



a-hoo-ah!

POMC NEWSLETTER

FEBRUARY 2024





a-hoo-ah!

JANUARY 2024

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

07 February 2024. For the rest of the year meetings are held on the 1st Wednesday evening of each month.

Club meetings: 19:00 for 19:30

TIME CHANGES FROM OCT 2023

Front page: 1960 Borgward Isabella
..... Coupé

Owner: Len Scott

Photographer: Emil Kuschke

FEBRUARY WEDNESDAY MEETING:

7 FEBRUARY 2024

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: 2024

Woensdagaande	2 ^e Sondag	Ander
10 January	14 January Bonnets-up	
7 February	11 February Bonnets-up	
6 March	10 March American Classic Day & Mini Auto Pretoria	
3 April	14 April Vintage & Veteran Day, Car & Bike Day	
1 May		26 May Cars and bikes @ Loftus park
5 Junie	9 June British Classic Day & Mini Auto Pretoria	1 June Mampoer Regularity Rally
3 July	14 July European Classic Day, Car & Bike day	
7 Aug		4 Augustus CARS IN THE PARK 07-11 August Magnum Regularity Rally
4 September	8 September – Cars at the club	
2 October	13 October Spring day Festival	
6 November – AGM to confirm	10 November Japanese Classic & Bike Day	2 November Summer Regularity Rally
4 December	8 December Cars & Bikes @ the Club	

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



a-hoo-ah!

JANUARY 2024

FROM THE DRIVER'S SEAT

- Neil Stander



Unbelievably we are already into February, and it seems we had Christmas just the other day. I want to apologize for the delay in the A-HOO-HA getting to you this month I was delayed in getting my message out to Hanie.

January was a good month for the POMC with a well-attended first Wednesday evening club meeting and even better first Sunday. Those that attended will attest to a great attendance for the bonnets up day. Hanie will share more but from the committee side a huge thank you not only to our club members but all other clubs that supported us and all car enthusiasts that attended. With the Model A celebrating 100 years in 2028 the POMC had been given the great honor to arrange the official 2028 Model A centenary rally for South Africa.

The rally has also been granted national status by SAVVA. It may seem sometime away, but we have appointed a committee and organizing is already underway. Details are obviously still far from finalized but it will take the form of a tour with venue and number of days still not decided. The heads up is to ensure all Model A owners and enthusiasts get going in making sure their Model A's are all restored and polished, ready to join in celebrating a century of an iconic motor vehicle. We have some great ideas and dreams looking at getting a record number of Model A's and other vintage and veteran vehicles together for the tour.

We have already started reaching out and communicating with all SAVVA clubs to ensure a coordinated approach and a tour that will never be forgotten.

Watch this space, we will have continued communication over the next months and years. Feel free to reach out to the committee if you want any more information or possible ideas.

The training rally date has been penciled in for the 17th of March. It's not 100% confirmed but please make a note in your diaries, we will confirm shortly. A reminder that this will be a "teaching" rally. We urge all experienced rallyists and those who want to learn the art of rallying to attend to get that self-confidence and understanding of how to rally. This can only help the POMC get their rally numbers up in the rally fraternity.

A reminder to those who have not yet entered the Pre-DJ is also happening on the 11th of February. We know this clash with our second Sunday but those who would like to attend the rally I know late entries will be considered.

To all our members and enthusiasts alike may 2024 be a wonderful year not only for the POMC but also in your own motoring journeys.

A-HOO-AH!

Neil



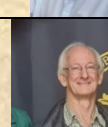
a-hoo-ah!

JANUARY 2024

CLUB MATTERS



POMK KOMITEE 2024 POMC COMMITTEE

Voorsitter	Neil Stander	082 780 5333	neil@stander-za.com	
Ondervoorsitter	Sakkie Fischer	082 551 5305	fischer@vodamail.co.za	
Sekretaris	Barry Groenewald	084 414 6144	Groenbj@unisa.ac.za	
Treasurer:	Taco Kamstra	082 770 8800	tacokamstra@gmail.com	
Cars in the Park and Events Coordinator:	Frik Kraamwinkel	082 444 2954	frikkr@gmail.com	
Additional Members:	Johann Leiding	076 476 2252	Johann.leiding@gmail.com	
	Danie Ferns	082 886 7935	Dferns33@gmail.com	
	Christo Ferreira	082 779 5703	christo@blpta.co.za	

February 2024 Presentation:



Hennie de Klerk
en Juan Mohr van
die Treasury
One Dakar span

SAVVA meets with POMC Committee





a-hoo-ah!

JANUARY 2024

CLUB MATTERS





Second Sunday
14 January
@ POMC Clubhouse



Bonnets-up
11 February
@ POMC Clubhouse



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



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



CARS at Loftus Park
26 May
@ LOFTUS PARK
Arcadia



MAMPOER
Regularity Rally
1 June
@ Willem Prinsloo Museum



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



EUROPEAN Classic
Car and Bike Day
14 July
@ POMC Clubhouse



CARS in the PARK
4 August
@ Zwartkops Raceway



MAGNUM
Regularity Rally
7th to 11th August
Hotel Numbi & Garden Suites
Hazyview
Mpumalanga



CARS at the CLUB
8 September
@ POMC Clubhouse



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



SUMMER
Regularity Rally
2 November
Pretoria



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



Cars & Bikes @ the Club
8 December
@ POMC Clubhouse

2024



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/POMC.club
082 770 8800 / 082 444 2954

January 2024 presentation
were done by Lou
Bornman. Thank you Lou
for your interesting
presentation



Wenner van 10 January 2024 se raffle prys



Seth Phalase - He won LED
lights with magnet base! – Nice!!

Raffle kaartjies word met elke maand vergadering
teen R10 verkoop. Ondersteun asseblief.
hierdie inisiatief. Dankie aan **Midas Elarduspark**
wat die raffle geskenke borg.
Indien enige lid 'n Raffle prys wil skenk vir die
trekking, kontak vir Barry Groenewald –
084 414 6144

Thank you!



The Model T Ford Klub
of South Africa
presented a 2024
Calendar to the POMC.
Thank you to Emil
Kuschke who done the
hand over.

Nuwe lede:

- Peet du Bruyn
- Wallie de Bruyn



a-hoo-ah!

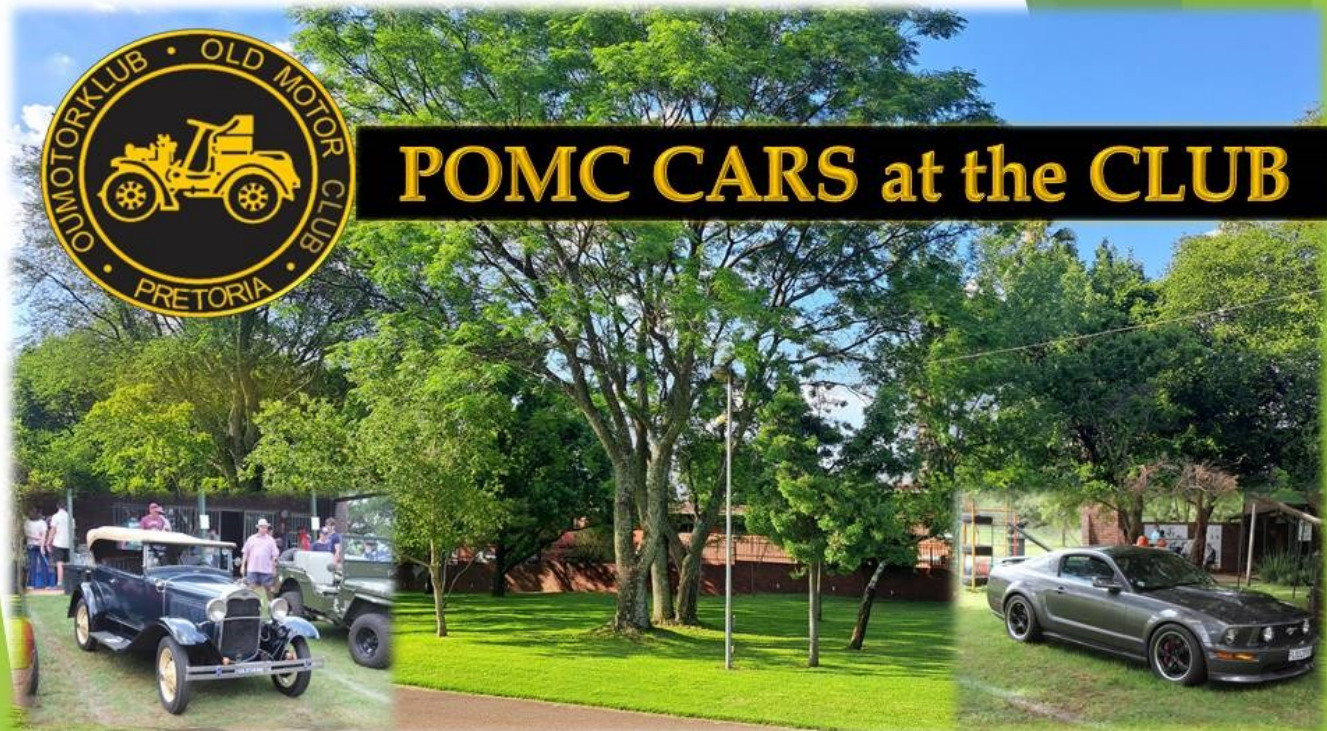
JANUARY 2024

UPCOMING MONTH EVENTS





POMC CARS at the CLUB



11 February
9:00 till 15:00
@
POMC Club house

Admission:
Spectators: R30 per person Children Free
Exhibitors free

Refreshments available

Braai facilities and Picnic area available

Info:
Frik 082 444 2954



a-hoo-ah!

JANUARY 2024

MONTH EVENTS

POMC Bonnets-up January 2024

- Deur Daantjie
Badenhorst



POMC Bonnets-up January 2024

On Sunday the 14th of January, the Pretoria Old Motor Club held its first event of 2024 at the club's premises in Silverton.



The turnout was excellent and several rare and interesting cars were on display. One of the highlights of the event was the car that was the subject of the presentation held on Wednesday the 10th of January.

Lou Bornman discussed his 1959 Wolseley 15/60, an early version of the luxury model of the Pininfarina designed BMC range that remained on the market for over a decade. He has owned the car for twenty years and restored it thoroughly. The original colour scheme of green and white was changed to grey and burgundy. The car still has its original engine and transmission.



In 1971 General Motors rationalised its operations in South Africa when one dealer network was formed for all its products and cars like the Vauxhall Viva, the Opel Rekord and the entire Holden range were discontinued in South Africa. One of the cars affected by this change was the Holden Monaro GTS. The first version to be introduced to South Africa was the HT, which came onto the market in the third quarter of 1969. That was followed by the HG late in 1970. The HG was only on the market for a few months when the replacement of the HG Monaro GTS was introduced. The Chevrolet SS has the same bodyshell and mechanical specifications as the HG Monaro GTS but an additional engine option was available.

The five-litre engine of the Holden was retained, but the more powerful 5,7 litre (350 cubic inch) engine, with a choice of a four-speed manual or a two-speed Powerglide automatic transmission was added.



a-hoo-ah!

JANUARY 2024

MONTH EVENTS

POMC Bonnets-up January 2024

- Continue.....



The latter transmission was last used in the Holden HT models. Pieter Neethling owns what is probably one of only a handful of Chevrolet SS cars that are still in a good condition. It took him eighteen months to restore his SS 5.7 litre Powerglide to its original condition, and he had the upholstery for the seats imported from Europe.



Another sought-after muscle car that has almost disappeared from South African roads is the Plymouth Barracuda, known as the Chrysler Valiant Barracuda in South Africa.

The original version was introduced to South Africa in 1965 and the second generation followed two years later. John Pretorius has owned his second-generation 1968 Valiant Barracuda, powered by the Formula S version of the well-known slant-six engine and linked to a Torque-Flite automatic transmission with a floor gear selector, since September 2022.

He had it resprayed and the only mechanical change he made, which was actually an improvement, was fitting the front disc brakes that only became standard equipment in 1969.



The Chrysler 383 was the flagship of the South African Chrysler range from 1969 to 1972 and appeared in several Afrikaans movies during its production life. Atish Amardas has owned his 1971 model, with the revised front end introduced towards the end of 1970, for eight years and the car is still in an immaculate condition.



In the late 1950's the Borgward Isabella was one of South Africa's most popular cars but due to reports of financial troubles which were later found to be untrue, the company ceased to exist in 1962. The Coupé has always been a much-sought-after car and only a few are still around. Len Scott has had his 1960 Coupé for five years and spent four years restoring it to its current immaculate condition.



a-hoo-ah!

JANUARY 2024

MONTH EVENTS

POMC Bonnets-up January 2024

- Continue.....



The VW 181, known as “The Thing” is a rare sight in South Africa but a few have entered South Africa. It was built on the chassis of the Type 2 Kombi/Transporter. Piet Koelewyn displayed his 1970 model, known as the Kübelwagen. It is powered by the 1.6 litre single-port engine of the contemporary Beetle and the German government donated it to Zimbabwe when the latter country became independent. It has been painted in a military green colour and the space for rifles next to the rear seats can be seen clearly. Because it was imported from Germany, it is left hand drive.



Mike Nienaber has almost completed restoration of a 1972 VW 411 LE sedan. The car was hydro-locked but it could eventually be restored to a running condition. It stood at a panel beater for a long time, but in November 2023 Mike started restoring it for a customer. He is about to hand the restored car to its owner, after which he will commence work on another VW Beetle.



The Ford Cortina was one of South Africa's most popular cars throughout its 21-year history. The Mark 2 was introduced to South Africa in 1967 and a new 1.6 litre engine replaced the 1.5 litre engine the following year. James Munro's father bought his Mark 2 1600 XL in 1971 and it has been in the family since then. James restored the car when his father died two years ago; it is in an original condition except that Minilite rims were fitted instead of the original steel rims.



The original Alfa Romeo Giulia was introduced to the international market in 1962 and the Sprint GT followed a year later. The original Sprint GT was become rare in South Africa and Gordon Helford's 1966 model is one of only a few that are still running. He has owned his car since 2008, and it is in an original condition.



a-hoo-ah!

JANUARY 2024

MONTH EVENTS

POMC Bonnets-up January 2024

- Continue.....



Another Italian car that is not a common sight is the Lancia Beta Monte Carlo. It was first introduced in 1975 as a more exclusive version of the Beta range and unlike the rest of the Beta range it had a mid-mounted engine. George Pantazis has owned his Monte Carlo, manufactured during the first year of production, for five years.



One of the most popular generations of the Mercedes-Benz SL roadster was the Pagoda, introduced in 1963. The original version was the 230, and the 250 and 280 models followed later. Anton and Lynn Roux's 280 SL Automatic must be one of the last of this generation because it is a 1972 model and the all-new 350 SL was introduced in 1971. It has been in South Africa since new and is in an immaculate condition. Anton and Lynn have owned this car for fifteen years.



Three Chevrolet Corvettes were displayed by the same owner, and two of them were of the same generation. Deon and Jacqui Fourie's red 1977 Corvette is completely standard whereas their silver 1980 Corvette has been fitted with the same engine as the Lumina SS. Their third Corvette is a 1996 model, which has been in the family since 2020.

The next event on the club calendar is another Bonnets Up event, which will be held on Sunday the 11th of February.



1170 MOULTON CENTRE SHOP 5B CNR CODONIA & MOULTON AVE
WAVERLEY, PRETORIA
connie@creationsprint.co.za
084 548 4479
Ons is tot ALLES in staat deur
CHRISTUS wat ons KRAG gee - FIL 4:13 *Connie Theron*

**PRINTING
SIGNAGE
BANNERS
STICKERS
MAGNETS
AND MORE**



a-hoo-ah!

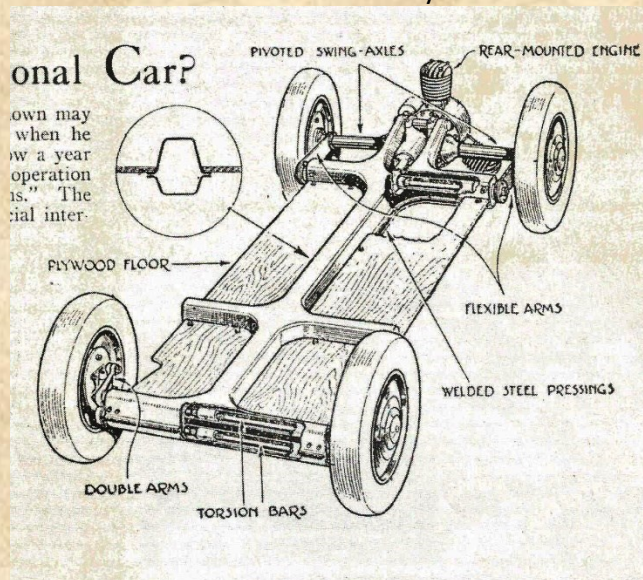
JANUARY 2024

ARTICLES

DIE BEGIN VAN VOLKSWAGEN

- Alex Duffey

In die Britse motortydskrif, *The Motor*, van Februarie 1936 op bladsy 50 is daar 'n foto van 'n kunstenaar se skets van die onderstel van 'n nuwe Duitse motortjie met die byskrif "Is This Germany's National Car". Ons weet dat hierdie ontwerp die internasionale motorwêreld verstom het met sy radikale uniekheid.



Kunstenaar se skets van die onderstel van die prototipe Volkswagen in *The Motor* Feb. 1936

As ons noukeurig na die skets in *The Motor* kyk sien ons dat dit nie akkuraat is in die sin van die Volkswagen Kewer soos ons hom vandag ken nie. Die houtvloer is later met metaal vervang. Die enjin in die motortjie, wat later geskiedenis sou maak en 'n vier-silinder teengesteldesilinderenjin sou wees, was toe 'n drie-silinder radiale enjin. Tog is hierdie drie-silinder enjin in vroeë toetsweergawes van die motortjie gebruik.

Hierdie skets was egter nie die begin van die Volkswagenverhaal nie. Die storie het egter in 1875 begin met die geboorte van Ferdinand Porsche. Hierdie man was 'n meganiese genie, wat later meer suksesvolle en meer beroemde motorkar ontwerpe sou skep as enige ander mens op aarde. Hy het altyd die droom gehad om 'n klein, goedkoop duursame motortjie vir die "volk" te bou.

Die verhaal van Volkswagen begin eintlik in 1923 toe Adolf Hitler in die tronk te Landsberg opgesluit was, omdat hy 'n rewolusie in Duitsland wou begin, en 'n biografie oor Henry Ford gelees het. Die storie het vertel hoe Ford die wonderwerk van produksie begin het met die Model T Ford, wat hy in miljoene vir die prys wat 'n gewone werker in Amerika kon bekostig, verkoop het. "Dit gaan ons ook in Duitsland doen" het Hitler toe belowe.

In Mei 1934, toe Hitler reeds op pad was om die absolute diktator van Duitsland en een van die magtigste manne op aarde te word, het hy vir Ferdinand Porsche na Berlyn ontbied om die "Volk se Motor te bou". Dit was die begin van baie swoeg en sweet sowel as die terugslag van die Tweede Wêreldoorlog. Eers was daar die ontstellende verdragings om die ontwerp te vervolmaak.

Deels omdat die Diktator Hitler beveel het dat die motor nie meer as 1000 Deutsche Mark (sowat R500) moes kos nie.



a-hoo-ah!

JANUARY 2024

ARTICLES **DIE BEGIN VAN VOLKSWAGEN**

- *Continue.....*

Maar daar was ook die teenstand en selfs sabotasie deur die ander motorvervaardigers in Duitsland, wat wou hê dat die projek moes misluk. Daar was ook nie 'n fabriek beskikbaar waar die motortjie vervaardig kon word nie.

Ons weet ook dat Hitler reeds in 1932 voorgestel het dat Daimler-Benz, vervaardigers van die Mercedes-Benz, die "Volksmotor" moes bou. Die direkteure van Mercedes-Benz het hierdie voorstel egter afgekeur en omdat Hitler op daardie stadium nie die mag besit het wat hy later sou hê nie, het niks daarvan gekom nie. Teen hierdie tyd was Hitler bewus van Porsche, maar hy het nie geweet dat Porsche reeds op daardie stadium besig was met 'n konsep vir 'n klein motortjie nie. Dit was die Munich Mercedes agent, Jacob Werlin, wat vir beide Hitler en Porsche geken het, wat die twee mans bymekaargebring het. Hierdie ontmoeting was in 1934 kort nadat NSU van Neckarsulm onttrek het uit die Volksmotor projek. Beide hierdie mans is in Oostenryk gebore, het dieselfde taal gepraat en dit het gou duidelik geword dat hulle van mekaar se idees gehou het. Reeds voordat die gesprek oor was, het Porsche Hitler se ondersteuning en finansiële hulp gehad om hul droom te verwesenlik.

Aanvanklik moes Porsche die perfekte plan vir die motortjie verskaf, wat hy reeds grootliks gedoen het met die Zundapp en NSU eksperimente.

Hierna moes die RDA (Duitse Motorvervaardigersgenootskap) 'n plan voorlê om die motortjie te vervaardig. Of onderdele van die motortjie moes aan verskillende vervaardigers uitgedeel word of een of ander fabriek moes die volledige motortjie vervaardig. Alhoewel lede van die RDA nie gedurf het om Hitler in die openbaar teen te staan nie, was dit gou baie duidelik dat hulle nie van die plan gehou het nie. Daar was baie twis oor watter fabriek die motortjie of sy onderdele sou vervaardig en ook wie die wins sou maak. Hulle het ook besef dat daar nie veel wins op so 'n motor sou wees nie.

Terwyl die RDA besig was met hulle gekibbel oor die produksie van die motortjie, het Porsche na sy woonhuis in Stuttgart teruggekeer en sy eie klein eksperimentele werkswinkel in sy motorhuis begin, waar hy drie nuwe prototipes gebou het. Die Zundapp en NSU projekte het goeie voorbeelde in hierdie rigting verskaf, maar Porsche was nie heeltemaal tevrede met die resultate nie.

Porsche het beraam dat die motortjie rofweg 1550 Deutsche Mark sou kos, maar hy moes byna 'n derde van die koste sny om uit te kom by Hitler se opdrag dat die motor nie meer as 1000 Deutsche Mark moes kos nie. Porsche, die geniale ontwerper, was nou vasgevang tussen die kake van 'n groot dilemma – koste versus kwaliteit. Hitler het



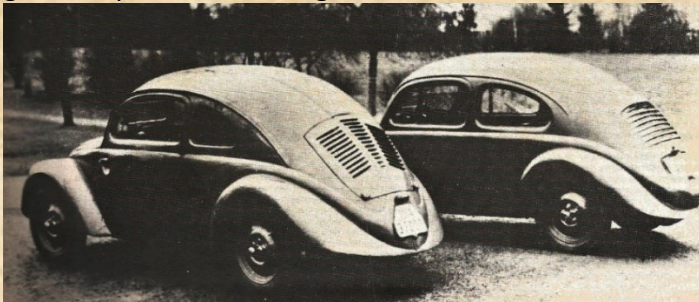
a-hoo-ah!

JANUARY 2024

ARTICLES **DIE BEGIN VAN VOLKSWAGEN**

- Continue.....

'n begroting van 20 000 tot 50 000 Mark per maand vir Porsche voorsien vir die ontwikkelingswerk. Hitler wou 'n prototipe model gereed hê vir die 1935 Berlyne Motorskou, maar dinge het nie so gou uitgewerk nie. Porsche wou na Amerika gaan om die Amerikaanse motorbedryf van nader te bekyk. Bovenal wou hy die Fordwerke sien om uit te vind hoe Ford motors so goedkoop kon vervaardig.



Vroeë Volkswagen prototipes van Ferdinand Porsche – 1937 weergawe links en 1936 weergawe regs.

Die eerste drie VW prototipes, wat byna handgemaak is in die klein werksinkeltjie in Stuttgart, sou nie gereed wees vir toetsing voor die herfs van 1936 nie. Omdat hy gedurig besig was met kostebesparing, moes Porsche baie tyd bestee aan eksperimentering met goedkoper materiale, insluitende enjins. Die bakwerk van die eerste drie prototipes was van hout en dun metaal. Dit verduidelik moontlik die hout vloerpan in die 1936 skets in die tydskrif *The Motor*. Een van die vroeë eksperimentele enjins was 'n twee silinder, waterverkoelde tweeslagenjin, maar dit het gou ondoeltreffend en nie duursaam genoeg bewys nie. Uiteindelik het Porsche teruggekeer na sy NSU ontwerp van 'n vier silinder, lugverkoelde plat enjin.

Uiteindelik was die drie prototipes gereed vir hul “aanvaardingstoetse”, wat beteken het dat elke motortjie vir 30 000 myl, dag na dag vir 500 myl per dag moes loop. Probleme het aanhoudend opgeduik. Die revolusionêre voorvering, soos oorspronklik ontwerp, kon slegs 'n paar duisend myl hou voordat wielsporingsprobleme opgeduik het. Die kleppe in die lugverkoelde enjins het na 10 000 myl gefaal en daar was probleme met die remme. Die ergste van alles was dat die krukaste begin breek het. Porsche het probeer om gebruik te maak van goedkoper gegote krukaste, maar moes nou terugkeer na die duurder smeegekaste. Uiteindelik het die drie prototipe motortjies hul 30 000 myl toetse voltooi.

Dit was toe die RDA se beurt om te besluit waar die motortjie vervaardig moes word, en weer na baie gekibbel het hulle voorgestel dat hulle die motortjie sou vervaardig mits die regering hulle met 200 Deutsche Mark per jaar sal sibsideer. Hitler was woedend en het toe besluit dat die Nazi regering sy eie fabriek sou bou om die motortjie te vervaardig. Die regering het 'n totaal nuwe organisasie geskep om die vervaardiging van die Volkswagen te produseer, wat hulle die *Gesellschaft zur Vorbereitung des Volkswagens* (Firma vir die Ontwikkeling van die Volkswagen) genoem het. Die regering het oorspronklik 480 000 Deutsche Mark kapitaal voorgeskiet en Ferdinand Porsche is aangestel om die nuwe organisasie te bestuur. Die ander twee bestuurders was Jacob Werlin en Dr Bodo Lafferentz, 'n hoë amptenaar in die Nazi regering se arbeidsorganisasie.



a-hoo-ah!

JANUARY 2024

ARTICLES **DIE BEGIN VAN VOLKSWAGEN**

- *Continue....*



Porsche toon 'n model van sy "Volkswagen" aan Hitler en sy offisiere in 1938.

Hierdie nuwe organisasie het twee belangrike take gehad. Die eerste, en belangrikste, was om 'n plek te vind waar 'n reuse fabriekskompleks gebou kon word. Dit was 'n reusagtige onderneming want Hitler wou ten minste 150 000 motors per jaar vervaardig, met die einddoel dat daar mettertyd 1 500 000 motors per jaar vervaardig sou word. Dit is nog nooit voorheen in Duitsland gedoen nie.

Die tweede taak is gebaseer op Porsche se besluit dat voordat die Volkswagen in sy finale monterbaanproduksie sou gaan, 'n groter vloot van ten minste 30 (later verander na 60) prototipes gebou moes word om alle defekte uit te skakel. Hierdie nuwe toetsvloot sou onder fabrieksomstandighede gebou word deur een van die bestaande voertuigvervaardigingsfirmas in Duitsland. Hitler het vir Daimler-Benz genader om die taak te verrig en hulle moes instem.



Deel van die 60 Volkswagen prototipes wat deur Daimler-Benz gebou is.



Porsche by een van die 60 prototipes.

Spesifikasies vir die nuwe toetsvloot was dat elke motor ten minste vier passasiers moes kon dra met 'n enjin van nie meer as een kubieke liter, wat 26 remperdekrag teen 3500 omwentelings per minuut kon gee, 100 kilometers per uur heel dag deur kon haal en dit alles teen 40 myl per gallon kon doen. Dit was 'n byna onmoontlike taak, maar Porsche en sy span het daarvoor kans gesien.



a-hoo-ah!

JANUARY 2024

ARTICLES **DIE BEGIN VAN VOLKSWAGEN**

- *Continue.....*

Die taak om 'n plek te vind om die uiteindelijke VW fabriek op te rig is aan Dr Lafferentz gegee. Om 'n plek te vind vir 'n fabriek wat meer as 'n miljoen motors per jaar sou vervaardig, was 'n uitdagende taak. Lafferentz het sy soektog tot noord-Duitsland beperk, omdat die meeste industrieë daar gevestig was. Hy moes egter op die platteland soek want daar was geen oop ruimtes naby die stede nie. Hy het op die Luneberger Heide gekonsentreer, waar daar groot landgoede tussen Hamburg en Bremen was. Die enigste mense in Duitsland in daardie tyd wat groot plase besit het was die so-genaamde "gelande adel". Hulle was oudtydse baronne en hertogte wat kastele besit het en wie se landgoed deur die eeue aan hulle behoort het. Hitler het hulle geminag, maar hulle toegelaat om hul eiendom te behou. Uit 'n ligte vliegtuig het Lafferentz die groot landgoed Kasteel Wolfsburg gesien en as idiaal beskou vir die voorgename fabriek. Die kasteel en omringende grond is in 1135 deur Keiser Lothar II aan 'n ou adelike familie geskenk, waarvan die huidige eienaar Hertog Werner von der Schulenberg was. Lafferentz het die Hertog laat weet dat hy 'n groot deel van die landgoed vir die Nazi regering gaan konfiskeer en dat daar 'n fabriek en behuising vir ten minste 24 000 werkers opgerig gaan word. Die hertog en sy adelike bure het die saak in die howe probeer veg, maar het gou geleer dat niemand die Hitler regering in 1937 kon teenstaan nie.



Die KDF-Wagen fabriek by Wolfsburg in 1938

Een van die belangrikste voordele van die plek was dat die Mittelland Kanaal, een van Duitsland se waterweë vir industrieële verkeer, deur die plek geloop het. Kort hierna het ingenieers en konstruksiewerkers paaie begin aanlê en geboue begin opgerig, wat nie net die groot fabriek ingesluit het nie, maar ook behuising vir die 24 000 werkers. Terwyl die groot fabriek in aanbou was en masjine aangeskaf is om dit te bedryf, is daar in Stuttgart begin met die bou van die 60 prototipe motortjies. Die rede vir hierdie laaste grootskaalse toetsprojek was eenvoudig as gevolg van die groote en aard van die projek. As Hitler 1,5 miljoen motors per jaar wou vervaardig en hulle aan Duitse werkers teen 'n lae prys wou verkoop, moes alle foute en gebreke van die begin af uitgeskakel word. Toe die 60 prototipe motors klaar was, is hulle aan 200 semi-professionele renjaers gegee om hulle vir 1,5 miljoen myl baie deeglik te toets onder alle weersomstandighede en alle padtoestande. Na al hierdie toetse in 1937 het die Volkswagen hom bewys as een van die taaiste en duursaamste klein motortjies in die wêreld.



a-hoo-ah!

JANUARY 2024

ARTICLES **DIE BEGIN VAN VOLKSWAGEN**

- *Continue.....*

Teen Mei 1938 het Hitler na Wolfsburg gegaan om die hoeksteen van die Volksmotorfabriek te lê. In sy toespraak het almal verwag dat Hitler na die motor sal verwys as die Volkswagen of Volksauto, maar tot almal se verbasing het hy dit die KFD-Wagen genoem. Dit was as gevolg van die Kraft Durch Freude (Krag deur Vreugde) Beweging, waarvan Lafferentz en Hitler groot ondersteuners was. Terwyl Hitler sy toespraak by Wolfsburg gemaak het, was die grootste deel van Duitsland se industrieë reeds besig met die vervaardiging van kanonne, tenks en oorlogsmasjiene om Hitler se oorlog te steun. Toe die Tweede Wêreldoorlog in September 1939 uitgebreek het, was die Volkswagen fabriek by Wolfsburg nog nie voltooi nie.



Duitse soldate in 'n Kubelwagen tydens die oorlog.

Gedurende die oorlog het die Wolfsburg fabriek wel voertye begin vervaardig, maar hulle was nie Volksmotors nie. Die Nazi regering het Porsche opdrag gegee om die Volkswagen te herontwerp vir gebruik in die oorlog.

Porsche het veranderinge aan sy rewolusionêre onderstel gemaak deur dit meer grondvryhoogte te gee en die enjin is vergroot na 1,3 liters. Die bakwerk is verander na 'n regkantige viersitplek oop motor, wat die naam "Kubelwagen" of emmerwa gekry het. Hierdie voertuig het uitstekend in die modder van Rusland sowel as die sand van Noord Afrika gevaar. Die klein groepie Duitse soldate wat Kubelwagens tydens die oorlog hanteer het, het 'n voorsmaak gekry van wat miljoene mense later dwarsoor die wêreld sou leer met die ware Volkswagen.

As gevolg van materiaaltekorte en die Amerikaanse bombardering van die Wolfsburg fabriek het die militêre Kubelwagen nooit massaproduksie bereik nie. Daar word bereken dat 'n totaal van 70 000 militêre "Volkswagens" gedurende die oorlog gemaak is, insluitende 15 000 Schwimmwagens wat kom swem. Hierdie spesiale soort het 'n nog groter enjin gehad en was voorsien van 'n waterdigte bak en 'n skroef.

Tog is 'n aantal KFD-Wagen motortjies vir hooggeplaaste regeringsamptenare gedurende die oorlog handgemaak en dit was hierdie enkele voertuie wat 'n sleutelrol gespeel het tot die herbou van die fabriek by Wolfsburg na die oorlog en die skep van die werklike Volkswagen wonderwerk.



a-hoo-ah!

JANUARY 2024

ARTICLES **DIE BEGIN VAN VOLKSWAGEN**

- *Continue.....*



Die agterkant van 'n Schwimmwagen.

Kort na die oorlog in 1945 het 'n aantal van die vooroorlogse werkers by die Wolfsburg fabriek na die byna vernietigde fabriek teruggekeer en begin om die fabriek te herbou en weer daar nuwe Volkswagen "Kewers" te bou. Tussen 1945 en 1974 is 11,916,519 Volkswagen Kewers by Wolfsburg gebou en nog baie meer by ander fabriekke dwarsoor die wêreld, veral in Brasilië (Kewers is daar tot 1979 gebou) en in Australië tussen 1960 en 1968).

Oor die jare het die motortjie se enjin kragtiger geword soos byvoorbeeld 1192ccs in 1954, 1285ccs in 1965, 1493ccs in 1966 en 1584ccs in 1970. Die eerste groot breek met die tradisie was in 1961 met die VW 1500: wat enjins tot 1795ccs gehad het.



Binne in die Volkswagen fabriek by Wolfsburg in 1951.

Daar is baie onsekerheid oor wanneer die eerste Volkswagen na Suid-Afrika gekom het. Daar is 'n 1949 Volkswagen in die museum van Volkswagen Suid-Afrika in Uitenhage en ons weet dat Baron Klaus von Oertzen, die Suid-Afrikaanse agent vir Auto-Union voor die Tweede Wêreldoorlog, twee VW Kewers in 1950 na Suid-Afrika gebring het.

In Augustus 1951 het South African Motor Assemblers and Distributors VW Kewers in Suid-Afrika begin aanmekaarsit, maar daar was 'n groot waglyk wat teen 1957 drie jare lank was. Die laaste Suid-Afrikaanse VW Kewer het op 18 Januarie 1979 by die fabriek in Uitenhage van die produksielyn af gerol.



a-hoo-ah!

JANUARY 2024

ARTICLES

DIE BEGIN VAN VOLKSWAGEN

- Continue.....



Twee fotos van die oudste Volkswagen Kewer in Suid-Afrika in die Museum van VW Suid-Afrika in Uitenhage. Hierdie Tipe 1 Volkswagen is op Woensdag 14 September 1949 by die ou fabriek by Wolfsburg gebou.

Baie dankie Alex vir die interessante artikel!



HAPPY VALENTINES DAY!!



a-hoo-ah!

JANUARY 2024

ARTICLES

Boulder City, Boulder Cars and Boulder People

BY: JOE PALMER

Die Klipkoppe en Karre

Where are we? Boulder City is a town in Clark County, Nevada, United States. It is approximately 42 km southeast of Las Vegas. As of the 2020 census, the population of Boulder City was 14,885. The city took its name from Boulder Canyon.

The land upon which Boulder City was founded was a harsh, desert environment. Its sole reason for existence was the need to house workers contracted to build the Hoover Dam on the Colorado River. Men hoping for work on the dam project had begun settling along the river in tents soon after the precise site for the dam had been chosen by the Bureau of Reclamation in 1930.

Boulder City is one of only two places in Nevada that prohibits gambling, the other being the town of Panaca. Alcohol was prohibited until 1969. The reason for this was to keep the two "sins" away from the 5000 workers and strict access control to Boulder City made this possible. But the proximity of Las Vegas offered an escape from the construction site.

Today it is a lovely modern town and thanks to the Hoover dam, a green oasis in the Boulder Valley. The 2020 racial makeup of the city was 88.9% White, 1.1% African American, 0.4% Native American, 1.4% Asian, 0.0% Pacific Islander, and 6.8% from two or more races.



This results are an interesting mix of shops, goods and restaurants.



The Spring Jamboree

Jam Blikke Drie by Drie

"Jamboree" word gedefinieer as 'n uitbundige fees of partytjie. "Jamboree" is 'n Amerikaans-Engels uitvindsel van die 1860's. Die woord het sy oorsprong in die Franse woorde "shivaree" of "charivari", 'n Franse tradisie om 'n pasgetroude paartjie te ontvang met luidrugtige gesang en bohaai.

Maar in Boulder City is 'n "Jamboree" meer soos Pretoria se boeremark saam met 'n Piston Ring saamtrek. Baie karre en baie jam blikke in rye van drie by drie..... Die produkte wat verkoop word is maar dieselfde snuisterye en handewerk as by ons vlooiemarkte – net met meer "Star-Spangled Banners" te sien.

Sedert 1977 word die Boulder City "Jamboree" op die eerste naweek in Mei gehou. Dit vind plaas in vier parke en strate



a-hoo-ah!

JANUARY 2024

ARTICLES

Boulder City, Boulder Cars and Boulder People

Continue.....

in die dorp. Karre kom van alle State en klubs soos die bekende "Caffeine and Octane" en "Cars and Coffee" vul groot parkeer areas.



'n Babablou Ford Thunderbird



1958 Plymouth Fury



Die onmiskenbare "Coke bottle shape" van die Corvette C3 T-top.



Chevy 3100 Pickup 1957



Pontiac GTO 1967



Die bekende Chevy SS

Die Uilskuiken

The Ugly Duckling Turned Ugly Swan

There is good reason for car shapes in the USA to seem cloned. The big companies closely followed the trend of the competitors and shapes between Ford, Chev, Dodge and some others appeared "cloned". But during the 1950's, Volkswagen appeared on the world scene and quickly gained a cult following. Chevrolet noticed it and design and developed the Corvair. They ditched the



a-hoo-ah!

JANUARY 2024

ARTICLES

Boulder City, Boulder Cars and Boulder People

Continue.....

Chevrolet 3100 Pickup range and alongside the Corvair sedan, developed the Corvair 95 Rampside. The Loadside was a conventional pickup with a tailgate.



The Corvair 95 truck line consisted of two pickups and a panel delivery van dubbed Corvan. The sedan car and the new engine were officially introduced on 29 September 1959 and debuted in showrooms on 2 October 1959.

The Corvair 95 was most similar to the Volkswagen Type 2 pickup. However, the Volkswagens never sold in large numbers in the US thanks to the "Chicken Tax," which placed a 25-percent import duty on foreign-made pickups when it was enacted in 1963. It reiterates the influence General Motors (GM) had on US Federal Policies.

The Corvair 95 trucks (the name was derived from their 95-inch wheelbase, in contrast to the passenger cars' 108-inch wheelbase) joined the lineup for the 1961 model year. Like the passenger cars, they featured rear-mounted, air-cooled, 80hp flat-six engines driving the rear wheels through a three-speed synchromesh transaxle.

The Chevrolet Turbo-Air 6 is a flat-six air-cooled automobile engine developed by GM in the late 1950s for use in the rear-engine Chevrolet Corvair of the 1960s. It was used in the entire Corvair line, as well as a wide variety of other applications. The first engine was fired up in the Chevrolet Engineering department in December 1957. For the earliest road tests, a prototype was installed in a Porsche 356. Later development mules were either called LaSalle II or badged as Holdens. Clearly GM banked the success of the

Corvair on the success Volkswagen had on the flat-four.

The Corvair 95 trucks offered more power than Volkswagen's pickups and was available with either Chevrolet's two-speed Powerglide gearbox, or a four-speed manual. The gross vehicle weight rating of 2136 kg meant that the Corvair 95 truck could manage a payload of up to three-quarters of a ton. Chevrolet improved the flat-six a bit for cargo duty, giving it more durable exhaust valves, exhaust valve rotators, lowered compression and carburetors with larger jets for a richer mixture. When the passenger-car engine was enlarged from 145-cu.in. to 164-cu.in. in 1964, the Sideramp followed with added heavy-duty, 12-plate oil coolers.

The new trucks sold well at the start, with production totalling 13,262, more than 80 percent of which were the Rampside. In 1962, sales tumbled to a mere 4,471, with Loadside's crushing to only 369. The Rampside remained beyond 1962 and production numbers continued their downward spiral, falling to 2,046 for 1963, 851 for 1964, and zero for 1965.

The eventual phasing out of the Corvair 95 was due to continued reliability issues, also aided by consumer advocate Ralph Nader who included a chapter on the rear-engine Corvair car in his now famous book, "Unsafe at any Speed." Eventually the ugly duckling turned into an ugly swan. But to many collectors, the Corvair is still a swan.

Dis Nou vir Jou 'n Ding!

But the Show Must Go On....

Maar die "Jamboree" het nog baie om te bied as net die Uilskuiken.

Maar hier is nou vir jou 'n Ding! "The Thing" is nie heel onbekend aan Suid Afrikaners nie wat dit het voortgevloei uit die Kubelwagen. Hierdie Volkswagen het sy reputasie ontwikkel gebaseer op sy onelegante lyne. "The Thing" is deesdae populêr by versamelaars is Kalifornië – as jy een kan vind.



a-hoo-ah!

JANUARY 2024

ARTICLES

Boulder City, Boulder Cars and Boulder People

Continue.....



"The Thing" is op die Volkswagen Beetle gebaseer.



Daar is nog vele Ford en Chev bakwerk en rame beskikbaar regoor die VSA wat ombou kan word – as iemand bereid is om een te verkoop.



Die Mustang Convertible is skaars dog wyd bekend.



Besluit maar self wat jy dink maar my Ouma het so 'n koolstoof gehad.



'n Mercury Monterey. Die eienaar was onseker oor die model maar die bak is van 1953.



'n Volkswagen Fastback sonder sy bling. Hy was te koop aangebied op die dag, afgemerk na \$18,500.



Nou weet jy wat beteken "looking fast, standing still".



Iets meer bekend. Maar die Datsun 510 was in Suid Afrika beskikbaar in vierdeur met die "SSS" model die mees gesogte.



a-hoo-ah!

JANUARY 2024

ARTICLES

Boulder City, Boulder Cars and Boulder People

Continue.....



'n 1928 Ford. Selfs hier is oorspronklikes skaars want die V8's voer maar meestal die toon aan.



The early years of the Park Rangers' transport.



'n Byna perfekte 1958 Chevrolet. The 1958 model was the introduction to more horizontal wings – a tribute to the jet age. Chevy wings went excessive in 1959, shrunk in 1960, more in 1961 and then entirely disappeared.



Too much Zoosh? Still beautiful.



The 1959 Ford Country Sedan Station Wagon. Ja, ek het ook gedink dis 'n vreemde naam. Gedink 'n sedan is..... natuurlik 'n sedan.



I can't see why they called this one the "butter blob"?



A rare non-V8 Corvette.



a-hoo-ah!

JANUARY 2024

ARTICLES

Boulder City, Boulder Cars and Boulder People

Continue.....

Koffie, karre en die Klip Mense.

Coffee, Cars and Boulder People.

You gaze at the cars in awe and you hardly notice the people. Then you start to notice the people. How they dress, how they behave, talk and do things. Then you may think they have pride in their cars. No, indeed no. They have pride in all they do and who they are. Close to Las Vegas, yet they are so far removed from the city people.



Photo borrowed from boredpanda.com

Cities like New York are the proverbial “Big Apple” – however rotten to the core due to moral decay and its search for “justification” and “righteousness” for deteriorated values and morals. Fyodor Dostoevsky (1821-1881) said: *“Tolerance will reach such a level that intelligent people will be banned from thinking so as not to offend the imbeciles”*. Two hundred years later and this is where the world once again finds itself. Morals decay but we must tolerate the weird, devious and corrupt because it is the “right thing to do”.

But here in Boulder City I felt I could belong. You have coffee, cars and Boulder people. Maybe, yes just maybe they are us – just

talking a different language and paying in Dollars..... Like the 1975 Captain and Tennille song: “Love will keep us together – whatever...” - we can at least say that “Love for cars will keep us together – whatever”.

Article and photos by Joe H. Palmer



Thank you Joe for your interesting articles.



a-hoo-ah!

JANUARY 2024

ARTICLES

100 years of Ford in SA: How it all began with Model T's arrival in 1923
By – Neale Hill – Ford President

Continue from January 2024 newsletter.....

It also served as the assembly point for Ford's Thames and Louisville trucks and Fordson Major diesel tractors for local consumption and export across Sub-Saharan Africa.

Remarkably, all three of these early Ford plants still stand today, repurposed and sold to new owners over the years.



Investments in the 1960s

During the 1960s, Ford invested substantially in the domestic automotive sector, announcing a R4-million expansion initiative in 1962. This comprehensive endeavour included constructing a parts-and-accessories warehouse in Struandale, extending the Neave plant to accommodate an engine assembly line, and developing a new test track.

Struandale Engine Plant

In October 1963, Ford revealed a groundbreaking R8-million investment.

Henry Ford II officially inaugurated The Struandale Engine Plant in May 1964, marking a historic milestone as the first automotive company in South Africa to manufacture engines for passenger cars and trucks locally. This state-of-the-art facility employed 300 skilled workers and initiated production with the renowned 3.0-litre Essex V6 engine, which would become synonymous with high-performance Ford vehicles in the following decades.



Ford Struandale Engine Plant.

Testing and development facilities

In 1966, Ford acquired a sprawling 3 400-acre site known as the Rietkuil farm, adjacent to the St Alban's Airport west of Port Elizabeth. This created a cutting-edge proving ground with four test tracks of varying surfaces. A product development and engineering facility established in 1968 became the breeding ground for innovative developments unique to South Africa. These included various iterations of the Cortina bakkie and the introduction of the Bantam bakkie in 1983, the first vehicle to win the prestigious Shell Design Award..



a-hoo-ah!

JANUARY 2024

ARTICLES

100 years of Ford in SA: How it all began with Model T's arrival in 1923
Continue.....

Expanding Cortina production

Ford invested R9.25 million in constructing the Struandale Assembly Plant in the 1970s. This specialised plant, dedicated to Cortina production, began operations in 1973, with an initial capacity of 110 units per day.

Production of the Cortina continued until 1983, with over 303 000 units sold in South Africa. Ford also operated a truck assembly plant in Deal Party Estate, conducting the final assembly of the rugged D-Series and F-Series trucks.



Milestone achievements

In 1976, Ford Motor Company of South Africa produced its one-millionth vehicle, reinforcing its status as a major player in the local automotive industry. Port Elizabeth, a vehicle manufacturing hub since the 1920s, earned the nickname "Detroit of South Africa".

Political changes and local innovation

The political turmoil of the 1980s prompted Ford to enter negotiations with Amcar and Anglo American. This led to the creation of the South African Motor Corporation (Samcor) in 1985, assuming control of Ford's local operations. Ford's 40% ownership stake eventually transitioned to a trust, which allocated shares to its black employees, marking an unprecedented move for the time.



Transition and innovation

Due to strict sanctions and isolation during the apartheid era, Ford's local engineers had to devise innovative solutions to maintain the competitiveness of their vehicles. This led to the creation of legendary cars like the Cortina XR6, Sierra XR6, and Sierra XR8, powered by a Mustang-derived 5.0L V8 engine.



a-hoo-ah!

JANUARY 2024

ARTICLES

100 years of Ford in SA: How it all began with Model T's arrival in 1923
Continue.....

Return to South Africa

In 1993, the production of the two-millionth vehicle signalled Ford's return to South Africa. In 1994, Ford acquired a 45% equity stake in Samcor from Anglo-American, demonstrating confidence in the country's transition to democracy.



Ford Silverton Assembly Plant

The Ford Fiesta comes home

In 1997, production of the Ford Fiesta began at the Silverton Assembly Plant, and it quickly earned the prestigious title of South African Car of the Year.

Full ownership and Ranger's introduction

In 2000, Ford acquired 100% equity in Samcor, establishing the Ford Motor Company of Southern Africa (FMCSA). That same year, the first-generation Ranger was unveiled, replacing the Courier and reaffirming Ford's position in the light commercial vehicle segment.



Ford Struandale Engine Plant – Four-million engines and 300k 2.0L SiT-BIT – August 2023

Ranger's global success

Between 2000 and 2011, 105 950 Rangers were sold in South Africa. Ford streamlined its manufacturing portfolio, focusing solely on the Ranger platform.

Major investment in the Ranger

In 2010, Ford confirmed a massive R3.4-billion investment in South Africa, doubling its local manufacturing capacity to 110 000 vehicles per year. The new Ranger set new design, comfort, luxury, performance, and safety standards.



Ford Struandale Engine Plant – 3.0L V6 Diesel engine assembly in 2023.



a-hoo-ah!

JANUARY 2024

ARTICLES

100 years of Ford in SA: How it all began with Model T's arrival in 1923
Continue.....

Sustainability initiatives and engine innovation

In 2022, the Silverton Assembly Plant launched a pioneering solar-energy project. Solar photovoltaic carports for 3 610 vehicles were installed, generating approximately 35% of the facility's electricity needs. Additionally, a further R600 million was invested in the Struandale Engine Plant to introduce a third diesel engine programme, featuring the new 3.0L V6 engine, which became the flagship powerplant for the locally produced Ranger line-up

Future commitment

Ford's journey in South Africa is a testament to innovation, adaptation, and resilience in facing challenges. It's a story of not just building cars but also building communities, creating opportunities and leaving a lasting impact on the country's automotive landscape.

As Ford celebrates its centenary in South Africa, it looks forward to the next century of shaping mobility, enriching lives, and driving progress.



2023 Car of the Year – Ford Ranger and Everest



a-hoo-ah!

JANUARY 2024

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.)

01-Feb	Shaun	Dutton
02-Feb	Fred	Calitz
05-Feb	Christo	Ferreira
05-Feb	Ignatius	Ferreira
05-Feb	Viren	Nindraj
08-Feb	Ralph	Van der Merwe
09-Feb	Neil	Stander
10-Feb	Ina	du Preez
11-Feb	Annie	Oosthuizen
11-Feb	Johan	Stapelberg
13-Feb	Simon	Wilkinson
14-Feb	Taco	Kamstra
14-Feb	Roland	Stokhof
14-Feb	Pieter	Mostert
15-Feb	Hannie	Kuschke
16-Feb	Les	Fuller
16-Feb	Pieter	Nortje
17-Feb	Piet	Kleingeld
19-Feb	Johnny	Gous
22-Feb	Cecelina	Lombard
23-Feb	Remo	Siena
24-Feb	Gideon	Scheepers
26-Feb	Jo	Farmerey



a-hoo-ah!

JANUARY 2024

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.

FOR SALE

Variety of OLD CAR RIMS

1950's to 1980 : Sizes 12 to 17 holes 4,5,6 and 8

From R 80 .00 Contact NIC SMIT - 082 9733 412



FOR SALE

I bought my MGB in the UK when I was 21 and still have the car. With age Jill and I are finding it difficult to slip under the steering wheel and I have decided to sell the car. It won the MG nationals second place two rallies ago after having been total ground up restored. Here is a photo of the car. Looking for R300,000

I have owned the car for 52 years! Still have the green registration papers from its first registration. I have boxes of spares from the restoration plus manuals and other books.

Contact: Mike Spencer Cell 082 082 0990 | mike@mikespencer.co.za





a-hoo-ah!

JANUARY 2024

FOR SALE

Continue....

Contact: Ian Barnard: 082 563 7031 for more information and prices on all vehicles.





a-hoo-ah!

JANUARY 2024



Veteran, Vintage and Classic Collector's Insurance Scheme

**FOR THE MEMBERS OF THE SOUTHERN AFRICAN
VETERAN AND VINTAGE ASSOCIATION**

CLASSIC INSURANCE WITH UNIQUE FEATURES

- Cover available for veteran, vintage, classic cars and motorcycles
- Variable competitive tariff for all members
- All Classic Car Club activities
- Efficient service and claims turnaround
- Agreed values on total loss
- Territorial Limits - RSA and neighbouring territories
- Repatriation back to RSA following accident or mechanical/electrical breakdown
- Emergency repairs in and outside RSA
- Emergency assistance benefits including medical evacuation
- 24 Hour roadside assistance

* Terms and Conditions Apply

Puma Insurance Brokers Solutions for Specialist Motor Insurance

Contact Chris Van Der Merwe
Tel 021 286 4388
Mobile 083 401 2813
Email puma@pumainsure.co.za
F.S.P. 44063
More info: www.ccic.co.za

Puma Insurance Brokers



SAVVA
SOUTHERN AFRICAN
VETERAN & VINTAGE
ASSOCIATION



Cross Country
Insurance Consultants

Cross Country Insurance Consultants (Pty) Ltd
Underwritten by Renasa Insurance Company Limited
Cross Country is an Authorised Financial Services Provider 3954
Registration Number: 2008/013847/07 | VAT Number: 4020252203
Tel No: 011 215 8800 | Fax No: 011 476 8205 | website: www.ccic.co.za



VEHICLE REGISTRATIONS

Having problems getting your vehicles registered on the e-natis system? We can help. With over 17 years' experience and knowledge in the industry introducing re-builds, licencing, and registering vehicles is our expertise.



a-hoo-ah!

JANUARY 2024

Contact Larina on 084 949 0937 or Stewart on 082 772 4177 to discuss your individual needs. Email: larina.macgregor@gmail.com

REGALIA



A great opportunity to buy POMC gifts! You can order your Regalia with Hendrik Byleveld **079 912 4145**

The team added **4 NEW ITEMS** in their Regalia basket. This is an opportunity for all new members to get the Club's brand in their wardrobes. The existing members can add a new POMC brand shirt or hat in their club's collection.

All the logos are embroidered. All sizes available. Shirts are available in long- and short sleeves.

WHITE STRIPE SHIRT:

Long sleeve - R500

Short sleeve - R450



BLACK OR GREY STRIPE SHIRT:

Long sleeve – R500

Short sleeve – R450



T-SHIRT:

White T-Shirt - R180



OUTDOOR BLACK HAT:

R180





a-hoo-ah!

JANUARY 2024

REGALIA



R350



R350



R200



R200



Cars in the Park – R120



POMC – Voorskoot
R150



POMC – Swart Serp
R40



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



CIP badge
R100



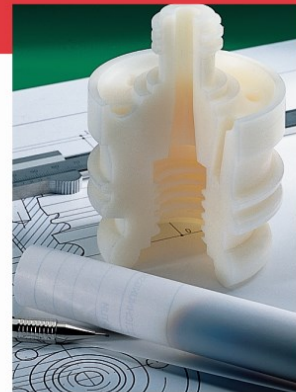
Sleutel houters/Key
R25



a-hoo-ah!

JANUARY 2024

**Competitive Pricing | Largest Product Offering
Daily Delivery | Cutting Service | 23 Branches**



MAIZEY'S SUPPLIER OF THE FOLLOWING PRODUCT RANGES:

Signage Materials & Substrates

Large Format Digital Print Media

POP Solutions - Banner Stands/Frames

Aluminium Sign Systems

LED's for Signage & Displays

Engineering and Industrial Plastics

Rod / Sheet / Tube / Machined Parts



086 1100 420



nat.sales@maizey.co.za



www.maizey.co.za

