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POMC NEWSLETTER

JULY 2023



PRETORIA OLD MOTOR CLUB

CARS in the PARK

CARS in the PARK

PRETORIA OLD MOTOR CLUB

6 AUGUSTUS 2023

POMC Clubhouse: corner of Keuning Street and Fred Davey avenue, Silverton/Meyerspark, Pretoria

POMK Klubhuis: hoek van Keuningstraat en Fred Daveylaan, Silverton/Meyerspark, Pretori



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JULY 2023

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

POMC members meeting, and braai are held at the POMC Clubhouse on **5 July 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 **5 Julie** 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

Alle lede word aangemoedig om 'n motor verwante artikel-nuuswaardigheid aan te stuur vir plasing na hannie@mailzone.co.za

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 Augustus 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	



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FROM THE DRIVER'S SEAT

- Christo Ferreira



We had a very interesting presentation at our last monthly meeting on 7 June. Tom Linley and Bobby Scott entertained us with a display of and talk on the 250cc Valocette racing motorbikes and the development of these bikes by the South African drivers of the time during the 1950's and 1960's, to eventually compete very well and even winning the expensive works overseas bikes. To add to this Bobby also displayed the Thames van which was used to travel from race to race and was also used as accommodation at the races overseas. The van was later obtained by Bobby and beautifully restored.

Ons "Second Sunday" byeenkoms vir Junie het plaasgevind op 7 Junie en die tema was "Britse motors en motorfiets". Die dag was goed bygewoon en 'n lekker ontspanne atmosfeer en goeie weer het bygedra tot 'n baie aangename kuierdag.

Ons volgende "Second Sunday" is die "Europese Klassieke Kar en Morfietsdag" op 10 Julie. Ons hoop om almal in groot getalle daar te sien.

Wat uitstappies betref het ons twee geleenthede gehad. Die eerste was na Johan Ackerman se "Racecar Tributes" in Kempton Park. Johan laat besondere resieskarre van die verlede harleef deur replikas van hierdie renmotors te bou deur gebruik te maak van skaalmodelle en dan die volskaalse motor daarvan te bou. Dit was baie interessant. Na die tyd het die uitstappie ge-eindig by Bernies Joint waar hulle, hulle jaarlikse funksie gehad het vir die invordering van komberse vir honde en die uitstalling van kunswerke van UP student.

Die tweede uitstappie was weer na die "Antiekmark dag" by die Voortrekkermonument. Albei uitstappeis was deur 'n aantal van ons lede bygewoon en ons het dit baie geniet.

The next rally will be the Magnum Rally taking place in the Hazyview area from 9 to 13 August. The Regulations and Entry Form had been sent out. Please enter. It is a huge effort being put in by Leo and Thom to make this event to happen. This is always a very enjoyable outing with the Numbi Hotel as hosts going out of their way to make it very enjoyable for us.

Die reelings en inskrywings vir die **2023 "CARS IN THE PARK"** vorder baie goed en dit belooft om weer eens 'n baie goeie byeenkoms te wees waarna ons baie uitsien. Onthou assblief die datum, 6 Augustus 2023. Daar gaan hierdie jaar 'n uitstekende uitstalling van spesiale karre onder die "special invites" wees, beslis die moeite werd om te sien. Baie dankie aan Frik Kraamwinkel en sy helpers vir die groot werk wat hulle doen. Daar gaan hierdie jaar al op 22 Julie begin word met die voorbereiding van die perseel. Daar is ook voorsiening gemaak vir groter parkeerareas en vermeerdering van toegangshekke en spesiale hekke slegs vir mense wat op internet kaartjies vooraf gekoop het. 'n Ander groot verbetering is die addisionele amptelike uitgang aan die ou inryteater se kant na die westekant toe.

The Committee is busy with the development of a presentation to approach potential sponsors for events like the Magnum or The club in general. If there are anybody with ideas or contacts in this regard, please let us know.



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Drivers's seat.....continue

Daar is ook besluit om nuwe ledekaarte en naamkaarte te laat maak vir alle nuwelede en ook vir huidige lede wat dit graag sal wil bekom teen 'n billike prys.

Naamkaartjies kan bestel word by Regalia.

Wat Lief en Leed betref is ons bly dat dit beter gaan met Michelle Jeannes. Ons wens haar alles van die beste toe met haar gesondheid waarmee sy tans sukkel.

Ons dink ook aan Taco Kamstra wat huidig baie sukkel met sy gesondheid. Ons hoop dat hy al die probleme spoedig sal oorkom.

Dan het ons 'n lief en'n leed in een.

Alex Duffey en Helene het ons groot laat skrik met hulle oneronsie tussen hulle met die Buick en die bosse en afgrondes by die Voortrekkermonument tydens ons uitstappie daarheen.

Hulle het ons groot laat skrik toe die motor se remme teen daardie styl afdraende na die amfiteater ingegee en daardie swaar kar begin versnel het met die skerp draai wat onder gewag het.

Die lief daaraan verbonde is dat hulle niks oorgekom het nie en dat 'n boom die kar se momentum gestuit het en verhoed het dat hulle

die afgrond af rol.

Ek moet hulle gelukwens met die wyse waarop hulle die hele petalje hanteer het. Wat vir my veral baie komies was, was toe Helene vertel dat sy amper vir iemand wat gevra het of dit 'n ongeluk was, vir hom gese het, nee, ons doen dit maar gereeld

Ons innige meegevoel met Robert Dadford met die afsterwe van sy 21 maande oue kleinseun.

Laat weet ons asseblief as daar enige iemand anders is waarvan ons nie bewus is nie en wat ernstige siekte of iets dergeliks deurgaen.

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

POMK KOMITEE 2023 POMC COMMITTEE

Voorsitter	Christo Ferreira	082 779 5703	christo@blpta.co.za
Ondervoorsitter	Frik Kraamwinkel	082 444 2954	frikkr@gmail.com
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	Sakkie Fischer	082 551 5305	
	Barry Groenewald	084 414 6144	





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CLUB MATTERS



JULY -Presentation:

Emil Kuschke will do a presentation on his 1914 Model T Ford.

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.

June Wednesday meeting:

Tom Linley and Bobby Scott's presentation on Linley's motorcycles collection was very interesting.



NUWE LEDE:

- 1607 Karel de Waal
- 1608 Reuben Heunis
- 1609 Dewet Grove

Baie welkom aan die nuwe lede. Ons glo julle sal vinnig jul plek in die klub vind



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JULY 2023

UPCOMING MONTH EVENTS



**POMC
EUROPEAN Day**



**9th July 2023
10h00 till 14h30**



Classic and Vintage cars and bikes on display

@



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



Admission: Adults R30,-

Children Under 12 Free

Exhibitors and POMC members Free



**Food stalls by Sonitus School
and Hoot and Toot**

Braai facilities and Picnic area available



Info:

Kobus Ebersohn 082 366 2364

Frik Kraamwinkel frikkr@gmail.com 082 444 2954

Frik fotos



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JULY 2023

UPCOMING MONTH EVENTS



PRETORIA OUMOTORKLUB

CARS *in the* PARK



6 August 2023

LAZARUS



INFO

www.pomccitp.co.za

082 444 2954





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JULY 2023

UPCOMING MONTH EVENTS

Thank you for your support of the Magnum Rally in the past. The event is only possible with your support!

Although good roads are becoming a challenge – we have once again managed to find interesting routes for the Magnum.

The dates for the Magnum are as follows:

**2023
MAGNUM**
Vintage and Classic
Motorcycle and Motorcar
Rally & Tour

Mpumalanga
Distance : 750 km
Regularity rally
&
Tour
Registration : 9 August
Rally: 10 to 12 August
Prize giving dinner:
12 August
Return home: 13 August
after breakfast

Regs on www.pomc.co.za

Info:
rallymagnum@gmail.com
083 677 2334 Leo
083 391 6226 Tom

Accommodation provided by:
Hotel Numbi & Garden Suites

Wednesday 9 August 2023 (Public Holiday): Arrival at Hotel at Hotel Numbi and Garden Suites – Documentation and Scrutiny from 14:00

Thursday 10 August 2023: 07:00 Documentation and Scrutiny for late arrivals, 09:00 Start of Regularity Rally **Day 1**.

Friday 11 August 2023: **Day 2** Regularity run and Optional visit to the Kruger National Park.

Saturday 12 August 2023: **Day 3** Regularity run – Prize giving Dinner

Sunday 13 August 2023: Return home after Breakfast.

For those that would like to arrive on Tuesday and only Leave on Monday – there is a special arrangement and rate – please indicate this on the forms Supplementary Regulations (SRs) are on the POMC web page.

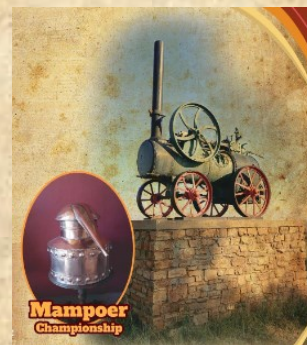
We look forward to receiving your entry as soon as possible.



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MONTH EVENTS **POMC MAMPOER RALLY** - Emil Kuschke



The POMC Mampoer Rally took place on the 03 June 2023 and started as usual at the Willem Prinsloo Agricultural Museum close to Rayton. Die Mampoerfees is die platform waar die Mampoer Gulde toekennings aan verskeie geregistreeede stokers in verskeie kategorieë toeken.



The POMC Mampoer rally was very special this year as it was organized under two separate permits.

The SAVVA (Southern African Veteran and Veteran Association) permit made provision for cars manufactured till 31 December 1997. The rest participated under the SARRA (South African Regularity Rally Association) umbrella.

The rally was run separately with the same route schedule and different score groups. Four blind navigators also participated in the rally.





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POMC MAMPOER RALLY

Twenty-seven entries were received ranging from Fred Calitz's 1930 Ford Model A to "modern cars" from 2010. The route was run on good roads in the vicinity of Cullinan, Bronkhorstspuit and Rayton. The route had 19 control points on the 220km circle route. The early winter conditions were perfect to all competitors, organisers and special "visitors" from the POMC that came out with their oldies to surprise us at the start.



The organisers experience a small glitch and the result were only mailed to participants on the Sunday morning. The prize giving was hosted at the POMC Clubhouse on the 7 June 2023 that coincided with the club's monthly meeting.

Congratulation to all that winners

But a big thanks to all participants and all involved making this very special Rally and day.

Special thanks to:

SAVVA Steward - Steffan Stander
Club Steward - Frik Kraamwinkel
Chief Marshal - Sakkie Fischer
Scorer - Leon Stander





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POMC MAMPOER RALLY

Final Results:

2023 POMC Mampoer Rally - **Blind Navigator**

Position	Name	Comp No	Score	2023
1	Ashman Richard V Niekerk Pieter	23	122	
2	Jordaan Sue Roos Nicky	26	327	
3	Roos Chris Roos Estelle	27	409	
4	Ashman Kiara Kaven Bebbie	24	2967	

POMC Mampoer Rally - **Open ODO**

Position	Name	Comp No	Score
1	Van DykCobus Drury Lilian	5	81
2	Stemmet Andre Smuts Johan	18	684
3	Flynn Billv Rensburg Charles	15	1053
4	Alberts Nardus CollinHunter	12	1117
5	Sales Bill MurhyTerence	17	1149
6	Laubscher Calitz Calitz Esta	8	2085
7	DeWaal Karel Bisschoff Hermanus	2	2143
8	Mostert Pieter Mostert Bernice	11	8157

2023 POMC Mampoer Rally – **SARRA**

Position	Name	Comp No	Score
1	V Niekerk Schalk v Niekerk Susan	19	31
2	Whitehead Hedley Whitehead Nicola	20	70
3	Alison Russel Altona Mike	28	82
4	Naude Nadine Lombard Errol	22	209
5	Duncan Henrico Sali John	25	1433

2023 POMC Mampoer Rally - **Sealed ODO**

Position	Name	Comp No	Score
1	Walton Gavin	4	69
2	Berndt Gary Gilson David	21	96
3	Ferreira Christo Ferreira Lorna	6	106
4	Stander Neil	9	132
5	Walton Kevin	7	204
6	Scheepers Gideon KussmanTerma	14	292
7	Lombard Willem Abri Vander Zee Jaco	3	410
8	Stander Amanda Stander Theresa	10	1812



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MONTH EVENTS **POMC British day** - **Daantjie Badenhorst**



The annual British day was held at the premises of the Pretoria Old Motor Club (POMC) in Silverton on Sunday the 11th of June 2023.

Besides the wide variety of cars on display, something unusual attracted a lot of attention. Few people will know, or even remember, that British Motor Corporation (BMC) manufactured tractors.



One of them was the Mini tractor, which was intended to be

a competitor to the indigenous Vaaljapie tractor but was not as popular. The company changed its name to Leyland in the late 1960's and the poppy red colour of the Mini tractor on display was changed to blue and white. Gerrie Everts, who owns a large Mini collection and displayed a few other cars as well. This tractor was manufactured in 1964 and is powered by a 948 cm³ diesel engine, whose A-series origins are very apparent. It has six forward gears and three reverse gears. According to Gerrie, there are about six of them in the country.

Another unusual vehicle, this time an indigenous South African model, is the Wolseley 1000. Just under 500 were manufactured at the BMC factory in the Western Cape from 1967 to 1969. It combined the front end of the Wolseley Hornet, which was not available in South Africa, with the bodywork of the Mini 1000. Instead of the Hornet, the Mini Mark 3, which had the Mini nose and the Hornet bodywork, was introduced to South Africa in 1969.



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POMC British day



Ryno Verster, the historian of the South African Mini club who is currently writing his third book on the history of the Mini in South Africa, owns two of them. The vehicle on display, a 1968 model in an original condition, is currently for sale. Ryno is making no secret about the fact that the Wolseley is his all-time favourite Mini-based model. Besides this car, he also owns a white one which he has modified by fitting a new dashboard and a 1275 cm³ engine.



This year marks the 75th anniversary of the introduction of the first Land Rover; therefore it was appropriate that a few were on display. The one that aroused the most attention was a 109 forward control model that was converted into a motorhome. The forward control model was manufactured in South Africa and was intended for military use. Christo van Wyk has owned his 1969 model, which was first used as a radio vehicle by the South African Defence Force and a game viewing vehicle afterwards, since 2016 and he replaced the original 2,6 litre petrol engine with a 300 TDI of the later Defender and Discovery models and a four-speed ZF automatic transmission has also been fitted. He raised the roof to improve headroom and fitted a double bed, a solar panel and a refrigerator.



The original Land Rover Series One is a very rare vehicle, therefore Andrew Bumby's 1955 model which he has owned for 25 years, attracted a lot of attention. He admits that it is a work in progress, but it is in an original condition and is powered by the two-litre engine that was standard equipment at the time.



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Willam Watson displayed his 1965 Land Rover Series 2A 109 station wagon, powered by the 2,3 litre four-cylinder engine that was the entry-level engine at that stage. It is in an original condition, but one mechanical improvement he made, was fitting an alternator.



One of the most desirable cars on the South African market was the Ford Capri Perana, developed by Basil Green from his workshop in Edenvale in the east of Gauteng. It was introduced in 1970 and was powered by a five-litre V8 engine from the contemporary Mustang, with a four-speed manual transmission. Lenard Labuschagne displayed his 1971 model, which he has owned for 20 years. In 2016, when the POMC celebrated its 50th anniversary, it was featured in the Afrikaans eNuus bulletin and Daniëlla van Heerden, who has since become a news reader, interviewed him.



The Sunbeam Tiger was a V8 version of the Alpine of the 1960's; it was powered by a Ford V8 engine but was manufactured in limited numbers and only a few are still in South Africa. Stuart Burrell owns a 1966 model, which was originally powered by a 289 cubic inch (4,7 litre) engine, but the only change he has made to it, was fitting the 302 cubic inch (five-litre) V8 engine from the Mustang.



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POMC British day

The Morris Minor was one of the most successful British cars ever. However, most South African enthusiasts are probably not aware that it remained in production until 1971 because it was discontinued in 1963 in South Africa to make way for the Morris 1100. Tommy Smith displayed what is perhaps the newest Minor in South Africa, a Traveller station wagon built in the final year of production. He inherited it from his father and completed restoration in September last year



Although the Triumph GT 6 was never officially introduced to South Africa, a few of them were imported privately. The GT 6 was a fastback version of the Spitfire and was powered by the six-cylinder engine of the 2000. It was introduced in 1966 and underwent two facelifts. The last model, the Mark 3, was introduced towards of 1970 and could be distinguished from its predecessors by means of the slotted wheels with exposed nuts and a cut-off rear end, like that of the Spitfire Mk. IV it was based on. Bill Sales owns one of these, a 1971 Mark 3 which is in an immaculate condition. There are approximately 33 GT 6's in South Africa.



The last of the Triumph TR models was the TR 7, which was initially only available as a coupé. However, a convertible version was added in 1979. Taco Kamstra has owned his 1980 convertible for six years. Production of the TR 7 ended in 1981, but a few were sold in 1982 in South Africa.



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Reynhardt Swart, known as The Zephyr Guy, specialises in ignition leads for classic cars. Although the Zephyr Mark 3 was a top seller in South Africa, only a few are still around, including the 1964 he displayed. He is currently restoring a similar one for an owner who has had his car since new.



Prof. Alex Duffy's 1956 Jaguar XK 140 MC has an interesting history, and this time, he told the story as part of his display. It was rejected by its original owner from the United Kingdom because it is left hand drive, so the Belgian ambassador in the Venezuelan capital, Caracas, bought it. When he was transferred to South Africa, the car was imported. The MC was a special version fitted with wire wheels, double exhausts, and the cylinder head from the C-Type.



Pierre Diederichs displayed two Jaguar models; including a 2.4 Mark II which was manufactured in Coventry and imported to South Africa. The 2.4 was not available in South Africa at that time and by then, the Mark II was already replaced by the 3.8 S and later the 420. He has owned this car for five years.



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His other Jaguar is perhaps a more common sight on South African roads. The Sovereign was based on the XJ 40 which replaced the XJ 6 in 1986 and Pierre's 2002 model is powered by the four-litre V8 engine from the XK coupé and convertible. He is the second owner and has owned this car for approximately a year and a half.



Not all cars on display were original. One example was Stephan Wintershoven's 1948 Austin A 40 pick-up. He recently drove down to the Kwa Zulu Natal coast with it and displayed it at Cars in the Park in Pietermaritzburg. He fitted the engine of a Nissan 1400 pick-up and an aluminium load box to it and it took him a year and two months to complete it.



The latest addition to Pieter Kuhn's growing collection is the 1967 Wolseley 6/110 Mark 2 Automatic he bought a month ago. It is in an original condition and it has only been resprayed.

The next event at the POMC premises will be the European day on the 9th of July.



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MONTH EVENTS

Visit to Johan Ackermann - Mercedes Benz CLK GTR

- By Joe Palmer

This Le Mans Mercedes Benz CLK GTR is no "Dinky"

Die Verhaal van Johan Ackermann se Model Karretjie en 'n Reuse Droom

So, you want to own a special car and you have decided on a Mercedes Benz. Easy, save up about R50k and buy yourself a W123. Oh, it must be something special? What about a Fin-Tail Merc or a Ponton? Even more special? Then you must go for a Pagoda or Gullwing around RM1 to RM5. More special? Now you are in prototype territory and those are unique – money cannot buy those! So, if money cannot buy it, why not build it yourself? Impossible you say?

But not for Johan Ackermann. All that you need to do is to find a die-cast model of your dream car and size it up. Really? Yes really. That is what Johan did. The older generation knows that if you upscale a Dinky Toy to full size, you will end up with a "Frankens-toy".



Photo courtesy www.toymart.com

Even modern scale models are not accurate because molds, dies, 3D-printers etc, forfeit accuracy when items are scaled down. So how did Johan resolve this challenge? Buy different make of the same scale model and compare the differences between the models. Decide on what seems to be the right dimensions and build it. Still not good enough? So then, build the full-size car, get inside and assess the ergonomics. If you do not fit comfortably, disassemble the car, cut the panels into pieces, size them up and reassemble the car. So, you think I am having you on? What if I tell you that is exactly what Johan did.

'n Spesialis voertuig benodig 'n spesialis span en onbeperkte hulpbronne

Gestel jy wil 'n top voertuig ontwikkel om aan die Le Mans Groep C deel te neem. Laat Leo Ress wat ontwerp vir Mercedes, BMW, Sauber en Michael Schumacher gedoen het, vir jou 'n voertuig ontwerp. Kry dan vir die Switserse firma Nobrac ("carbon" agteruit gelees), DPS Composites in Surrey, Engeland en Sauber om die voertuig te ontwikkel – met aandrywing en parte onbeperk geneem vanuit die Mercedes Benz fabriek se top onderdele rakke. Net die beste V8's, of V12's. Net wat en hoeveel jy wil hê en daarmee saam, sakke vol geld – Euro's om spesifiek te wees. As die renseisoen verby is, dan takel jy die voertuig af want jy gaan 'n beter een bou vir die volgende seisoen.

Die alternatief is dat jy, man alleen so 'n "ou karretjie" jouself bou, gefinansier deur jou eie spaargeld. Hoekom nie, dis wat Johan gedoen het.

Visit to Johan Ackermann - Mercedes Benz CLK GTR



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Weereens het Kobus Ebersohn ons op die spoor van Johan Ackermann gesit en het hy die uitstappie na Johan se werkwinkel op **17 Junie 2023** gereël. Ons ontmoet by die Engen R21-suid en vertrek na Johan se huis. Daar aangekom is ons hartlik deur hom ontvang en bederf met voortreflike versnaperings. Toe begin die toer van sy werkwinkel. Eenkant staan 'n voltooië Mercedes-Benz C11. Maar die C11 is klaar verkoop aan 'n Amerikaner en sal eersdaags verskeep word.

The Original C11 Le Mans Legend

The C11 is derived from the C9. But what happened to the C10? The reason Sauber skipped from C9 to C11 is due to the difficulty of pronouncing "C10" in German (pronounced as something like "sie-zie-eeen").



The original C9-LM (courtesy Gumbal)



The original C11-LM (courtesy motorsport.com)

The Mercedes-Benz C11 is a Group C prototype race car introduced for the 1990 World Sports-Prototype Championship. Built by Sauber as a successor to the Sauber C9, the C11 used the same Mercedes-Benz M119 5.0L twin turbo V8. It was the first time that Mercedes-Benz chose to put their name on the car, instead of simply using Sauber.

Following on the success of the Sauber C9, the Mercedes-Benz C11 was the last Group C prototype built by the Sauber Mercedes team before the introduction of the 3.5 litre category. Whereas, the C9 chassis had been constructed mostly from aluminium, the C11 was built from carbon fibre.

The 5 litre, twin-turbo Mercedes-Benz M119 engine was retained from the older car and was sourced directly from the Mercedes engine facility at Untertürkheim. It was developed by Willi Muller and Gerd Witthalm and was returned to Stuttgart after every race, the transmission remaining at the Sauber facility at Hinwil. In race trim, it was tuned to produce around 730 hp (540 kW; 740 PS), which gave the best combination of power and efficiency for Group C, which was a fuel allocation formula. In high boost, it could go up to 2.4 Bar and make 850 hp at 7,000 RPM.

Sauber had planned to build four C11 chassis and have enough spares for a fifth if needed. The first C11 had its initial test run at Paul Ricard in late 1989 but the car did not debut until the first round at Suzuka in April the following year.



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JULY 2023

Visit to Johan Ackermann - Mercedes Benz CLK GTR

Although debuting at the first round of the 1990 World Sports-Prototype Championship at Suzuka, the car did not actually race. The team had to revert to the older C9 on race day after Jean-Louis Schlesser crashed the new car in practice. However, the C11 finally made its much-anticipated debut at the second race at Monza in late April and its performance potential was immediately apparent. Mauro Baldi and Jochen Mass qualified 1–2, with Baldi almost two seconds clear of Mercedes' nearest competitors. They came home first and second. Throughout the rest of the season, the C11 won all but one race and easily took the team's championship for the year.

Mauro Baldi rated the car as one of the best he ever drove. Jaguar driver Martin Brundle recalled that the XJR-11 could just stay with the Mercedes if driven flat out but could not match it for downforce.

In all, five chassis were built, C11-03 being the most victorious chassis with four wins in the 1990 season. Although the C11 was to be replaced by the Mercedes-Benz C291 for the 1991 World Sportscar Championship season, problems with the C291's new engine led Mercedes-Benz to continue to campaign the C11 alongside the C291. The C11 was able to gain three more class wins in the 1991 season before the C291 fully replaced it.

Op die Skouers van 'n Reus

Dis hierdie C11-legende wat Johan wou najaag. Om dit te doen, moet hy staan op die skouers van reuse. Maklik, as die reuse daar is. Maar as hulle nie daar is nie en jy het ook nie die steun van reuse soos die Mercedes Benz

fabriek agter jou nie, dan is dit maar 'n eensame en leë wêreld om jou.

Maar Johan begin – een tree op die volgende. Johan besluit op 'n veselglas bakwerk. Die vorm word uit ysterstafies gevorm sodat dit gedek kan word met veselglas. Maar Johan besef dat die veselglas nie bind met die ysterstafies nie. Hy skaf "rigid polyurethane" skuim aan en begin dit vorm om die basis vir die bakwerk te uit te maak. Die veselglas word dan gesmee oor die gevormde "rigid polyurethane" skuim. Wanneer die veselglas geset is, word die skuim verwyder en die veselglas bak bly oor.

Die enjin is dieselfde tipe as wat in die oorspronklike C11 was maar is van 'n plaaslike Mercedes Benz S-klas skenker. Krag is heel voldoende maar die oorspronklike ratkas was uniek en spesiaal gebou net vir die oorspronklike C11s. Johan konsulteer wyd en gou word dit duidelik dat die plaaslike renjaers gebruik die Audi R8 ratkas op die Ford GT40 en ander soortgelyke mid-enjin uitlegte. Maar teen R140,000 blyk dit buite bereik te wees – totdat 'n kennis hom vertel van 'n vriend wat sy projek laat vaar het en sy Audi ratkas beskikbaar stel teen R6,000.

Die C11 kry vorm en na baie maande van baie harde werk, staan daar in Johan se garage 'n volledige, werkende en padwaardige C11!





a-hoo-ah!

JULY 2023

Visit to Johan Ackermann - Mercedes Benz CLK GTR



Johan se self aangestelde muis inspekteur hard aan die werk.

So opspraakwekkend is Johan se C11 dat dit reeds verkoop is en tans voorberei word om na 'n versamelaar in die VSA verskeep te word. Maar dis nie Johan se eerste projek nie. Hy het tien jaar terug reeds binne 16 maande 'n C9 gebou.

Ook, so indrukwekkend was die C9-projek dat hy en die C9 op die BBC program "The Grand Tour" in onderhoud was met Jeremy Clarkson en Richard Hammond oor sy projek, toe die filmspan 'n plaaslike produksie in Suid Afrika gemaak het.



Photos Courtesy of "The Grand Tour", BBC

Ook die C9 het sy weg gevind na die versamelaar in die VSA. Dus, enige iemand wat so 'n projek wil aanpak, kan staan op die skouers van 'n reus, die reus Johan Ackermann.

Small beginnings – great triumph

In my frame of mind, Johan have arrived. Done it, been there and got the t-shirt.... But this is not where the story ends. Its only the beginning. Johan decided to elevate to the next level. That is, building an improved car, out of metal! The earlier projects were small beginnings compared to the new project. Firstly, Johan found a donor car, a Mercedes Benz W210.



Sample Photo of W210 by Peter Lennox (YouTube)

But what is the new project? Building your own metal bodied Mercedes-Benz CLK GTR - as a GT1 sports class race car.

The Original CLK GTR

The Mercedes-Benz CLK GTR (chassis code C297) is a GT1 sports car built and produced by Mercedes-Benz in conjunction with their motorsport partner, AMG. Intended for racing in the new FIA GT Championship series in 1997, the CLK GTR was designed primarily as a race car, with the road cars necessary to meet homologation standards.



a-hoo-ah!

JULY 2023

Visit to Johan Ackermann - Mercedes Benz CLK GTR



An original AMG_Mercedes_CLK-LM (courtesy Wiki)

Following its successful campaign in the 1997 FIA GT Championship, the race car was also entered in the first two rounds of the 1998 FIA GT Championship, before being replaced for the 1998 24 Hours of Le Mans. Its successor, the 1998 Mercedes-Benz CLK LM, would conclude Mercedes' GT1 program, being replaced by the Mercedes-Benz CLR Le Mans Grand Touring Prototype (LMGTP), a purpose-built race car that did not have to abide by the homologation rules of the previous GT1 cars.

AMG was tasked by Mercedes-Benz to create a car akin to the 911 GT1, an almost purebred racing machine with a resemblance to a road car. The CLK GTR was the result, sharing nothing mechanically except the headlights, rear taillights and grille with the road-going Mercedes-Benz CLK. The CLK GTR was developed in a mere 128 days, this development time hastened by the purchase of McLaren F1 GTR chassis #11R from the FIA GT Championship champions Larbre Compétition. The car served as AMG's mule, the F1's bodywork was replaced by AMG's own and the BMW S70 engine replaced by Mercedes' own powerplant, a M120 V12. The original car was eventually restored to its original mechanical condition and was auctioned off in Monaco in 2000 by RM Sotheby's.

The chassis of the original CLK GTR was a carbon-fibre monocoque mated to an aluminium honeycomb frame, constructed by Lola Composites, a division of Lola Cars. The engine was a derivative of the M120 engine found in the R129 SL-Class and W140 S-Class, retitled the LS600, or GT 112. The bore and stroke were kept the same at 89 mm and 80.2 mm and the compression ratio was increased from 10.0:1 to 12.0:1. These modifications boosted power to 441 kW at 7,000 rpm and torque to 700 Nm at 3,900 rpm, allowing the car to reach a top speed of 330 km/h (205 mph). A 6-speed sequential manual transmission, giving the car a 0–100 km/h (0–62 mph) time of 3.8 seconds. The CLK GTR debuted at Mercedes' home track, the Hockenheimring, at the 1997 FIA GT Hockenheim 4 Hours.

Mercedes would score their first 1-2 finish at the 1997 FIA GT Nürburgring 4 Hours with Schneider and Klaus Ludwig taking the win. Mercedes and AMG decided to develop a bespoke car for the next year's 24 Hours of Le Mans, an evolution of the CLK GTR dubbed the CLK LM, LM for Le Mans.

The engine was stroked out to 6,898 cc (420.9 cu in) by Ilmor, resulting in a power and torque bump to 464 kW at 6,500 rpm and 731 Nm at 5,250 rpm. This gave the GTR a 0–100 km/h of 3.8 seconds, and a claimed top speed of over 320 km/h (199 mph).



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JULY 2023

Visit to Johan Ackermann - Mercedes Benz CLK GTR

The CLK GTR by the "House of Ackermann"

Johan's CLK GTR is based on the W210 underpinnings but obviously a complete mass produced W210 is the wrong shape, form and function that is required for the new project. But this is a rush job. It must be ready as a full rolling display at the Gas Motor Show within one month only.



Not a problem for Johan. Just dismantle the W210 and start all over from scrapped, sorry scratch.



Then get yourself the CLK GTR model cars as reference.....



.....and start building.





a-hoo-ah!

JULY 2023

Visit to Johan Ackermann - Mercedes Benz CLK GTR

Transforming the body from front engine to mid-engine.

But Johan had an Ace up his sleeve. No, perhaps 4 Aces. More specifically, 4 Aces New & Used Spares. 4 Aces fully support Johan with the needed spares. Unfortunately I (POMC) was not authorised to provide more detail on 4 Aces' involvement.



Make part fit that looks impossible to fit.



Measuring, inserting, fitting, more shaping.



Bending, shaping, tack welding....



Slowly the body is transforming. A metal metamorphoses.



The lines of a CLK GTR are literally materialising and the W210 is buried deep inside the body. A giant leap by a giant. We shall follow Johan as he progresses through the weeks and months ahead.

Article by Joe H. Palmer. Photos by Johan Ackermann and Joe H. Palmer



a-hoo-ah!

JULY 2023

MONTH EVENTS

Besoek aan die Amerikaanse ambassade

- Taco Kamstra

Die POMC was uitgenooi om 'n aantal ou Amerikaanse motors by die Amerikaanse ambassade uit te stal as deel van hulle "independence day" wat vir praktiese doeleindes 30 Junie by die Amerikaanse Ambassade in Pretoria gevier is.



Hulle het ook Ford genader om onder andere die nuwe Mustang uit te stal en wou graag meer van die ouer Mustangs daar hê. Lucius Ford was beskikbaar met sy 1966 Mustang en my 1996 Mustang was net reg om tussen die eerste en nuutste generasies Mustangs te staan. En natuurlik sou die uitstalling onvolledig wees sonder 'n regte "tin Lizzie" en dit is waar Emil sy bydrae kon maak met sy 1913 model T Ford. Fred Calitz kon 2 ander Amerikaanse ikone uitstal, sy GT40 en Cobra. Frik met sy staatmaker, sy Thunderbird en Morne het die uitstalling mooi afgerond met sy 1934 Ford. Soos ons verwag het was die reëlins streng en alle betrokke moes stiptelik by die hek inkom. Ons moes ook eers ons motors se registrasie nommers en afskrifte van ons id dokumente stuur. Toe ons en ander stalletjies opgestel was het uitgenooide gaste op die rooi tapyt begin inkom. Daar kon hulle die Amerikaanse hooggeplaastes persoonlik groet. Ons het opgemerk dat ons nie heeltemaal volgens die "dress code" aangetrek het nie.



Ek weet nie of hulle dit van ons verwag het of nie, maar hulle het ons almal met ope arms verwelkom. Selfs die ambassadeur het elkeen van ons persoonlik met 'n handdruk verwelkom en bedank dat ons ons karre uitgestal het. Ons het 'n keuse gehad dat ons op hulle onkoste huis toe kon gaan en later weer kon terugkom. Maar die verrigtinge het vir ons interessant gelyk en drinkgoed en eetgoed was verniet.



a-hoo-ah!

JULY 2023

Besoek aan die Amerikaanse ambassade

Daar was byvoorbeeld 'n stalletjie wat Budweiser bier uitgedeel het. Ek is nie eintlik n bierdrinker nie, maar aangesien ek nog nooit 'n Budweiser gedrink het nie, het ek besluit om dit op die proef te stel. Ons moes wel vir 'n lang ruk na toesprake luister, maar verder het ons lekker onder die POMC gazebo gekuier en goeie kontrakte opgebou. Onder andere die afgevaardigde van die burgemeester wat graag Cars in the Park wil bywoon.



'n Baie goeie blaas orkes het 'n aangename atmosfeer geskep terwyl kelners met borde kos tussen die mense deurbeweeg het en ons het net nodig gehad om ons vinger te lig om van die lekkernye te bekom. Nou ja, so kom ons "gewone outjies" ook by sulke glansryke samekomste uit. En dit alles net omdat ons van ou karre hou en van dit besit. Ek dink daar is nie baie stokperdjies waar mens soveel kere in die "lime light" kom as ons met ons ou tjorre nie. 'n Baie aangename dag en dankie vir Frik wat alle reëlins hanteer het.





a-hoo-ah!

JULY 2023

MONTH EVENTS EARLY COFFEE AT MENLYN MAIN - Initiated by Sakkie Fischer





a-hoo-ah!

JULY 2023

ARTICLES

British classics set to shine at Cars in the Park 2023 on August 6 at Zwartkops - By Steward Johnson

Cars in the Park 2023 will be show-casing some very special British classics in the 41st rendition of the event, which takes place at the Zwartkops Raceway on **Sunday August 6**. Some 2 500 classic cars and up to 10 000 spectators are expected at the event, and a standout entrant will be a special recreation of a Le Mans-winning 1953 Jaguar C-Type.



Built by arch Jaguar enthusiast Kobus van Wyk, the Jaguar C-Type has been created over the past three years with an attention to detailed originality that is astounding. Quite apart from installing a special Le Mans spec 3,4-litre six-cylinder twin cam engine, Van Wyk went to great lengths to ensure that he sourced a 1953-only inlet manifold to accept the three twin -choke Weber carburettors that Jaguar's competition department ran only that year.

Using the correct manifold made life even more complicated for Van Wyk, who hails from the Vaal River area, because the special off-set of the mounting studs meant he had to have a one-off set of unique Weber 40 mm DCOE carburettors re-manufactured, at a cost of over R300 000!

Perfectly-correct detailed factory drawings of the original race car were sourced from the UK, and Kobus's son Conrad recreated the intricate tubular chassis, and many of the suspension components to ensure that, as far as detail is concerned, the re-creation is in effect an exact copy of the 1953 Le Mans-winning machine, driven by Duncan Hamilton and Tony Rolt.



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JULY 2023

British classics set to shine at Cars in the Park 2023 on August 6 at Zwartkops

Van Wyk obtained a perfectly detailed aluminium body from a UK company, which is painted British Racing Green and carries the number 18, as used on the 1953 Le Mans-winning car. Just 53 examples of Jaguar's C-Type were built in the early '1950s, and most of them were used in competition by private entrants. The Hamilton-Rolt example was entered by the Jaguar factory and was the first car to win a major race fitted with disc brakes.

Backing up the Jaguar C-Type in the Special Vehicles area in the Zwartkops pits, come August 6, 2023, will be some highly collectable Jaguars owned by Colin Lazarus, the well-known motor dealer who has been a major supporter of Cars in the Park for a number of years. Lazarus will be exhibiting a special 1960 Jaguar 150S, as well as a more modern Project 7 Jaguar, a very rare motor car. Lazarus will also be showing a number of other classics in the Zwartkops pit area, notably his collection of three generations of Ford GT supercars, which amazed the Cars in the Park crowds at the 2022 event.



100 Years of MG

An extremely rare 1934 MG NA model will be seen in the Special Vehicles section, owned by devout MG enthusiast Robin Clarke. Robin says his car is one of just two N-series MGs known to reside in South Africa, and what makes the car very special is that it runs a six-cylinder MG engine, unlike later T-series cars which were all fitted with four-cylinder engines.



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JULY 2023

British classics set to shine at Cars in the Park 2023 on August 6 at Zwartkops



A large turn-out of MGs is expected at Cars in the Park this year, as MG is celebrating its 100th anniversary. Clarke will also be showing one of the very few MGA Twin Cams from the very early 1960s that still exist in South Africa.

Triumph also turns 100 this year

Not to be out done by MG, British rival Triumph is also celebrating its centenary this year, and the Triumph Club will be organising a huge club display. Rare Triumphs expected to take part will include 1928 Triumph Super Seven and a 1947 Triumph Roaster. There will be many examples of the marque on display, including the fondly remembered TR2s and TR3 from the 1960s, as well as TR4s, TR5s, TR6s, TR7s and the sophisticated Triumph Stag, which debuted in 1970.





a-hoo-ah!

JULY 2023

British classics set to shine at Cars in the Park 2023 on August 6 at Zwartkops

A couple of other famous marques are celebrating milestone birthdays this year. One of these is the Ford Cortina, which went on sale here in the final months of 1962, so is still in its 60th year. Cortinas were in the top 3 best-selling lists in South Africa for almost two decades until 1983, and Cars in the Park traditionally draws well over 100 examples of these fine Fords, which revolutionised the company's presence in South Africa.

Ford's big rival from those days was General Motors and this year marks the 50th anniversary of the Chevrolet Firenza Can Am, a rip-snorting V8-engined homologation specially developed in South Africa by GM, along with saloon car race ace Basil van Rooyen. Only 100 examples of the Can Am were ever built, and it is awe-inspiring to think that back in 1973 the Can Am was capable of a 0-100 km/h sprint time in the five-second bracket, and had a top speed of 230 km/h. The standard Firenza of the period had a top speed of just 160 km/h!

Alfa GTV6 3.0 turns 40

An Italian manufacturer celebrating a special birthday this year is Alfa Romeo. It is forty years since Alfa Romeo SA launched the awesome GTV6 3.0, another homologation special for racing purposes that was in limited production from 1983. Interestingly, these special South African models had six individual Dell Orto carburettors! Today a pristine example is worth in excess of R1-million.





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JULY 2023

British classics set to shine at Cars in the Park 2023 on August 6 at Zwartkops

Cars in the Park has grown into the biggest single-day car show in South Africa, thanks to careful nurturing by the organisers, the Pretoria Old Motor Club (POMC). The chief organiser, Frik Kraamwinkel, says that interest from both car clubs and stall holders is at fever pitch. It is expected that over 120 clubs will be officially represented, and in addition to this, any owner of a vintage or classic vehicle, is welcome to enter. Drivers of classic cars will be granted free admission to the circuit on Sunday, August 6, 2023, from 6 am onwards. The gates for spectators will be opened from 8.30 am, and secure parking will be available for spectators' cars which will not be permitted to "mingle" with the bona-fide classics on the day.

The POMC traditionally encourages a strong contingent of very early vintage cars to this event too, and spectators can expect to see rare American, British, French and Italian makes dating back from the early part of last century. It is certain that the cars on display will represent at least a century of motoring in South Africa. The first self-propelled car to ever run in South Africa was a Benz Velo, which did a few display laps at the Berea Park soccer ground in Pretoria in 1897!

"This sweep of history for the motorcar is well appreciated by the public, as well as our stall-holders. We have over 120 stall holders and many major motor dealerships that are taking stands, such as the Lazarus Motor Company, The Motus Group, We Buy Cars, Mit Mak Motors from Pretoria North and Tiger Wheel and Tyre, " says Kraamwinkel.

A favourite era for many show-goers is the 1950s, when giant American land yachts lavished with chrome and bedecked with tail fins drove home the fact that a decade after World War II ended, America was enjoying a massive economic boom. These American creations are rightly seen today as works of art in their own right, and from 1952 to 1965, extravagance was the name of the game for car designers, who let their imaginations run riot.





a-hoo-ah!

JULY 2023

British classics set to shine at Cars in the Park 2023 on August 6 at Zwartkops

Many youngsters seeing these cars today could be excused for thinking that the Batmobile was simply a mildly-customised version of an everyday American car in the late 1950s. Pierre Diedericks will be showcasing a special General Motors display of classic Americana, concentrating on Cadillacs and Buicks.

The organisers have pointed out that traffic control in recent events has been much improved over earlier years. Enthusiasts should be advised, however, that it will be wise to get to Zwartkops early. Spectators will be able to enter the Zwartkops grounds from 8.30 am on Sunday, August 6. An enlarged spectator parking area will be available alongside the venue on the R55. Classic car owners will be able to enter the circuit from the R55 from 6 am onwards to display their vehicles. Best pack a warm jacket, a beanie and a flask of hot coffee!

The sheer volume of classics and other special-interest vehicles at Cars in the Park means that it is best to get to Zwartkops close to the general opening time of 8.30 am, if you want to see the whole show.

Owners of classics displaying their cars are advised to get there earlier with the gates for classics open from 6 am. Drivers of classic cars built before 1985 will be admitted free of charge. The show runs until 4 pm on Sunday, August 6.

Spectator entry fees are R130 per person (R110 if booked through iTicket). Children under 12 are admitted free.

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





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JULY 2023

ARTICLES

Looking for Bare Grills, I found Hulk Logan

- **By Joe Palmer**

Looking for Bare Grills, I found Hulk Logan

Die storie van die Spookdorp Nelson, Nevada, VSA

As some of you know, I have a 1936 Chevrolet Master De Lux with a 1967 350ci V8. When it comes to old cars, I am a purist. But I don't have the "purist" money. So, this is what I have. But the grill fitted to this car when I bought it, is really a "grill" – good for a braai only. Yeah, I told you it was bad.



But we left for the USA in May 2022 and I made it my mission to find the period correct (1936 to 1938) grill. We spent two months in the USA and during that period I had "Bare Grills" on my mind – specifically Chev Grills. A few weeks into our visit we traveled to *Mariposa, California*. From there we travelled to the *Merced River* where my son was shooting his videos and to visit the *Yosemite National Park*. Visiting the park, I immediately fell in love with *Yosemite* and decided to save my dollars to buy it. It is valued at \$M800 and I already have the first \$100. I am now looking for a donation of the balance.

Browsing through the park shop, I saw a mug and I immediately recognized the nose as that of a Chevrolet Master. This one was modified into a Limo-style bus to transport tourists between sites within *Yosemite in the 1930's*. Now I know a grill like this could be here in *California* somewhere. If only I knew then how difficult it is to find "Bare Grills" - even in the *USA*.



Gou kom ek agter dat elke woestyn dorpie, 'n skrootwerf van sy eie is. Elke erf het ten minste een wrak of ou kar. Maar die karre van die 1930's ontbreek, behalwe vir 'n paar Ford Model T's.



'n Paar dae later reis ons met 'n Toyota 4Runner (Toyota Landcruiser in Suid Afrika) V6 4.0lt. My beste beskrywing is dat dit 'n baie dors donkie is. Maar ten minste was die 4Runner ruim genoeg om ons al vier met bagasie te neem en die 4x4 sal nodig wees wanneer ons na *Yellowstone* reis wat nog onder sneeu en ys sou wees.



Looking for Bare Grills, I found Hulk Logan



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JULY 2023

In my soektog na “Bare Grills” vind ek toe vir “Hulk Logan”

So eindig ons op in ‘n ou myn dorpie naby *Las Vegas*, genaamd *Nelson* alias *Nelson Ghost Town*. Ons stap die klein winkel in en in my soektog na “Bare Grills” vind ek toe vir “Hulk Logan”.



Daar staan hy, lyk hy soos Hulk of lyk Hulk soos hy? Ek groet en vra wat dit kos om deur te stap. “It is free but because people abuse it, I charge \$2 per person just to keep control”, kom die antwoord. My mond het seker oop gehang maar ek betaal dit met graagte.



We walked through the site. There is everything and anything you can think of. Like this one you will recognize as the Austin Metropolitan. But no, it's not. The Nash Metropolitan is an American automobile that was assembled in England and marketed from 1953 until 1961. It conforms to two classes of vehicle: economy car and subcompact car. In today's USA terminology the Metropolitan is a “subcompact”, but this category was not yet in use when the car was made.



The Metropolitan was also sold as a Hudson when Nash and Hudson merged in 1954 to form the American Motors Corporation (AMC), and later as a standalone marque during the Rambler years, as well as in the United Kingdom and other markets.



What about this “futuristic” bus? Or a Ford V8 bus that will make Noddy proud.



Maybe a lorrybus or buslorry thingy-millingy might do it for you?

Looking for Bare Grills, I found Hulk Logan



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JULY 2023



The Dodge WC series (nicknamed "Beeps") is a range of light 4WD military utility trucks, produced by Dodge and Fargo during World War II. The light 4WD trucks were supplied to the U.S. military in WWII, with Dodge contributing some 337,500 4WD units. The engine produces a meager 69kw and top speed is 55mph.



The International Metro Van, made by International Harvester, is a step van, also known as walk-in or multi-stop delivery truck.



This six-cylinder vehicle type was one of the earlier, mass-produced forward control vehicles, once commonly used for milk or bakery delivery, as well as ambulance services,

mobile offices, and radio transmitter vans. Typically, the Metros were 1/2-, 3/4-, or 1-ton panel trucks that allowed the driver to stand or sit while driving the vehicle.

The chrome bumper and grill of this 1950 Buick Eight probably weigh more than a small car. After so many years in the desert, it is still bling galore, yet beautiful.



Need to top up? The average for these cars was 8 miles to the gallon and 20 miles to the gallon was considered exceptional. The latter was only attainable by the Studebakers fitted with the T-85 overdrive transmission.



Here in *Nevada*, the desert conditions are harsh and regularly reaches deep into +40°C. But the dry air curbs the onset of rust on these old bodies. Synthetics and rubber are the first to crumble into oblivion and only the best Bakelite and baked enamel survive here. This van is not quite "ready to go". However, with little surface rust, it is an ideal blank canvas for any enthusiast to restore it back to original or to serve as a basis for a modernized street rod or cruiser.

Looking for Bare Grills, I found Hulk Logan



a-hoo-ah!

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Then! There it was! The *Yosemite* Chev-bus I was looking for. Modified, with the roof raised and renamed the "Canyon Express". Maybe this one is from the *Grand Canyon*? But according to "Hulk" it originally was one of the *Yosemite* survivors!



Then, also what I am looking for in earnest. The grill! Not the "Bare Grill" I am looking for but indeed a 1930's Chevy grill.



The Warthog returns to Africa

It is obviously easier to negotiate if it is the "Bare Grill" only, but with an enormous Chevy bus attached....? I walk back to the shop where

a South African Warthog, suspended above a Moose watched over the scene below.



I put the proposition of acquiring the grill to "Hulk". He rose from his throne. Looked me in the eye and said: "you can look but do not touch".

Ek het dit mos tevore gehoor, in *Virgin Utah*. "Leer jy niks nie", vra ek myself af. Ek voel soos 'n vark. Nee, 'n vlakvark en "Hulk" is die "Moose". Al verskil is, die "Moose" is bo en die vlakvark onder. Ek lag by myself want hy is eindlik so 'n aangename ou met 'n klein hartjie. Boonop, hoe gaan sy Chevy bus lyk sonder sy "grill"?

Ek kyk terug en ons groete mekaar vriendelik – asof ons mekaar more weer gaan sien. Ek stap uit en weet hierdie vlakvark gaan weer terug Afrika toe. Hier bly die "Bare Grills" my ontglip maar ek het "Hulk Logan" ontdek as 'n sagmoedige reus.

Terug in Suid Afrika ontdek hierdie vlakvark dat die ware "Bare Grill" van my Chev al die tyd reeds sy plek gevind het.



ARTICLES



a-hoo-ah!

JULY 2023

MG: AN AMAZING TALE OF HOW A NICHE SPORT CARS BRAND HAS BECOME A MAJOR WORLD PLAYER

- By Rodger Houghton

MG is an intriguing, niche car model which was spun off from the mainstream Morris Oxford by a dealership, Morris Garage, in 1923, and has now become a high-volume global seller. This brand has attracted the attention of motoring enthusiasts since its inception and today there are more than 55 000 affiliated members of the MG Car Club, which makes it the biggest single marque car club in the world. The centenary of the MG marque is being celebrated worldwide this year and the festivities in South Africa kicked off with the Cape Centres putting on a successful four-day event in Prince Albert from May 23-26. Almost 100 people and 55 MGs participated in the celebration organised by the South Cape Centre. Activities included using 49 cars to make a large figure 100 on a school rugby field. What made it special is that the two zeroes were, in fact, each an octagon, which is the background of the distinctive MG badge.



There are seven centres of the MG Car Club in South Africa, and all will celebrate the MG centenary in one way or another during the remainder of 2023.

Worldwide there are 16 national clubs in Europe and 14 in other countries in the world. Many of them have several centres inside each country so the global spread of MG enthusiasts is vast.

What is amazing is how the magic of MG continues to be a drawcard for fans and club members after a century, particularly considering the convoluted ownership trail the brand has undergone during this time. The enthusiasm for MG has not only survived for many years but has still flourished as it floundered through periods when the cars were relatively bad and built down to a budget when compared to the the opposition.

The good news is that MG is now thriving under Chinese ownership and making many more new fans all over the world.





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JULY 2023

MG: AN AMAZING TALE OF HOW A NICHE SPORT CARS BRAND HAS BECOME A MAJOR WORLD PLAYER

The first five MGs were built in Oxford by Cecil Kimber's Morris Garage in 1923. They were two-seater sports models using Morris Oxford chassis and running gear with the bodies made by Charles Haworth and Son. The "bull nose" Morris Oxford on which the first MG was based had an engine of 1 802 cc and four-wheel brakes were a welcome part of this car's standard specification!

The Morris car company were impressed with these "specials" and agreed these significantly modified cars could be badged as MGs as a reference to the initials of Morris Garage. The badges on these cars actually carried the name MG Super Sports. Later models were fitted with more attractive bodies made by Carbodies in Coventry. Unfortunately, none of the original cars survive.

Cecil Kimber originally adapted his Morris Oxford to be competitive in trials driving, so motorsport was in the MG's genes from the beginning. This involvement has continued over the years in rallying, circuit racing and record breaking after kicking off in 1930 when William Morris gave his support to a factory-backed motorsport programme, which was very much aligned to the early MG slogan of Safety Fast.

What is astounding is that support for the brand from enthusiasts has not waned over the years as the MG brand was bounced around from owner to owner. The first person to own the brand was William Morris, who sold it to his company, Morris Motors, in 1935 which became part of the Nuffield Organisation in 1939.

The iconic MG brand was subsequently owned by another eight entities before it was snapped up in 2005 by the growing Chinese automotive industry in the form of Nanjing Motors.

Let's follow the path from 1923 to 2023.

Several different models were made by the Abington-based MG Car Company before its owner, William Morris, sold the company to Morris Motors in 1935. Once under the control of Morris Motors the first new MG to be made was the Midget TA, which appeared in 1936 and was the first of the so-called T-cars. However, when World War II broke out in 1939 Morris Motors and its subsidiaries, MG, Riley, Wolseley, and SU Carburettors were all part of the Nuffield Organisation. MG founder Kimber left the company during the war and lost his life in a train crash in 1945.

The first MG to appear after the war was the iconic, TC, a two-seater sports car that found a ready market that also saw this model being sold in the USA. Then Morris Motors merged with the Austin Motor Company to form the British Motor Corporation (BMC), with the TC having been superseded by the TD and later TF models. The range also included the MG ZA saloon powered by a 1 500 cc BMC engine. Then came a big breakthrough in 1956 with the introduction of the stylish 1 600 cc MGA., of which more than 100 000 were made in an eight-year production run. This was followed, in 1962, by the introduction of the MGB with a 1 800 cc BMC power unit.

Meanwhile the attractive ZB Midget had been replaced by a badge-engineered, boxy-looking, Farina-styled Mk 3 Midget and at this time the unitary construction Midget appeared under the MG banner.



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BMC was renamed British Motor Holdings (BMH) in 1966 following the merger of BMC and Jaguar cars. The owner of MG changed again in 1968 when BMH was merged with Leyland Motor Corporation and the new entity was named British Leyland Motor Corporation (BLMC).

This move resulted in the MG Car Company being consigned to the history books as no new MGs were introduced during the 1970s. The Midget went out of production in 1979 and the plug was pulled on the successful MGB a year later, after a production run of 18 years in which more than 500 000 cars were made, with two thirds of them being roadsters. The famous Abingdon factory was disposed of at this time too. BL created the Austin Rover Group in 1982 and the MG name was revised with the introduction of the MG Metro, a three-door hatchback, which later got a performance boost with the addition of a turbocharger. This was followed by the introduction of the MG Maestro and Montego to further boost MG's revived image.



But it all changed in 1986 when the volume car production arm of BL was rebranded Rover Group PLC

and then renamed the Rover Group soon after, before it was sold to British Aerospace in 1988.

The MG-badged Metro was withdrawn from production in 1990, while the MG Maestro and Montego continued to be made until the following year. A Rover V8-engined MGB RV8 harked back to MG's glory day but had a short life as British Aerospace offloaded the Rover Group to BMW in 1994.



Fortunately, German cash enabled MG to finalise development of the mid-engine MGF powered by a 1 800 cc Rover K-Series engine and used Metro subframes front and rear. The MGF was the first car since the MGB of 1962 to be designed from the start to be an MG. Production under BMW lasted from 1995 to 2000 and the car proved a sales success as well as reviving the MG brand as a sporty marque. But ownership of the brand was to change yet again as BMW sold the Rover Group's car engine manufacturing assets to the Phoenix Consortium in 2000 and the company was renamed MG Rover. It continued to make and sell the MGF as well as several MG saloons, based on Rover models. The MGF was substantially updated in 2002. However, Phoenix's MG Rover soon ran short of cash with MG and Rover production at Longbridge coming to a halt on 7 April 2005.



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MG Rover entered administration in 2005, resulting in the production of the MG TF Model ceasing. The remains of the MG Rover business were sold to the Nanjing Automobile Company and the MG TF resumed production under the Nanjing owned MG Motor in 2007. The model, by then heavily outdated, was not a sales success and production ceased for a second and final time in 2011, with production having been moved gradually to China. British production of the MGF and TF totalled almost 40 000 units

Nanjing then sold out to another Chinese motor company, Shanghai Automotive Industry Corporation (SAIC) in 2007, with British production ending in 2009. SAIC, which has been the largest car producer in China for the past 17 consecutive years and made 5.3-million cars in 2022, is working wonders for the MG brand. The path from 1923 to 2023 has certainly been a winding one besides going up and down hills as ownership changed and MG's fortunes rose and waned over the past 100 years.



An expanding range of value-priced electric and internal combustion engine powered vehicles are now making MG one of the fastest growing brands in Europe. In 2022 it was the second fastest grower after Tesla, outselling well-established brands such as Jeep and Honda.!

What is really exciting is that there is now a sports car coming to the 2023 model line-up, albeit a "battery-electric vehicle" or BEV, to mark MGs centenary. The newcomer will be based on the sensational Cyberster concept that has been shown at motor shows this year.

Last year MG sold 113 917 cars in Europe, twice as many as in 2021 and more than the 110 101 cars sold in its new home country, China. The MG 4, a BEV, was Britain's Car of the Year in 2022.

The pace is continuing in 2023 and it is the 23rd car brand in Europe, ahead of Porsche and Land Rover, besides Jeep and Honda. MG was also No 7 on the sales list in Australia last year. It was 12th in the UK, despite stock shortages, beating brands such as MINI, Renault and Skoda





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JULY 2023



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.)

4 Julie	Andre	Naude
6 Julie	Cobus	van Dyk
7 Julie	Nelie	von Wielligh
10 Julie	Terma	Kussman
11 Julie	Alta	Stander
13 Julie	Kobus	Ebersohn
14 Julie	Emil	Kuschke
16 Julie	Talia	Loubser
17 Julie	Wendy	Velcich
17 Julie	Natie	du Plessis
20 Julie	Wilma	Gilson
21 Julie	Jannie	Van Niekerk
23 Julie	Peter	Farmerey
26 Julie	Carin	Etsebeth
26 Julie	Lucille	Zeilinga
26 Julie	John	vd Veen



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JULY 2023

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



Please contact: Ian Nel

Contact nr: 027 83 460 8792.

Belangstelendes kan maar n aanbod maak.

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JULY 2023

SAVVA Technical Tip 180 –



SAVVA Technical Tip 180- over oiling

An article in a recent motoring magazine reminded me of the importance of making sure the oil level in our engines is correct. We are always concerned that there is enough oil in the sump - but over oiling can also present problems. We recently had a gentleman very concerned because his engine was smoking badly and thought he had broken rings, the problem however was cured by correcting the oil level. The level was way over the high mark on the dip stick.

In the past I have come across two problems:

One being that some engines should only be checked when they have been standing for some time – In some cases overnight. Many enthusiasts have purchased a Rolls or Bentley with the V8 engine, checked the oil at the service station whilst refueling and thought it needed copious amounts of oil to bring it up to the correct level only to find that when cold it actually had considerably more than what was required.

Regardless of the make of vehicle it may be a good idea to check the oil level in the morning after the vehicle has been standing overnight.

The other problem being, in extreme cases, especially with vintage cars, being that over the years the dip stick could have been changed for whatever reason and the current one is giving an incorrect reading.

Attached is a picture of a dip stick where the “stop” can be moved up and down giving a variable reading.

How much oil there is in the sump is any one’s guess! Beware of these problems!





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JULY 2023

REGALIA



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POMC – Swart pet
R100



POMC: Swart Beanie
R80



POMC – Beker
R30



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



CIP Lap Embroid badge
Big – R30, Small – R20



POMC – Motor wapen
Groot – R30, Klein – R20



Sleutel houers/Key rings
R25

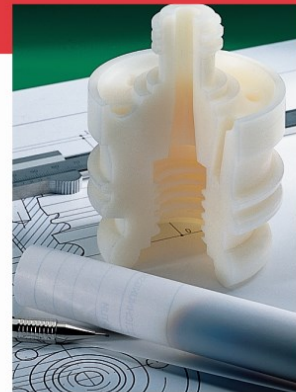




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