalami legends and personalities involved. The book ends with a tribute to the local photographers that contributed to the publication.

The event, held in the John Love Launch Area at the Kyalami Grand Prix Circuit, was also attended by the Publication Team, numerous Photographers that contributed to the book as well as guests from the Kyalami Grand Prix Circuit, Motorsport South Africa and several Motorsport Legends.

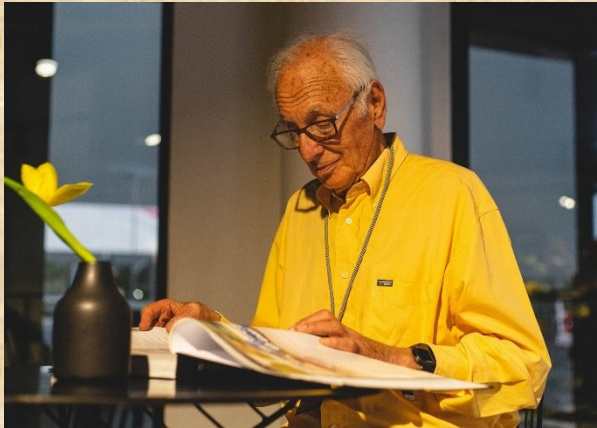
The afternoon function, with Roger McCleery as programme director, was interrupted by a typical Gauteng thunderstorm reminiscent of the traditional storms that occurred during the many endurance races held at the circuit during the past 62 years.

Guest speakers included Toby Venter (Chief Executive Officer of the Kyalami Grand Prix Circuit), Author and Publisher Denis Klopper, Editor Roger Houghton, SA Motorsport Memories partner Dr Lance Vogel as well as motorsport legends Paolo Cavaliere and Graham Duxbury. Two special, original prints were handed to Toby Venter by young artist Ila Parvess. A set of 6 prints, drawn by Ila, will be sent with both the Collector's and Publisher's editions of the book. Photographers present who contributed to the book were handed commemorative plaques, with tributes also being presented to family members of those photographers who have passed on.



The coffee table style book, which covers the full 60 years of the circuit's illustrious history, including both international and local events, contains over 1 500 images and 225 special "Kyalami Memories". It is only available, for the first print, on a pre-order basis. Both the Collector's Editions as well as the Publisher's Editions of the book are sold out, with

limited copies of the Standard Edition and Editors Edition still available. The First Print has been limited to only 800 copies made up of 62 Collector's Editions, 38 Editor's Editions, 200 Publisher's Editions and 500 copies of the Standard Edition.



Dates and location for collection and the dispatch of books ordered will be announced later this week.

Book Details

Kyalami Grand Prix Circuit - 60 Years of Memories

Author and Publisher - Denis Klopper / SA

Motorsport Memories

Editor - Roger Houghton

Graphic Design and Layout - Chris Dawson - Cinnamon Graphix

Foreword - Toby Venter

Research Assistant and Archive - Antoinette Marais

Format - 300mm x 300mm / 500 pages / Over 1500 colour and black and white images.

Printer - Camera Press - Kevin Hellyer

Collector's Edition - 62 Copies (Sold Out)

Publisher's Edition - 200 Copies (Sold Out)

Editor's Edition - 35 Copies (Still Available)

Standard Edition - 500 Copies (Limited number still available - R 1 950.00 excluding packaging and shipping)

For more information on the available options or to place an order please contact the Publisher directly at

- denis@motorsportmemories.co.za

Orders can be placed on the link -

<http://www.motorsportmemories.co.za/>





ARTICLES

- Compliments from Leon Stander

CRAZY CONCEPTS – PART 1



Renault Zoom (1992)

City cars are often attractive because of their low price, achieved by reducing complexity to the minimum. Clearly nobody told Renault this, because in conjunction with Matra, the French outfit produced perhaps the **most complicated small car ever**, with complex rear suspension that allowed its wheelbase to be varied according to conditions. Just what the world needed.



Mitsubishi ESR (1993)

Mitsubishi's Ecological Science Research concept was a test bed for green technologies. All very laudable, but why should any car be this ugly? From the front the ESR looked okay, but from all other angles it was a tragic mess – the designers initially chose a one-box design, then chickened out at the last minute, going for a **notchback**.



Renault Racoon (1993)

Take a helicopter, remove the rotor blades, then fit a set of wheels attached via the most complex suspension system imaginable – and you have the Renault Racoon, which answered a question that **nobody had ever asked**.



Dodge Neon Expresso (1994)

The Expresso looked like something driven **straight out of a cartoon**, with bizarre curves everywhere, from the bodywork to the windows. With a design inspired by “big-city taxis”, the Expresso was billed as a redesign of the family taxi – but with Dodge claiming that “the concept was based on the platform of the fun-to-drive Neon”, you just knew this was a concept that had zero credibility.



GUEST ARTICLES

- Compliments from Leon Stander

CRAZY CONCEPTS – PART 1



Ford Indigo (1996)

The Indigo didn't offer even the smallest dose of reality. A racing car for the road, there was no weather protection, nowhere to stow luggage and a 6-litre V12 sitting behind the occupants' heads to give a **180mph** top speed.



Italdesign Formula 4 (1996)

Italdesign set out with good intentions here – to create an affordable sports car for young drivers. So what a shame this was the result; a horrible mish-mash of old and new that was **madly impractical** and hideously contrived.



Heuliez Pregunta (1998)

Perhaps the most tragic of all concepts are those which take a perfectly good car and turn it into something you really wouldn't want to be seen looking at, never mind sitting in. This horrific confection used to be a **Lamborghini Diablo**...



Honda Fuya-Jo (1999)

Shown at the 1999 Tokyo motor show, and a cross between an armoured car and a **supermarket trolley**, the Fuya-Jo featured a minimal glasshouse plus wheels that looked as though they'd been stolen from a Lego set.

CRAZY CONCEPTS – PART 2

To continue in February month newsletter!



FOR SALE

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



A blue 1976 Rolls Royce Silver Shadow 1

Price: R 80 000 onco

The vehicle is currently not running and the interior/exterior requires attention. It is an inherited vehicle, purchased by the deceased in 1993. It has had one owner since purchase.

Ideal for a classic car enthusiast looking for a restoration project!

Contact: Gilda Dos Ramos Potgieter on

(+27) 82 932 2416
[/gildapotgieter@gmail.com](mailto:gildapotgieter@gmail.com)
to make arrangements for viewing



R50K - Contact: James - 072 306 1983

The following classic bike and car books are for sale:

	Name	Writer	Date	Cost
1.	Classic Motorbikes	Roger W.Hicks	1992	R100.00
2.	Clymer Honda 250-450cc Twins	Ed Scott	1978-1983	R50.00
3.	Superbikes Of The Seventies	John Nutting	1982	R100.00
4.	Superbikes From Around The World		1996	R100.00
5.	Honda (companion for every Honda enthusiast)		1985	R100.00
6.	The Story Of Motorcycle	Don Morley	1983	R100.00
7.	The Pictorial History Of Motorcycling	Charles E.Deane And Brian Crichton	1993	R100.00
8.	Cortina Owners Manual		1972	R50.00
9.	2X Jaguar XJ6 2.8 And 4.2 Models Operations And Maintenance		1972	R50.00
10	Chevair 2000,2300		1976-1983	R100.00
11.	Ford Sierra Owners Workshop Manual		1983-1998	R100.00
12.	Volkswagen Beetle Care,Repair And Maintenance		1968-1978	R100.00
13.	The Sportscar Album	Chris Horton And JG Newbery	1993	R100.00
14.	Legends Of The Track	Go Entertain ment	2013	R30.00
15.	Nigel Mansell The Complete Pictorial Record	Keith Sutton	1995	R100.00
16.	F1 Through The Eyes Of Damon Hill		1999	R100.00

	Name	Writer	Date	Cost
17.	Grand Prix Heroes	William Ensor	2005	R100.00
18.	The Complete Story Formula 1	Tim Hill	2008	R100.00
19.	Grand Prix Year	Damon Hill	1994	R100.00
20.	The Concise Encyclopedia Of Formula1	David Tremayne And Mark Hughes	1998	R100.00
21.	Classic Cars Guide To Engine Restoration		1985	R100.00
22.	Great Marques Poster Book Jaguar	Chris Harvey	1985	R30.00
23.	Lotus The Legend	David Hodges	1998	R50.00
24.	Porsche The Legend	Johnathan Wood	1998	R50.00
25.	Great British Marques (MG) The Complete Story			R100.00
26.	The Complete Book Of The Car	Alan Anderson	1997	R100.00
27.	Jaguar	Paul Skilleter	1990	R100.00
28.	Dream Machines MG	Ian Penberthy	1991	R100.00
29.	Racelines	Dick Sorensen	1990	R100.00
30.	50 Years Of Classic Cars	Jonathan Wood	1994	R100.00
31.	Classic Cars From Around The World	Michael Bowler	1996	R100.00
32.	The Volkswagen Beetle	David Hodges	1997	R100.00
33.	The Illustrated Motorcar legends Ferrari	Roy Bacon	1995	R100.00
34.	The Illustrated Motorcar Legends Porsche	Roy Bacon	1995	R100.00
35.	Homebuilt Aircraft	David B.Thurston	1982	R50.00
36.	Understanding Gliding	Derek Piggott	1997	R50.00

Contact: Steve Watermeyer
0823378265
Rooibekeend xstr.19
Dorandia x16
Pretoria North



SAVVA TECHNICAL TIP

- 177 VACUUM GAUGES



Years ago a test instrument found in most tool boxes was a vacuum gauge. In recent years these have been replaced by more modern electronic devices, however, if we have problems with an older car perhaps using a vacuum gauge could be preferential to using modern electronic gadgetry to find out where the offending fault lies. Attached are two pages on how to use them - taken from an earlier edition of the Automobilist.

This is typical of an early gauge:



reading indicates broken diaphragm in pump and usually high oil consumption.

Vacuum Tank Test

To make this test, vacuum tank should be drained by disconnecting gasoline line leading to gasoline tank at inlet. Connect vacuum gauge hose to inlet of vacuum tank where gasoline line was connected; then run engine at idling speed and if the tank is in good condition, the pointer should show a reading of between 18 and 22. If lower readings are obtained, this indicates that the valve in the vacuum tank is not closing properly and should be repaired.

Carburation Test

A carburettor cannot be adjusted properly if other units in the engine are functioning poorly. Before making this test, check the engine for gasoline leaks at connections and under carburettor bowl. Have good compression, good ignition, good spark plugs, and proper valve action; also, if internal parts of carburettor are worn, or jets are stopped up or if improper size, satisfactory results will not be obtained.

After checking the above carefully, warm up engine to normal operating temperature and connect vacuum hose as close as possible to intake manifold. At idling speed, vacuum gauge pointer should remain steady between 18 and 22, having a properly adjusted carburettor. If pointer shows a slow floating motion between 14 and 22, turn idling adjustment screw, either to the rich or lean side, until the vacuum gauge pointer reaches the highest point without any appreciable vibration. For high-speed adjustment, adjust to highest reading obtainable on vacuum gauge without causing vibration of the pointer. (Some engines are equipped with carburettors with both high and low speed adjustments. In this case, make the high speed adjustment first.) For low speed adjustment, retard the spark, with engine at idling speed, and set idling adjustment at highest point obtainable without vibration of gauge pointer.

FUEL PUMP TEST

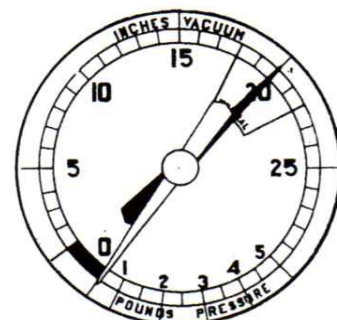
Fuel Pump Vacuum Test

Disconnect the gasoline feed line from gasoline tank to fuel pump; attach vacuum gauge hose to fuel pump inlet where gasoline line was disconnected. Start the engine and if fuel pump is in good condition, the vacuum gauge will build up to 10 before carburettor is empty and engine stops.

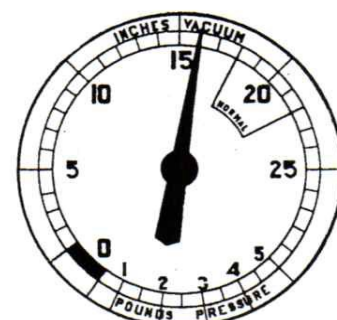
To test gasoline line for help, connect gasoline line to fuel pump or gasoline tank and allow carburettor to fill up with gasoline again. Disconnect gasoline line at gasoline tank and attach vacuum gauge hose to end of gasoline line. Start engine, and if there are no leaks in gasoline line, the gauge reading obtained will be the same as when testing the vacuum pump or the vacuum tank. A lower reading indicates a leak in the gasoline line.

FUEL PUMP PRESSURE TEST

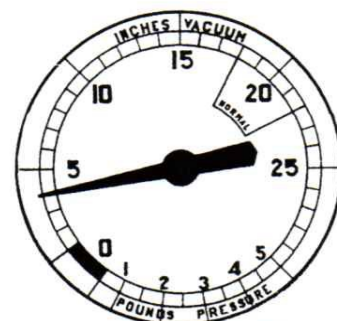
Disconnect the fuel line outlet from carburettor, which is the output side of the fuel pump and is the connection between the pump and the carburettor. Then connect vacuum gauge hose to output side of fuel pump. Run the engine at idling speed. (The gasoline in the carburettor bowl is generally sufficient to operate the engine for approximately two minutes). The vacuum pump reading should be a minimum of 1 1/2 pounds to a maximum of 4 pounds. A higher reading than four pounds will generally cause a rich fuel mixture with possible poor economy and in extreme cases may cause carburettor flooding. The vacuum pump should hold its pressure for several minutes after the engine has stopped before the gauge pointer gradually returns to zero. If this pressure does not hold, look for a worn pump valve, punctured diaphragm, or leaks around diaphragm. □



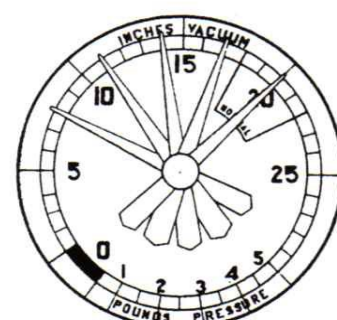
CHOKED SILENCER



LATE IGNITION TIMING



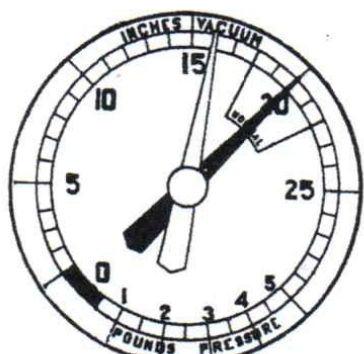
LEAKY INTAKE OR
CARBURETTOR GASKETS



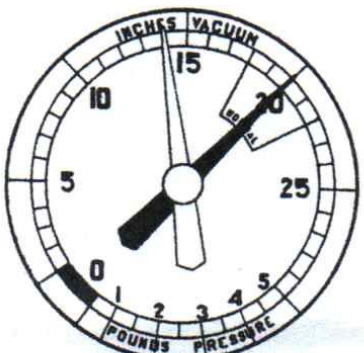
LEAKY HEAD GASKETS

Dark Pointer Indicates Steady Hand
White Pointer Indicates Fluctuating Hand

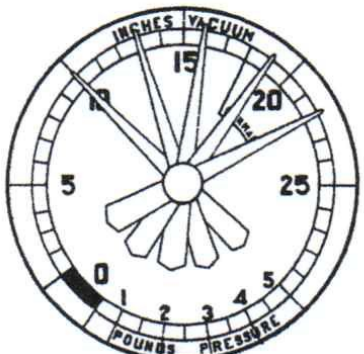
Engine Testing By Means Of A Vacuum Gauge



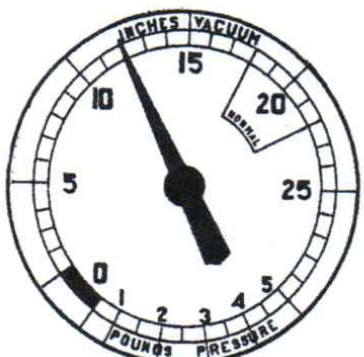
STICKY VALVES



BURNT OR LEAKY VALVES



WEAK VALVE SPRINGS



LATE VALVE TIMING

Manifold Vacuum test

Connect vacuum gauge hose to vacuum line leading directly to intake manifold. Make connection as close as possible to intake manifold and be sure that this connection is right, that hose is not kinked and that suction exists at points where connection is made. (On V type engines having two intake manifolds, make separate test on each manifold.)

Start engine and run at lowest idling speed. Adjust throttle butterfly valve and set idling adjustment on carburettor so that car will "idle" smoothly. On cars with manual spark advance, be sure that the spark is fully advanced. Now, if engine is in good operating condition, the vacuum gauge pointer will remain in the normal zone (between 18 and 22), with a possible slight fluctuation back and forth of one-half point on the dial.

NOTE:

Vacuum readings vary with altitude and, therefore, before making vacuum test, determine the altitude in your locality. For each one thousand feet above sea level, vacuum gauge readings will be lowered by one inch of vacuum or one division on the dial. Example - a vacuum reading of 20 inches at sea level would read 19 inches at 1000 feet above sea level, 18 inches at 2000 feet above sea level, etc.

Sticky Valves

If gauge pointer drops back intermittently about four points on the dial, this indicates sticky valves. To check this condition, disconnect vacuum hose and inject penetrating oil into manifold for temporary relief. If this occasional back drop of the pointer ceases you can be sure that the valves are sticking.

Burnt Valve

When this condition prevails, the gauge pointer has a constant drop whenever

burnt valve or valves which are holding open come into operation. This action can also be caused by insufficient valve tappet clearance.

Weak Valve Springs

With engine at idling speed, valves will seat properly and vacuum gauge pointer remains steady between 18 and 22. When engine is speeded up, vacuum pointer vibrates excessively, indicating a weak valve spring. If a fast vibration of vacuum gauge pointer is noted at idling speed and this fast vibration disappears with the increasing speed of the engine, valve stem guides are worn.

Valve Timing

First of all, normal compression in the cylinder is necessary for making a good vacuum test. If valve timing is late any appreciable amount, the vacuum gauge pointer remains steady at approximately 12 and a higher reading cannot be obtained.

Choke Test

With ignition switch in "off" position and THROTTLE CLOSED, turn engine over with starting motor. Pointer should rise quickly and steadily to 18 or 21. If the pointer stays around 3 to 6, this indicates a burned riser tube, air leaks in the manifold system, or failure of throttle valve to close.

Choked Silencer

Speed up engine several times in rapid succession, and if vacuum gauge pointer drops back to "0" quickly, this indicates a good silencer. A choked silencer is indicated by a slow drop of gauge pointer.

Vacuum Pump Test

If windshield wiper is connected to vacuum pump, connect vacuum gauge hose to wiper line. At idling speed, vacuum indication should not be less than manifold vacuum. With sudden opening of the throttle, vacuum in wiper line should NOT drop to zero, as a low



BIRTHDAYS VERJAARSDAE



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

3 Januarie	Doeke	Tromp
12 Januarie	Jan	Snyman
14 January	Hannes	Steyn
17 Januarie	Carel	Wilken
18 Januarie	Deon	Van Wyk
20 Januarie	Stefan	Buys
21 Januarie	Faan	du Toit
21 Januarie	Juwhan	Van Deventer
23 Januarie	Johannes	van Velden
24 Januarie	Rinaldo	De Villiers
25 Januarie	Jannie	Rossouw
26 Januarie	Bruce	Leslie
27 Januarie	Charles	Blair White
27 Januarie	Charles	van Staden
28 Januarie	Charlotte	De Waal
30 Januarie	John Lucius	Ford

OFFICIAL CONVERSION CHART	
HOW TO INTERPRET	
*	*
ANTIQUE CAR ADS	
IF IT SAYS:	IT REALLY MEANS:
Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more



REGALIA



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POMC - Motor wapen
R90



POMC - Hout sleutelring
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POMC: Staal sleutelring
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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
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