



# a-hoo-ah!

**POMC NEWSLETTER**

**APRIL 2024**





# a-hoo-ah!

**APRIL 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](http://www.pomc.co.za); [www.pomccitp.co.za](http://www.pomccitp.co.za);

[www.facebook.com/POMCclub](https://www.facebook.com/POMCclub)

POMC members meeting, and braai are held at the POMC Clubhouse on

**3 APRIL 2024.** For the rest of the year meetings are held on the 1<sup>st</sup> Wednesday evening of each month.

**Club meetings: 19:00 for 19:30**

**TIME CHANGES FROM OCT 2023**

*Front page: Cadillac*

*Owner: Donald Bennett*

*Photographer: Hannie Kuschke*

**3 APRIL 2024 WEDNESDAY MEETING:**

**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, 2<sup>nd</sup> SUNDAYS & OTHER: 2024**

| Woensdagaande                  | 2 <sup>e</sup> Sondag                                                                | Ander                                                                               |
|--------------------------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 10 January                     | 14 January<br>Bonnets-up                                                             |                                                                                     |
| 7 February                     | 11 February<br>Bonnets-up                                                            |                                                                                     |
| 6 March                        | 10 March<br>American Classic Day<br>& Mini Auto Pretoria                             |                                                                                     |
| 3 April                        | 14 April Vintage<br>& Veteran Day, Car &<br>Bike Day                                 |                                                                                     |
| 1 May                          |                                                                                      | 26 May Cars and<br>bikes @ Loftus park                                              |
| 5 Junie                        | 9 June British<br>Classic Day & Mini<br>Auto Pretoria                                | <b>29 Junie</b><br>Mampoer Regularity<br>Rally                                      |
| 3 July                         | 14 July European<br>Classic Day, Car &<br>Bike day                                   |                                                                                     |
| 7 Aug                          |  | <b>4 Augustus</b><br>CARS IN THE PARK<br>07-11 August<br>Magnum Regularity<br>Rally |
| 4 September                    | 8 September –<br>Cars at the club                                                    |                                                                                     |
| 2 October                      | 13 October<br>Spring day Festival                                                    |                                                                                     |
| 6 November – AGM<br>to confirm | 10 November<br>Japanese Classic &<br>Bike Day                                        | 2 November<br>Summer Regularity<br>Rally                                            |
| 4 December                     | 8 December Cars &<br>Bikes @ the Club                                                |                                                                                     |

**Alle lede word aangemoedig om 'n motor verwante artikel-nuuswaardigheid aan te stuur vir plasing na [hannie@mailzone.co.za](mailto:hannie@mailzone.co.za)**



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## FROM THE DRIVER'S SEAT

- Neil Stander



"So our first 3 months of the year is already behind us. It's been a busy start to the year with lots of activity and some great car get togethers.

The past American day was no exception. What a wonderful day. I am sure there will be full coverage later in the magazine but thank you to the team that made the day such a great success. As usual the grounds were well prepared and this takes a huge effort. To every single person that was involved thank you, without that these days will just not be the success that they are.

On a different motoring theme I am currently embarking on my first ever African safari through Botswana. Currently sitting on the Lekubu island, and watching the sun set over the pan makes me wonder how in the early days people managed to travel these roads without the modern modes of transport we have. The roads and conditions are challenging in our modern vehicles so I can only imagine how challenging these trips were in the early days. It would be great if anyone has some old safari stories to share with our clubs members just to remind us how technology and vehicles have improved over the years to make our trips more comfortable and exploring the continent, or world, just that much easier. We past one or two vehicles on this trip already that had me wondering how on earth they were getting through these roads in their vehicles.

We look forward to the Vintage and Veteran day taking place on 14th April. Please join us as we will also celebrate the 58th birthday the POMC. Happy motoring.

AHOOHA  
Neil

## CLUB MATTERS



### April 2024 Aanbieding:

Ernie Jacobson deel sy ervaringe met die interessante motors wat hy in sy lewe besit en geniet het.



### Wenner van Maart 2024 se lood kaartjies

Congratulations to Neil Stander for winning the March raffle ticket.



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

### Nuwe lede:

Baie welkom aan die volgende lede by die club

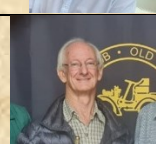
- Mornè van Vuuren
- Celso dos Santos
- Pieter Kluever
- Michael Taute



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## **2024 - POMK KOMITEE 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       |  |
|                                          | Mike Nienaber    | 082 904 4442 | mike.nienaber12@gmail.com |  |



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## 2024 - POMC CALENDAR

|                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                              |                                                                                                                                                       |                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| <br><b>Second Sunday</b><br>14 January<br>@ POMC Clubhouse                                                   | <br><b>2024</b><br>Pretoria Old Motor Club<br>home for enthusiasts<br>interested in the preservation<br>of older vehicles<br>since 1966<br><br>POMC Clubhouse<br>c/o Keuning street & Fred Davey avenue<br>Silverton<br>Info: <a href="http://www.pomc.co.za">www.pomc.co.za</a><br><a href="https://www.facebook.com/POMCclub">www.facebook.com/POMCclub</a><br>082 770 8800 / 082 444 2954 | <br><b>Cars &amp; Bikes @ the Club</b><br>8 December<br>@ POMC Clubhouse                                                                  |                                                                                                                                                       |                                                                                                                                                     |
| <br><b>Bonnets-up</b><br>11 February<br>@ POMC Clubhouse                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <br><b>JAPANESE Classic<br/>Car and Bike Day<br/>plus Mini Auto Pretoria</b><br>10 November<br>@ POMC Clubhouse                           |                                                                                                                                                       |                                                                                                                                                     |
| <br><b>AMERICAN Classic<br/>Car and Bike Day<br/>plus Mini Auto Pretoria</b><br>10 March<br>@ POMC Clubhouse |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <br><b>SUMMER<br/>Regularity Rally</b><br>2 November<br>Pretoria                                                                          |                                                                                                                                                       |                                                                                                                                                     |
| <br><b>VINTAGE &amp; VETERAN<br/>Car and Bike Day</b><br>14 April<br>@ POMC Clubhouse                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <br><b>SPRING DAY FESTIVAL</b><br>classic cars, bikes, trucks,<br>stationary engine and super car day<br>13 October<br>@ POMC Clubhouse |                                                                                                                                                       |                                                                                                                                                     |
| <br><b>CARS at Loftus Park</b><br>26 May<br>@ LOFTUS PARK<br>Arcadia                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <br><b>MAGNUM<br/>Regularity Rally</b><br>14 to 18 August<br>Hotel Numbi & Garden Suites<br>Hazyview<br>Mpumalanga                      |                                                                                                                                                       |                                                                                                                                                     |
| <br><b>BRITISH Classic<br/>Car and Bike Day<br/>plus Mini Auto Pretoria</b><br>9 June<br>@ POMC Clubhouse  | <br><b>MAMPOER<br/>Regularity Rally</b><br>29 June<br>@ Voortrekker Monument                                                                                                                                                                                                                                                                                                               | <br><b>EUROPEAN Classic<br/>Car and Bike Day</b><br>14 July<br>@ POMC Clubhouse                                                           | <br><b>CARS in the PARK</b><br>4 August<br>@<br>Zwartkops Raceway | <br><b>CARS at the CLUB</b><br>8 September<br>@ POMC Clubhouse |

**The Pretoria Old Motor Club is 58 years on 4 April 2024.**  
A clip out of the archive from

### "THE PRETORIA OLD MOTOR CLUB – 50 Glorious years"

At the POMC's third meeting, which was held a month later on 21 June 1966 at the home of Eddie Dixon, Sakkie van der Wat joined to form the first official Executive Committee of the POMC. Then on 19 July 1966 Chirs van Rensburg proposed the name "A-hoo-ha!" for the club's Newsletter, it was unanimously adopted and has remained so to this day.

On 16 August 1966 Tony Poole's design for a **club badge** was approved and it has also remained the same to this day. The car on the badge was to be a fictitious vehicle based on a 1901 Panhard, so that no member could say that his car was on the club badge. In this first year the club grew by leaps and bounds and by December 1966 there were already 37 paid-up members in the club with 67 pre-World War II old motor cars on the membership list.



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## UPCOMING MONTH EVENTS



### POMC VETERAN and VINTAGE Day 14 April

|                                                                           |                                                                                                                                                                                                                    |                                                                |
|---------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|
| <b>14 April</b><br><b>10:00 till 15:00</b><br>@<br><b>POMC Club house</b> | <b>Admission:</b><br>Spectators: R30 per person Children Free<br>Gate takings shared with Sonitus School<br>Exhibitors free<br><br><b>Refreshments available</b><br><br>Braai facilities and Picnic area available | <b>Info:</b><br><br>Emil 082 655 4879<br><br>Erik 082 444 2954 |
|---------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|



### **41st Angela's Picnic 7 April 2024 Riversands Farm Village**

SAMCA affiliated clubs are invited to attend.

A classic car jamboree and picnic to honour the memory of Angela Heinz, founder of Angela's Picnic.

Where: Riversands Farm Village, Rose Road, Knoppieslaagte, Midrand.

When: 7 April 2024

Time: 08h00 to 15h00

Entry fee: Donation to support Hospice Wits. Be generous.

**No external vendors and boot sales allowed.**

**Food and refreshments available to buy on site.**

**Licensed premises. No alcohol may be brought on site.**

**Live music entertainment.**

**Collect and remove your own rubbish.**

Non SAMCA clubs proceed to General parking area.

Park considerately. Follow the route map for entering and exiting the venue. No contra flow will be allowed.

For more information email: clajhug@iafrica.com.

## SATERDAG 1 JUNIE 2024

# OPPIRIF MAKITI

Ontbyt en koffie vanaf 10:00

Stalletjies vanaf 10:30 - 14:00



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## UPCOMING MONTH EVENTS



**MAMPOER**  
Vintage and Classic  
Car and Bike  
Regularity Rally  
29 June 2024



Start and Finish  
@  
Willem Prinsloo Museum

Distance: 200 km  
All tar roads  
North and east of Willem Prinsloo  
Registration: 7h45-8h45  
Start time: 09h00  
Finish time: 14h00

Speed Groups  
65  
75  
90  
Sealed or open  
Oddo

Contact:  
Sakkie Fischer 082 551 5305  
Emil Kuschke 082 655 4879  
Frik Kraamwinkel 082 444 2954 [frikkr@gmail.com](mailto:frikkr@gmail.com)



1170 MOULTON CENTRE SHOP 5B CNR CODONIA & MOULTON AVE  
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**084 548 4479**

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

Connie Theron

**PRINTING  
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AND MORE**



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## UPCOMING MONTH EVENTS



### PRETORIA OLD MOTOR CLUB **CARS *in the* PARK**



4 Augustus 2024



#### 2024 **MAGNUM**

Vintage and Classic  
Motorcycle and Motorcar  
Rally & Tour



Distance : 750 km  
Regularity rally  
&  
Tour

Registration : 14 August  
Rally: 14 to 18 August  
Prize giving dinner:  
17 August  
Return home: 18 August  
after breakfast

Info:  
[rallymagnum@gmail.com](mailto:rallymagnum@gmail.com)  
083 677 2334 Leo  
083 391 6226 Tom

Accommodation provided by:  
Hotel Numbi & Garden Suites



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## **MONTH EVENTS**

**POMC American Day 2024**

BY - Daantjie Badenhorst



The Pretoria Old Motor Club's American Day was held on Sunday the 10<sup>th</sup> of March and a wide variety of vehicles from American origin was on display.



One of the main attractions at club events is Prof. Alex Duffy's 1930 Buick 30-601 X Dual Cowl Phaeton. This vehicle was imported from the United States of America for the managing director of the Zebediela Citrus Estate in the Limpopo province and is the only right-hand drive version of this car in the world. In June 2023 the car was the victim of a freak accident at the Voortrekker Monument but with the assistance of Christo Ferreira, the car was restored to its former glory, and it was the subject of the members' meeting on Wednesday the 6<sup>th</sup> of March.



In 1967, the last Pontiac to be officially introduced to South Africa, the Grand Parisienne, came onto the market and the next year it received an extensive facelift.

Taco Kamstra's latest acquisition, a 1968 model, made its debut during this event. He initially showed interest in a similar car two years ago but at that stage he was not ready to buy it. Just a few weeks ago, he received a telephone call from somebody who had one for sale. He decided that the car had to be in his collection, and he bought it. The car is still original, but he admits that there are a few trivial things that need attention.



The last version of the original Pontiac Firebird was manufactured in 1969, and for 1970, it was completely redesigned. Mario Coetzee displayed his 1969 Firebird 400, powered by the legendary 350 cubic inch (5,7 liter) V8 engine with an automatic transmission. The car has been in his family since new and he has had it since 2013. The car has been fully restored to its original condition and the extremely attractive Crystal Turquoise paintwork still looks immaculate.





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## **MONTH EVENTS**

**POMC American Day 2024**

...Continue



In the same year, the Chevrolet Corvette was powered by the 350 cubic inch engine for the first time as well. About half of the Corvettes manufactured in 1969 were convertibles and Ian Marshall displayed his Stingray convertible which he has owned for eight years. It was the first time he displayed the car at a POMC event because he usually attends the events at Piston Ring. The car has done just over 100 000 miles.



One American car that always attracts attention is a Cadillac. Taco Kamstra's Eldorado convertible is a common sight at POMC events but this time it was joined by Pieter Kluever's 1968 Fleetwood 75 Series. This car is powered by a 472 cubic inch (7,7 liter) V8 engine. It was bought as scrap in 2018 but has been running for two years.



International Harvester manufactured pick-ups until the 1970's, and this time an extremely rare example was on display. Jan Burger has owned his 1958 International A 120 Series All Wheel Drive Stepside since the mid-1980's and it has been restored to its original condition. It is powered by a 240 cubic inch (four-liter) six-cylinder engine linked to a three-speed manual transmission with low range. There are three gear levers; besides the regular gear lever, there is one each for engaging four-wheel drive and for engaging low range. Mater, the tow truck in the animation movie Cars is based on this model.



One American car that has gone down in history as a legend was the Oldsmobile Toronado, first introduced in 1966. It had front wheel drive when this configuration was still considered to be a novelty. It is said that the company had been working on front wheel drive since 1958 and the Toronado was the first model to be introduced with it. André Fourie displayed his 1967 model, which was originally imported from Canada, and spent time in Cape Town and Ballito before ending up in Gauteng. There are four of these cars in this country, and André's car is currently the only one in running condition.



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## **MONTH EVENTS**

**POMC American Day 2024**

Continue .....



One vehicle of questionable American origin but which attracted attention was Ken Grossmith's 1975 Chevrolet El Camino. This was based on the Holden HQ Ute from Australia, but because of local content requirements enforced by the South African government it was powered by a range of Chevrolet engines. Ken bought this El Camino, one of the last HQ-based models, ten years ago. It is powered by the legendary 4,1l liter engine, with a "three on the tree" manual transmission. This vehicle spent most of its life in Polokwane.



Mickey's Racing displayed a rare vehicle in South Africa; a 1986 Chevrolet Beauville van, similar in concept to the GMC van used by The A-Team in the 1980's. Once again, the 350 cubic inch engine has been fitted, with an automatic transmission.

Mickey van Wyk also owns a camper version of this vehicle.



In 1961, the Chevrolet range in South Africa consisted of the Biscayne, the Bel Air and the Impala. Johan Theron is the fourth owner of the 1961 Bel Air he displayed. His car, powered by the 283 cubic inch (4,6 liter) V8 engine with a manual transmission, was originally sold by a dealer in the Free State.



The last Studebaker was manufactured in 1966, yet the marque was well-represented. One of the



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models on display was Dietlev Börner's 1961 two-door Lark. He bought it as spares and fitted the engine of a similar car. He restored it to its original condition in 2008.

## MONTH EVENTS

**POMC American Day 2024**

Continue .....



The Gran Turismo Hawk was the two-door flagship of the Studebaker range and was marketed as a performance model. Willie Fourie bought his 1962 GT Hawk from Hans Kirsten eight years ago and the car is still in immaculate condition.



Gordon and Gloria Bouwer are well-known Studebaker enthusiasts and they have owned their 1953 Starliner hardtop for 63 years. The only change they made was replacing the original six-cylinder engine with a V8. They say that spare parts are available from the United States of America but because they must be imported, they are expensive.

The Ford Mustang is celebrating its sixtieth birthday this year, and a number were on display.



Besides those that are to be seen at the club regularly, Koos Kruger displayed his 1965 Notchback 289 Automatic. It was originally imported for the Swiss ambassador in South Africa; therefore, its speedometer was calibrated in kilometers per hour. However, the car remained in South Africa.



The Dodge Monaco was the flagship of Chrysler South



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Africa's range in the late 1960's and because they have become such a rare it was surprise to see two on display. What makes it even more intriguing is that the cars, both 1968 models, belong to the same family. Leon Loubser and his son Eugene have owned their cars for eight year and the only difference between them is the exterior color, Leon's car is black, and Eugene's car is light blue. Both cars are in immaculate condition.

The next event on the POMC calendar is **Veteran and Vintage Day** on Sunday the 14<sup>th</sup> of April.

## MONTH EVENTS

**POMC American Day 2024**

Continue .....



Die Amerikaanse dag is nie net oor motorskou nie, maar is 'n familie dag vir die lede en vriende van die klub. Daar was uitstallers met baie mooi artikels soos houtgemaakte motortjies, match box motortjies, foto- en videograwe en heerlike kos om van die kies.

Ons lede en vriende het braaipakke gebraai, piekniek mandjies is utigepak en kinders het heerlijk rondgehardloop.

Die POMK se terrein is skoon en ideaal vir onder die bome kuier. Die foto's van die dag getuig die vreugdes van die POMK "familie".

VAN DIE UITSTALLERS VAN DIE DAG.....



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Lusthof Houtwerke –  
Philip 079 892 8432



Diecast.co.za  
Ramen and Brandon Smiht



Camblish  
Johathan Kaseke 081 782 2274



## **MONTH EVENTS**

**POMC American Day 2024**

Continue .....



POMK Klub terein is groen en netjies. Stoele komberse en piekniek mandjies is uitgepak en lede het lekker saam gekuier.



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## MONTH EVENTS

POMC American Day 2024

Continue .....



Sonitus skool se kinders ouers, en onderwysers, doen elke maand die klub se toegangbeheer by hekke. Hulle verskaf elke tweede Sondag van die maand heerlike kos aan al die motor intoesiaste. Dankie vir julle deelname by die POMK motorklub.



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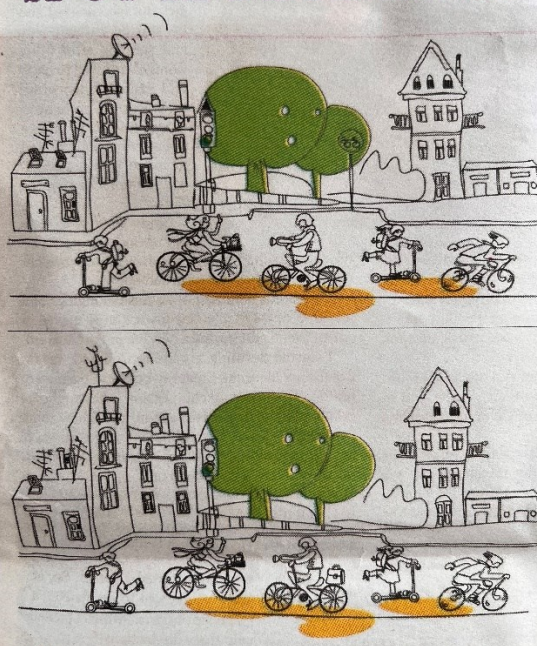
## WOORDSPEL

Afrikaanse motor verwante woorde

11 woorde... hoeveel van die woorde kry jy?

|   |   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|---|---|
| F | M | B | R | I | E | K | L | F | M | D |
| A | O | L | B | G | D | O | D | G | E | G |
| G | E | P | S | V | X | L | F | O | R | D |
| S | R | M | G | S | L | P | Q | L | C | A |
| T | P | O | M | K | M | O | G | R | E | M |
| O | L | T | G | B | D | Y | Z | C | D | P |
| P | V | O | L | K | S | W | A | G | E | N |
| C | O | R | T | I | N | A | J | I | S | O |

## SPOT 12 DIFFERENCES



## MONTH EVENTS

**FUN RUN 17.03.2024**

**POMC FUN RUN**

Die oggend het vroeg begin waar almal mekaar om 08:30 by die China Mall ontmoet het. Die eerste stop was by die Hot Rod Shop, in Derdepoort na WatSwaaiJy, in Shere. Die motor uitstallings was

Aanvanklik het daar ongeveer 35 motors opgedaag by Hot Rod Shop, waarvan 8 bittereinders die DJ Rally motorfietsse by die eindstreep ingewag het.



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uitsonderlik, en lede het die konvooi ry, na die bestemmings baie geniet.  
Die motors is van WatSwaijly na die DJ Rally se eindlyn in Benoni.

Die foto's wys die sukses van nog 'n vrolike FunRun.



Fun at the Hot Rod shop.....



En toe beweeg almal na WatSwaijly.....



## MONTH EVENTS

**FUN RUN 17.03.2024**

Vervolg .....

**POMC FUN RUN**



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## MONTH EVENTS

FUN RUN 17.03.2024

**POMC FUN RUN**

Vervolg .....



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Na 'n heerlike kuier by WatSwaaik het 'n span deurgery na Benoni, waar die eindpunt van die DJ Rally plaasgevind het....



## **GAVIN WALTON SCORES SIXTH WIN IN DJ RALLY FOR CLASSIC MOTORCYCLES**

By Roger Houghton



Gavin Walton scored his sixth win in the iTOO- Martin Kaiser, who rode a 1934 Sunbeam 500, was sponsored DJ Rally which finished in Benoni on runner-up for the second year in a row, while Mike



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Saturday, 16 March. His score of 453 seconds put him 19 second ahead of Martin Kaiser, with Mike Ward, last year's winner, in third place with a score of 483 seconds. There was a total of 71 timed checkpoints on this year's rally, with 36 on Day 1 and 35 on Day 2.

This was the 52nd running of this famous regularity trial which commemorates the annual motorcycle road race between Durban and Johannesburg, which was held almost every year from 1913 to 1936 before the authorities withdraw permission for the race due to safety concerns. It is for this reason that competing motorcycles must have been manufactured prior to 1937. This year the average age of the motorcycles in the field of 76 starters was 92 years.

Gavin Walton, who lives in Springs, and had won previously in 2009, 2017, 2018, 2019 and 2022, once again rode his trusty 1936 AJS 500, which he has now ridden in 20 DJ Rallies. He was the winner on Day 1, seven seconds ahead of Ward, when the route went from Hillcrest, outside Durban, to Newcastle, and placed second on Day 2, when he finished 27 seconds behind Kaiser as the riders continued from Newcastle to the finish at the Benoni Northerns Club in Ekurhuleni.

"This year's event was most enjoyable with many of the roads repaired that had been potholed last year.

The organisation was very professional and there were no protests about the results, which is always a good sign," commented Gavin after the finish.

Ward, riding a 1935 Velocette 500, had to be satisfied with third place this year after winning last year's rally. Ward was also the winner in 2004.

Martin Davis, winner in 2006, 2007 and 2011, finished seventh this year, riding a 1929 Ariel 500.

This year there were 56 finishers and 20 non-finishers from an original field of 76 motorcycles, which included only one sidecar combination this year. Only one motorcycle failed to start the rally and that was the

Brian and Steve Lange, the only entrants on a sidecar combination this year, placed 46th on their 1928 AJS Big Twin 997.

The oldest motorcycle entered for the event was the 1918 Indian Power Plus 1000, to be ridden by Yuvi Jasti. However, Yuvi could not finish preparing the motorcycle in time and entered on another machine, finishing last of the classified finishers. The award for the oldest motorcycle to complete the route went to Hans Coertse who rode a 1922 Harley Davidson. The oldest rider on the event, 87-year-old Cliff le Roux retired his 1936 AJS 500 on the second day.

Youngest rider to start and finish the event was 28-year-old Sasha Corlett, who was 39<sup>th</sup> on a 1936 BSA 500. In doing so she beat her mother, Valerie, who rode a 1928 BSA 500 into 43<sup>rd</sup> position. Sasha's father, George Corlett, a former winner of the DJ Rally, was forced to retire his recently purchased 1928 Norton CS1 500 International after forgetting to turn on the engine oil tap, resulting in serious engine damage.

## **GAVIN WALTON SCORES SIXTH WIN IN DJ RALLY FOR CLASSIC MOTORCYCLES**

Continue .....



This motorcycle was previously owned by Tony Lyons-Lewis, who competed in 38 DJ Rallies, 15 of them on this Norton, before retiring from competitive riding last year. The 1926 Norton Model 8 500 which Tony rode on 19 DJs prior to buying the International has

Vintage and Veteran Club of South Africa (VVC). Tom Linley, the Clerk of the Course, acquitted himself very well in his first year in this position.



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been sold to Henk Rossouw who rode it to a 40<sup>th</sup> place finish this year.

Trevor Binder, father of South Africa's MotoGP racing brothers, Brad and Darryn, had a good DJ Rally, finishing a creditable 15<sup>th</sup> overall, riding his 1925 Indian Scout 600. His total error at the 34 control points was 1 198 seconds.

Four of the record five women riders qualified as finishers. Best placed was Bev Jacobs in 11<sup>th</sup> position. She also put up the best performance by a Triumph motorcycle, riding a 1925 250 cc model. The other women to finish were Sasha Corlett in 39<sup>th</sup> position, Sasha's mother, Valerie Corlett, who was 43<sup>rd</sup> and Benita Palmer in 47<sup>th</sup> position. Tamarin Skead failed to finish on her 1929 AJS M5 350.

There were two accidents involving competitors during the rally. Keith Kendall, son of Graham Kendall, Chairperson of the Classic Motorcycle Club, was T-boned at an intersection controlled by traffic lights. He broke his foot, which is a big blow for him as a regular competitor in the Comrades Marathon who was looking forward to a good run in this year's event, which takes place on 9 June. The other rider to come to grief was Richard Hyson, who fell off his 1924 Indian Scout 600 and cut his knee. The DJ Rally was organised by a team from several local motorcycle clubs, under the auspices of the promoter, the

All the trophy recipients were given a copy of the 2024 Vintage Motorcycle Club (VMC) calendar in addition to their silverware. Fifteen of these calendars were also handed out to first time entrants.

"From my side I was pleased that the riders were happy with the road conditions as the VVC had stipulated that the route be as close as possible to the original," commented Brian Noik, Chairperson of the VVC. The weather was hot, but the riders coped well. The VVC thanks all the participants, volunteers, and sponsors for ensuring it was a most successful rally."

## **RESULTS**

- 1, Gavin Walton (1936 AJS 500), 453 seconds error;
- 2, Martin Kaiser (1934 Sunbeam 500), 472;
- 3, Mike Ward (1935 Velocette 500), 483;
- 4, Mike Venables (1933 BSA Blue Star 500), 636;
- 5, Neville Nicolau (1935 BMW 750), 745;
- 6, Kevin Kohler (1933 Sunbeam 500), 746;
- 7, Martin Davis (1929 Ariel 500), 787;
- 8, JC van Rooyen (1936 Ariel Red Hunter 350), 889;
- 9, Jason Anderson (1929 AJS 350), 958;
- 10, Ryan Duncan (1934 Norton 500), 996.

## **GAVIN WALTON SCORES SIXTH WIN IN DJ RALLY FOR CLASSIC MOTORCYCLES**

Continue.....





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Gavin at the Start



2024 DJ Rewards



DJ Woman Riders



Gavin & Martin

Tom Lindley, COC, Leo Middelberg, ACOC, Leon and Claude Stander, scorers – all POMC members that was involved with the 2024 DJ Rally – a Big POMC thank you for your involvement.

## ARTICLES

### Visiting One of South Africa's Best Model T Collections

Gathered from FORD newsroom

<https://www.linkedin.com/pulse/south-africa-visiting-one-africas-best-model-collections-mx0cc>





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- The Ford Model T was in production from October 1908 to May 1927
- André Wessels' collection of 12 Model Ts are kept in an immaculate condition
- The oldest Ford in the collection is the 1912 Model T, while the newest car in the collection is a single-seat racer from 1926

**PRETORIA, SOUTH AFRICA, 21 February 2024** – In the heart of the Winelands is the farming town of Wellington, nestled against the foot of the Limietberg Mountains. Wellington is famous to the motoring enthusiast for being the gateway to Bain's Kloof Pass, one of South Africa's more famous passes. Wellington, though, has another erstwhile motoring connection, André Wessels, a Ford enthusiast who has been collecting and lovingly restoring Ford's most prominent car produced between 1908 – 1927, the Model T. What makes the Model T unique is that it's Ford's first and universal car that brought affordable mobility to the masses.

## ARTICLES

### **Visiting One of South Africa's Best Model T Collections**

Continue.....





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## **André Wessels' Story**

The owner and caretaker of these early Fords explains his motoring journey, and what led him to his passion for early pre-war cars. "My very first classic car was a 1936 Ford Deluxe sedan. This was also our wedding car. After that I started collecting other classics, but in the end I sold the rest and only kept the Fords. I then turned my focus to Ford Model As, and soon after switched to Model Ts. I've owned a number of interesting cars in the past, but throughout my life I've always been a Ford enthusiast," Wessels says.

What's striking is the simplicity of design in the early Fords in André's collection, a reminder of Henry Ford's vision for the Model T to be affordable, simple to operate, and practical in design. André's path to restoring cars started with his dad, "I remember being in primary school, and, already then, my dad was restoring cars. These were often French and British – he restored a great variety of makes and models. Everything I know today about restoring cars he taught me".

André's path of collecting cars has taken him along several avenues during his colourful life, "I farmed for several years and during this time I had a large collection of cars. When we moved to the Cape ten years ago, I sold most of them and only kept two. One of the cars I kept was my 1940 Ford pick-up which is now completely restored from the ground up. It is one hundred percent original and is fitted with a flat-head V8."

"Then I started looking for cars again which, at times, can get out of hand! For me it doesn't make sense to have a wide variety of cars, that is one of the reasons I decided to specialise in Ford Model Ts," he says. While André is clearly a huge car fanatic, his Ford roots run by far the deepest.

Each car has a different story and to pick favourites would be impossible for André. One car that stands out in his collection, though, is a 1922 Model T pick-up.

Yes, Henry Ford did famously say, "Any customer can have a car painted any colour that he wants so long as it's black," but that was only from 1914 – 1925. Both before and after this timeframe, Model T Fords came in a wide variety of colours, including blue, red, grey and green.

## **ARTICLES**

### **Visiting One of South Africa's Best Model T Collections**

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Andre's Model T pick-up is replete in its iconic blue colour, and was completely rebuilt from the ground up. All the woodwork had to be made from scratch, but the result is a Model T that takes you back to simpler times. "That car was more than just a restoration. The doors and several other parts had to be manufactured from scratch as I basically only had pictures of what the car should look like. It took tons of research, local and global phone calls, and many discussions."

He prides himself in ensuring that all of his cars are period correct and that everything on a restored model is exactly as it should be. "For example, my 1914 Model T Racer has a 1914 engine fitted, it has the correct differential, the correct cooling and correct steering systems. These things are important to me."

Wessels is continuing the process of restorations. He recently finished a Model T police car and drove it for the first time only a few weeks ago. As with many of the other cars, the engine had to be rebuilt, which included fitting new pistons. However, that is easier said than done as he explains the new pistons are manufactured from aluminium, and the original pistons were made from cast iron. The result is that the engine's tolerances need to be reset, thanks to the different material.

"The reason I enjoy and appreciate Model Ts is because the car has such an interesting history. It is a difficult car to work on, but also fun at the same time. Then there is the challenge of driving them, which is very different compared to what we consider to be the norm. The pedal layout, for one, is not what you would be used to, requiring a completely different approach. By the time I owned three Model Ts I still couldn't drive them!"

Underneath the engine lid, the simplicity of these early Model Ts is clear. However, for the driver, things are not so easy - with many mechanical adjustments required on the move the cabins resemble a festival of levers.

"It took me a long time to learn how to drive them and currently I'm busy teaching my wife how to drive a Model T. But that is all part of the journey with these cars."

## ARTICLES

### **Visiting One of South Africa's Best Model T Collections**

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## **A Helping Hand in the Model T Community**

Restoring Model Ts is not the work of a moment, Wessels admits that an important factor that makes the collecting of Model Ts easier is that there are a number of companies in the US that stock the parts. Making use of international courier services, he can get these parts delivered to South Africa within a week. "One of the most notable characteristics about restoring a car is that you need to have finesse. I firmly believe that there are only a few people in this country who truly know how to restore a classic car."

Wessels has a secret weapon of information when it comes to restoration. "If there is one man that knows all there is to know about Model Ts, it is my friend Philip Kuschke in George. He is able to look at a Model T and tell you exactly what is standard-fitment and what is not. He has taught me nearly everything I know about these cars today," Wessels says.

"Philip is the current president of SAVVA (South African Veteran & Vintage Association) and has been at the helm of the Model T Ford Club of South Africa for years. It is a family affair as Philip's father was also heavily involved in Ford Model Ts in South Africa. I think you can blindfold Philip and he will be able to build a Model T for you!"

"The Model T Ford Club of South Africa is a very informative club where people gladly assist one another. I also have many reference books, not to mention that YouTube has been of immense help. You need to be technically minded, though."

## **It's a Model T Way of Life**

Wessels is a keen driver and believes these cars are not mere ornaments, but should be used and driven on the road. "One of the most fun drives is to join fellow Model T owners on a journey from George to Kalk Bay for the Veteran Run. We joined the group in Barrydale for the drive to Calitzdorp, followed by the last stretch to George for a recent motor show. This is not a timed event, and you simply drive for the fun of it."

## **ARTICLES**

### **Visiting One of South Africa's Best Model T Collections**

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At home Wessels is busy restoring and rebuilding a few more of these pre-war classics, he even owns a 1913 Model T that has never been restored, which makes it a most unique specimen. The oldest Ford in his collection is the 1912 Model T, while the newest car in the collection is a single-seat racer from 1926. "I'm also building a genuine Ford Model T racing car. I've been planning and researching it for two years, and finally things are starting to come together," he says.

Fellow enthusiasts will usually inform him if there is a Model T up for sale, or when people are looking for a good home for their car. "I've recently acquired a 1912 Model T from a lady whose husband sadly passed away. After concluding the sale, I travelled to fetch the car and brought it to Cape Town. One must be prepared to travel far and wide if you're into collecting cars like these. The car is in a near-perfect condition. Subsequently, a few weekends ago I did the Kalk Bay Veteran Run in Cape Town with it.

Thankfully, it was already fastidiously restored by the previous owner, and I only had to do some minor work on the clutch, cooling system and engine."

## **A Model T Collection**

Wessel's collection of Ford Model Ts are on display at The Old Tannery in Wellington. There is also a plan for a small Model T Museum, where artefacts will be put on display by their current custodians. Needless to say, this space and collection will continue to evolve in the coming months and years - and is a must for any Ford enthusiast to visit.



## **ARTICLES**

**Cortina Changed Ford's Footprint in South Africa**

By Stuart Johnston.....



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**APRIL 2024**

- Mark I Cortina launched in late 1962, powered by a 1.2-litre engine and had a top speed of 125km/h
- The Cortina GT had lowered suspension, a rev counter, a short stubby gear lever and disc brakes up front
- Famous South African tuner Basil Green launched an inspired V6 version of the car in 1968 by transplanting the 3.0-litre V6 engine from the Zodiac into the Mk II body
- Five generations of Cortina produced in South Africa between 1962 and 1983 with more than 303 000 units sold

## **PRETORIA, SOUTH AFRICA, 06 March**

**2024** – Ford's Cortina was a car that redefined the boundaries between small and medium-sized cars that existed until that time. When the Mark I version launched in late 1962 it had a 1.2-litre engine, a unit that would normally be associated with a light car. And yet the performance on offer was close to the levels of the medium-sized cars of that era, and the same had to be said for the packaging of the bodywork.

The first Cortina was a genuine four/five-seater, but with a boot that was cavernous in comparison to anything else in its class. Straight away, customers who would have looked at the larger models on offer, with bigger engines and correspondingly higher prices, were prepared to give the new Cortina a once-over, and assess whether its performance could live up to expectations of a medium-sized car.

And by and large, it did. Its top speed of about 125 km/h was more than adequate for a 1200cc in those days, and ditto for the acceleration of 0-100 km/h in less than 20 seconds. What's more, Ford had a roll-out of models lined up for 1963 and '64 that would make the Cortina not only acceptable, but shape-shift the way enthusiasts perceived the Ford brand.

Following hot on the heels of the 1200 models were the 1500 variants in station wagon and sedan format for more lugging power. Then, in late 1963 came the car that became an instant icon – the Cortina GT. It had lowered suspension, a rev counter, a short stubby gear lever and disc brakes up front. Most important was the 1.5-litre engine with a Weber carburettor, branch manifold, higher compression, slightly wilder camshaft, and some extra trim, topped off, of course, by those GT badges....

The correspondence pages in Car Magazine in 1964 and 1965 were rife with controversy about Ford using the hallowed Gran Turismo suffix which, until that time, had been the province of exotics like Ferraris, Maseratis, Aston Martins and the like. But what the stodgy old purists failed to grasp was that, at the stroke of a few upper-case letters, Ford had made it ultra-cool to own a mass-produced light car that could deliver excitement on a day-to-day basis, at an affordable price.

## **ARTICLES**



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## **Cortina Changed Ford's Footprint in South Africa**

Continue.....

Not content with the 61 kW GT version, Ford then launched the Lotus Cortina, developed by Formula One guru Colin Chapman, which re-wrote race records all over the planet. The Cortina's launch had happily coincided with Ford's worldwide marketing campaign known as Total Performance, and this meant entering motorsport events in categories ranging from saloon car championships to rallying, the Le Mans 24-Hour and the Indianapolis 500.

Unfortunately, ordinary South Africans never had the privilege of being offered the specialised 78kW twincam Lotus Cortina here for sale. But Ford South Africa imported a handful of examples for our top two saloon car aces at the time, Basil van Rooyen and Koos Swanepoel, to contest the newly instated South African Saloon Car Championship in 1964.

Swanepoel, a humble mechanic from Cape Town, duly won the SA championship and in late '64 he found himself involved in snowball fights with the great Jim Clark at the ski resort in Cortina, Italy, the town that the little Ford was named after. Drivers from all over the world who had won a championship in a Ford Cortina were invited to the celebration, and Clark was one of those, having taken time off from his Lotus F1 duties to win the 1964 British Saloon Car Championship in a Lotus Cortina.

The global motorsport programme that underpinned the Cortina's appeal as a practical car brought huge publicity to the Cortina, and indeed, to Ford as a global brand. In the mid-1960s the Cortina had become South Africa's top-selling car and in its first four years sold 60 000 units. In early 1967 the Mk II version was introduced with a total re-style, and again it achieved great sales success. In this rendition, which was in fact slightly shorter but with a wider track, it received the famous Kent crossflow four-cylinder engine, which would have a lifespan of well over two decades and power many thousands of racing cars and sports car specials in all parts of the world.

Famous South African tuner Basil Green launched an inspired V6 version of the car in 1968 by transplanting the 3.0-litre V6 engine from the Zodiac into the Mk II body, and famously adding Rostyle wheels and a racing stripe that wrapped itself around the nose section of the Cortina. This was the launch of the famous Perana brand that would see it revered as a global icon a few years later, when Green went one better and transplanted a Mustang 5.0-litre V8 into a Ford Capri body shell.

## **ARTICLES**



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## **Cortina Changed Ford's Footprint in South Africa**

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The Mk II Cortina was undoubtedly better equipped and more sophisticated than the original Mk I Cortina. But the Mk III version which debuted in 1971 was probably the biggest evolutionary step in the Cortina's history. What had begun as a light car with medium-car benefits was now very much a mid-sized contender and, what's more, its sexy new Coke-bottle shape was given added sophistication, not least by the addition of a German-developed single overhead camshaft ("SOHC") engine in the top GT model.

The new Mk III's launch in South Africa had been delayed by strikes in the UK, which prevented certain components from reaching here, and because of this, the Cortina had slipped out of the top three on the sales list. But the Mk III sorted that problem out as soon as it came on full stream. During its third-gen model life, the top GT model underwent a significant change. The SOHC two-litre motor was quietly dropped from the range and in its place was the much more potent Ford Essex V6 engine, previously developed for the larger Zephyr/Zodiac range, which by the early '70s had been phased out. Initially this engine was introduced as a 2.5-litre option, but the GT model was given the full beans treatment with the 3.0-litre unit which was rated at 100 kW – a huge jump from the four-cylinder GT models available until that time.

With the better aerodynamics of the new body shape, the top speed of the mighty V6 Mk III Cortina GT was recorded by Car Magazine at an impressive 180 km/h. This was the dawn of the famous "Big Six" Cortina era, which defined this car as a serious performance contender throughout the rest of its lifespan. During this time the base model Cortina still used the famous Kent 1600 four-cylinder engine introduced in the Mk II, and these entry models had solid performance credentials too, for the family man or woman who wanted a strong, no-nonsense midfield performer. Another engine option was the two-litre V4, but it never enjoyed much popularity.

Also at this time, the Cortina bakkie was introduced, with 1.6 four-cylinder and 2.5-litre V6 engines. This was an amazingly successful vehicle that, due to top sales figures, would be manufactured long after the final version of the Cortina sedan was produced. What's more, the pick-up was a unique, wholly South African design, and so well thought-of that it was exported to the UK!

The Mk IV Cortina was introduced in May 1977 and by now the styling typified the knife-edge creases that were so popular in the late 1970s. The Mk IV had an increased glass area, plush interior and an engine range that once again included the two-litre SOHC engine as a midrange model option.

## **ARTICLES**

### **Cortina Changed Ford's Footprint in South Africa**

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The 3.0-litre V6 models were given upmarket nomenclature like “XLE” and “Ghia” and the front suspension retained the double-wishbone system introduced on the Mk III version to replace the MacPherson strut design of the first two generation Cortinas. An identifying styling feature of the Mk IV models was a switch to square-shaped headlights.

Perhaps the most notable achievement of this Mk IV model range was that it had bounced back to again become South Africa’s top-selling car, a position it had not held since 1965. It should be noted that in the late ‘70s South Africans were still very much affected by the fuel crises of late 1973 and many had made a switch to much smaller cars. Accordingly, the top-selling sales figures were a huge endorsement of the medium-sized Mk IV’s excellent design and specification.

The final Mk V Cortina was introduced in 1980 and was pretty much an evolution of the similarly-styled Mk IV. Beneath the skin, Ford South Africa was very proud of its new five-link rear suspension that, again, was developed in Port Elizabeth.

The top model in the range introduced the evocative XR6 name into the Cortina lexicon, essentially the GT replacement model. The XR6 had exotic Scheel rally-style bucket seats, pressed-steel wheels with a special “mag-style” pattern, spoilers and side stripes.

Essentially it was the same Big Six Cortina beneath the skin, and no-one seemed to care very much that its V6 engine had been around in the same basic form for nearly a quarter of a century!

For hard-core enthusiasts, who had been mesmerised by the first Cortina GT, the crowning glory for the Cortina range in South Africa came with a special run of 200 Cortina XR6 Interceptor models. The whole idea was to homologate a model for racing to run at the front of the Group One saloon car racing field. These came standard with three twin-choke Weber carburettors, a hot camshaft, branch exhaust manifolds, uprated suspension, and special alloy wheels. The Interceptors were painted a brash red and raced to winning effect in the Group One category against BMW 528s, by the likes of Sarel van der Merwe and Geoff Mortimer.

A lesser-known hot version of the Cortina XR6 at this time was the very rapid X-Ocet, marketed by a Port Elizabeth dealership, Simpson Ford. This car ran a modified 3.0-litre V6 motor topped off by a Holley four-barrel carburettor, and the X-Ocet was at least as quick as the Interceptor, but easier to keep in tune with its single four-barrel carburettor.

By the time Cortina production ended in the third quarter of 1983, with the introduction of the Sierra, more than 303 000 Cortinas had been sold in South Africa since introduction in December 1962.

## ARTICLES

**Cortina Changed Ford’s Footprint in South Africa**

Continue.....



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You still see Cortina cars and bakkies running around our roads today, and on the classic car circuit they are much prized as desirable and reliable cars that are easy to keep on the road because of spares availability.

They had a great motorsport legacy that continued right until the final series was built. It is not overstating the case for Cortina that this was the car that cemented the way us South Africans felt about the Ford brand; a car for the people that continued the legacy established by the amazing Ford Model T in our rugged country, over 100 years ago!



## ARTICLES

### **The Citroen Chevrons: Much More Than A Badge**

By Mike Hanlon, March 20 2005



Thank you **Berto Lombard** for forwarding the article for circulation in the Ahooha!

The Citroen Double Chevron badge is much more than one of the most famous brand marks in the world, it is constant reminder to every other car maker that their products rely on a Citroen invention: The Helical Gear, which is used in every vehicle on the road. Before the helical gear, gearboxes were noisy with constant whining, gears were difficult to engage and, once engaged, they provided a far from reliable transfer of power. Andre Citroen changed all of that. His family company Engrenages Citroen, invented, licensed and produced the first helical gears and their distinctive herringbone teeth provided the company with its first and enduring badge, one that has just been given a facelift for the new Citroen C5 and Citroen C4.



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## ARTICLES

### Notable “Firsts” in the Motor Car Industry

Alex Duffey

1

In this article I want to concentrate on some of the “first ever” accomplishments in the auto industry.

- a. Seatbelts: In America New York was the first state to require the wearing of seatbelts by the driver and passengers as mandatory. The first seatbelt law in the United States arrived on 1 January 1968 and mandated all car manufacturers to include seatbelts in every vehicle for every passenger. In 1949 Nash offered seatbelts as an option and in 1955 Ford did the same. Swedish manufacturers Saab and Volvo made seat belts standard equipment in 1958. By 1968 seatbelts were no longer an option in America. Seatbelts were made mandatory in Australia in 1970.



First optional seatbelts on the 1949 Nash



First optional seatbelts on the 1955 Fords



The three-point mandatory seatbelts of 1968.

The history of seatbelts in South Africa dates to the 1970s when the government recognized the importance of seatbelt usage in preventing injuries and fatalities in road accidents. In 1976 the South African government introduced legislation making it mandatory for all new vehicles to be fitted with seatbelts and in 1983 the Compulsory Seat Belt Wearing Act was enacted, making it compulsory for all occupants of motor vehicles to wear seatbelts while the vehicle is in motion. This law applied to both front and rear seat passengers.

Then in 1996 the National Road Traffic Act was introduced, which further strengthened the seatbelt regulations. It made it an offense for drivers and passengers not to wear seatbelts, and non-compliance resulted in fines or imprisonment.



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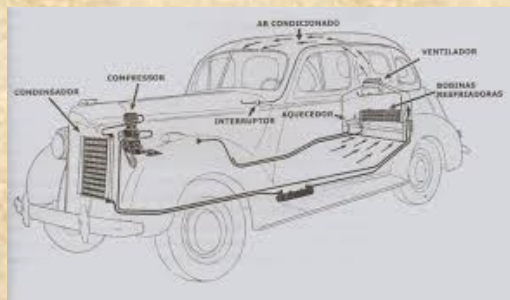
## ARTICLES

### Notable “Firsts” in the Motor Car Industry

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#### b. Air Conditioning:



First air conditioning in the 1939 Packard.

Chrysler Motors introduced the first practical semi-portable air conditioning unit in 1935, and Packard became the first automobile manufacturer to offer an air-conditioned car in 1939, but it was an optional extra. Cadillac followed with the same option in 1941. Before World War II, approximately 3,000 American cars were equipped with air conditioning. Most of the units were installed in expensive luxury cars sold in the Southwest. This trend continued well into the 1950s. The 1953 Chrysler Imperial was one of the first production cars to offer air conditioning as an option. GM made the air con as a standard feature in almost all their models in 1953, and Nash and Pontiac followed the trend the next year. In 1954, Nash joined the select group of carmakers offering factory-installed air conditioning.



1938 Nash All-Weather Eye air-conditioning.



1964 Cadillac Automatic Climate Control.



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## ARTICLES

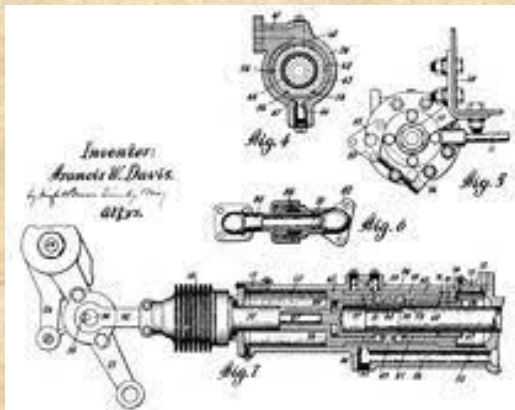
### Notable “Firsts” in the Motor Car Industry

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CONTINUE.....

One of its most striking features was an all-season air-conditioning system called the All-Weather Eye. Nash already had what many experts considered the industry’s best heating and ventilating system called the Weather Eye. Introduced in 1938, it provided summer cooling and winter heating with a single knob control and disconnected the compressor when it was not in operation. There was no need to manipulate multiple controls with All-Weather Eye. The entire Nash unit was located under the hood and weighed only 60 kg. Cadillac really changed the game by bringing an Air Conditioning control system for the first time in 1964. The setting allowed changing the car temperature to a preferred temperature.

#### c. Power Steering:



Francis Davis' 1926 Power steering patent.



1951 Chrysler Imperial Hydramatic power steering.

Francis W. Davis, a hydraulic engineer, receives the credit for first installing his first prototype power steering system in his own Pierce-Arrow Roadster in 1926. Chrysler introduced the first commercially available passenger car power steering system on its 1951 Chrysler Imperial under the name “Hydramatic”. In the 1960s, to reduce drivers’ workload even further, auto manufacturers introduced a hybrid power steering system. This combined hydraulics with an electric motor, which replaced the belt that was formerly used to regulate the strength and direction of hydraulic pressure.



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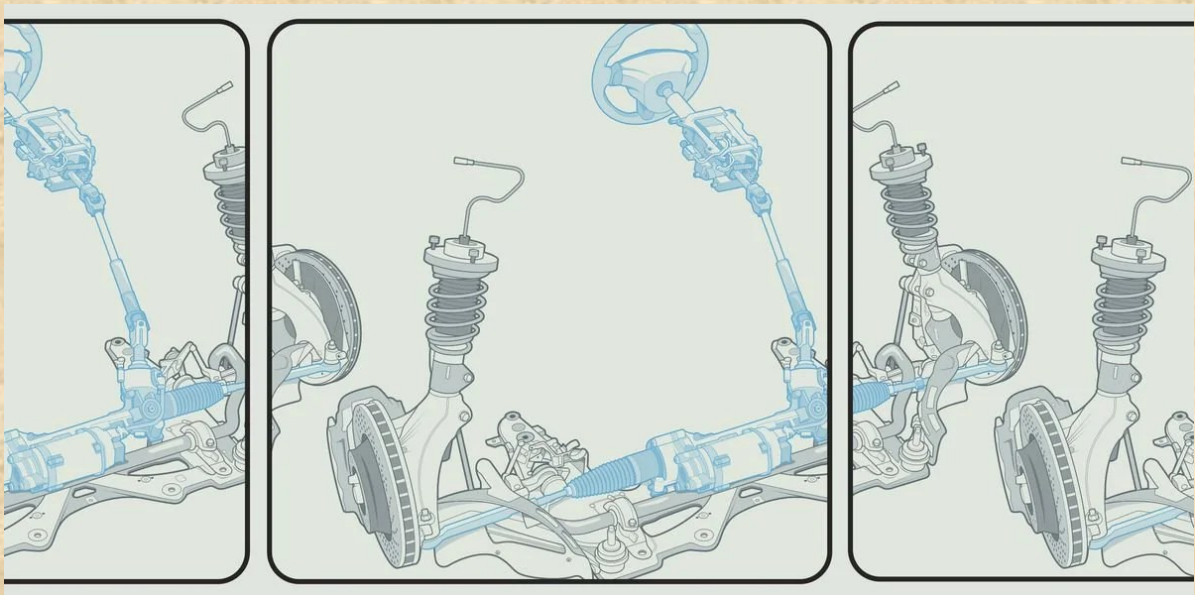
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## ARTICLES

### Notable “Firsts” in the Motor Car Industry

1

CONTINUE.....



The hybrid power steering system of the 1960's

#### d. Car Radio:



The Motorola radio receiver of 1929



Model A Ford fitted with a Philco radio in 1930.

Although Kelly's Motors in NSW, Australia, installed its first car radio in 1924, the car radio as we know it today was invented in 1929 by American Paul Galvin of the Galvin Manufacturing Corporation. They marketed a Motorola-branded radio receiver for \$130. Customers that wanted a radio in their car needed to purchase it as an aftermarket item as car makers were not yet offering them. Then just one year later, the 1930 Ford Model A had a \$200 option radio feature, which was huge



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## ARTICLES

### Notable “Firsts” in the Motor Car Industry

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CONTINUE.....

money back then. A Plymouth sedan, "wired for Philco Transitone radio without extra cost," was advertised in *Ladies' Home Journal* in 1931. In 1932 in Germany the Blaupunkt AS 5 medium wave and longwave radio was marketed for 465 Reichsmark, about one-third of the price of a small car. Because it took nearly 10 litres of space, it could not be located near the driver and was operated via a steering wheel remote control. In 1933, Crossley Motors offered a factory fitted car radio for £35. By the late 1930s, push button AM radios were considered a standard feature. In 1946, there were an estimated 9 million AM car radios in use. In April 1955, the Chrysler Corporation announced that it was offering a Mopar model 914HR branded Philco all-transistor car radio, as a \$150 option for its 1956 Chrysler and Imperial car models. In 1963, Becker introduced the Monte Carlo, a tubeless solid-state radio with no vacuum tubes.



1956 Chrysler Imperial Philco transistor radio.



Becker's 1963 Monte Carlo car radio

- e. Oldest car brand: The oldest car brand that originated in America and remains alive is Buick. It was founded on 19 May 1903 as the Buick Motor Company. William Durant took over Buick in 1904 and it became the flagship brand of the General Motors Company he founded in 1908.



The first Buick sold in May 1903.



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## ARTICLES

### Notable “Firsts” in the Motor Car Industry

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#### f. First 8-Track Tape Player:



1966 Mustang 8-Track player.



1966 Ford 8-Track player and radio options.

The 1966 Mustang was the first car with a factory in-dash 8-Track player. Later in 1966 other Ford cars also had 8-Track players. The 8-Track replaced the “Madman” Muntz 4-Track Stereo-Pak. By 1967, Chrysler and General Motors also hopped on board the 8-Track trend. In 1978, 8-Track sales peaked. In the early 1970s, cassette tape technology replaced the 8-Track players. Eventually, cassette tapes also met their demise as CDs started to dominate the market in the early 1990s. The first car with an original equipment (OEM) CD player was the 1987 Lincoln Town Car. Thanks to Pioneer, several cars utilized aftermarket car CD players back in 1984. By 1990, Car CD changers boomed in popularity, and many were boot mounted and could hold numerous CDs while dash mounted CDs could hold six or more.



1987 Lincoln Town Car CD player.



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## ARTICLES

### Notable “Firsts” in the Motor Car Industry

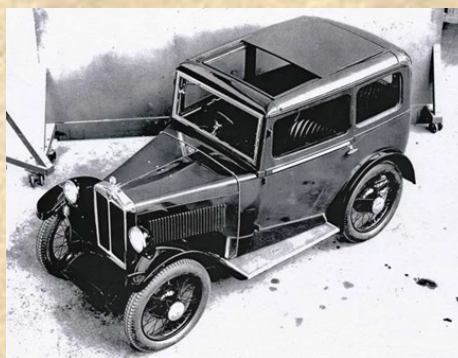
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#### g. Sunroof:



1925 Ad for the Pytchley sliding roof.



1932 Morris with a Pytchley sliding roof.

In 1925, Noel Mobbs of London was the first to commercialize (and patent) the sliding roof panel using the trade name of “Pytchley.” Early models more closely resembled a sliding hatch than a modern sunroof, although later iterations were improved to be flush with the roof when closed. In 1932, Morris started licensing the Pytchley mechanism for “sliding head” models of their Minor, Major, and Ten models. Other English manufacturers soon joined in offering the Pytchley roof, with Austin also offering it in 1932 and then followed Wolseley in 1935. The sliding roof would remain a pre-war British curiosity, as no companies outside the UK produced any vehicles using the Pytchley mechanism. The very first modern sunroof award goes to the 1937 Nash. Although crude by today’s standards, it featured a metal panel that could slide open and offering an “open cabin” experience. From 1939 to 1940, Buick, Oldsmobile, Cadillac, and LaSalle offered a sliding panel roof called the Sunshine Turret Top, perhaps the most cumbersome name ever to grace a sunroof. While it was created in response to the rising popularity of sunroofs in Great Britain at the time, it was not a licensed Pytchley design. Rather, it was developed and patented in-house by Ternstedt Manufacturing Company, a subsidiary of GM’s Fisher Body division.



First modern sunroof in the 1937 Nash



A 1939 Buick with a Sunshine Turret Top.



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## ARTICLES

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In 1910, Traugott Golde (the company) founded the “Golde Patent Top Manufacturing Company” in New York to make use of their US patents, where they started making their patent canopy roof for US consumption. Golde supposedly even independently invented a sliding panel sunroof in 1927, around the same time as Pytchley. By the mid-1950s, Golde was supplying factory sunroofs to Porsche, Volkswagen, and BMW. Mercedes-Benz was notably not a customer, but some Golde sunroofs still found their way to period Mercedes cars via the aftermarket. By 1960 Golde had landed two big OEM customers: First was Studebaker, to whom Golde sold their sliding fabric roof, which Studebaker would offer as a “Sky Top” option until 1963. Golde convinced Ford to offer a sliding panel sunroof option on the 1960 Thunderbird, making it the first post-war US car to be so equipped from the factory. Ford heavily promoted the sunroof, featuring it in TV commercials, print ads, and giving it prominent placement in the brochure. Ford set up a dedicated section of the plant for sunroof installation, which was a time-consuming and expensive process. The sunroof models also required numerous unique trim pieces, such as the headliner and a wind deflector mounted to the windshield header, which further increased costs.



1960 Studebaker with a Sky Top by Golde.



1960 Ford Thunderbird with sunroof Ad.

#### h. The first Hatchback:



1938 Citroën Tractin Avant Commercial.



1951 Kaiser-Frazer Vagabond hatchback.



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## ARTICLES

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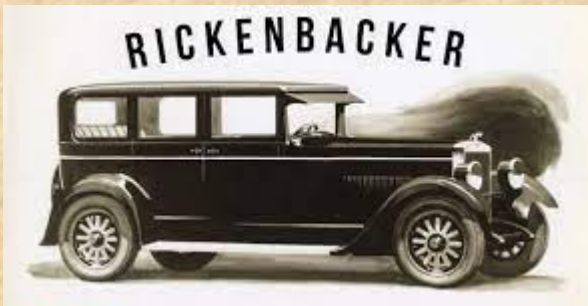
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The first production hatchback was made by Citroën in 1938: the (11CV) "Commerciale" version of their 1934–1957 Citroën Traction Avant series. The initial target market was tradesmen who needed to carry bulky objects, like butchers, bakers, vintners, and grocers. In 1949, Kaiser-Frazer introduced the Vagabond and Traveler hatchbacks. These models were styled much like a typical 1940s sedan, fully retaining their three-box profile; however, they included a two-piece tailgate as per the first Citroën 11CV Commerciale. The Vagabond and Traveler models also had folding rear seats and a shared volume for the passengers and cargo. The design was neither fully a sedan nor a station wagon, but the folding rear seat provided for a large, 8-foot (2.4 m) long interior cargo area. These Kaiser-Frazer models have been described as "America's First Hatchback". In 1959 the British Motor Corporation (BMC) launched a 'Countryman' version of the Austin A40 Farina. Just like its A30 and A35 Countryman predecessors, it was a very small estate car — but instead of regular, sideways opening rear doors, it had a horizontally split tailgate, having a top-hinged upper door and bottom-hinged lower door.



1959 Austin A40 Farina Countryman.

#### i. Safety Glass:



1926 Rickenbacker car with safety glass



Safety glass for the Ford Model A



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The first motorcars didn't come with windshields because they simply didn't need them. In 1903 a lab accident led to the creation of a safety glass prototype by Eduoard Benedictus. Safety glass had already been developed and a British patent for a sandwich of glass (glass celluloid glass) had been issued to J. C. Wood as far back as 1905. By 1909 the Oakland came with a windshield as standard equipment and four years later the 1913 Chevrolet came equipped with one. Other cars had windshields, but they were being offered as either a factory supplied option or as an accessory by someone with access to a supply of surplus glass. In 1910 Benedictus patented Triplex glass which consisted of two panes of glass held together by a layer of gelatine. By 1920 laminated glass was adopted as a safety feature for windshields and in 1926, the Rickenbacker cars offered safety glass as a standard feature all the way around. Ford then added safety glass to its Model A and in a 1928 full-page ad from the Triplex Safety Glass Company it noted, “The new Ford is equipped with a windshield of Triplex – the glass that will not shatter”. From 1936 to 1959, United States manufacturers used laminated safety glass in all windows except the rear window. By 1937, safety glass became mandated for all cars. In the late 50s and early 60s, car manufacturers started looking for cheaper glass to use in the passenger windows. By the 1960s, American manufacturers had, for the most part, abandoned laminated glass in favour of tempered glass. Beginning in 1966 cars came equipped with improved laminated windshields that could withstand nearly three times the impact of earlier versions.

PUNCH, OR THE LONDON CHARIVARI.—JANUARY 18, 1928.



**CUT BY GLASS—**

By careful driving many accidents may be avoided, but as our illustration shows, other road users may involve you. Official statistics prove that ordinary glass is responsible for the majority of personal injuries in accidents. Eliminate this ever-present peril by fitting your car with Triplex—the glass that cannot splinter.

Normal orders for Triplex can now be despatched with a ten days and delivered free throughout the United Kingdom.

**DON'T BE PUT OFF—**

*Get "Triplex" and be Safe*

**THROWN THROUGH SCREEN OF APPROACHING CAR.**  
Motor-Cyclist's Crash.

Whilst motoring near Wellingborough, Harold K. [redacted] a Salford mechanic, crashed into a twelve-foot bank at the side of the main road between Wellingborough and Kettering.

He was thrown clean through the wind-screen into a passing two-seater car, driven by T. [redacted] of Peterborough, and received numerous cuts. Mrs. [redacted] whom he fell, was also injured.

Extract from the "Manchester Guardian," 4th July, 1927.

The Triplex Safety Glass Co., 1, Albemarle Street, Piccadilly, London, W.1. Also The Triplex Safety Glass Co. of North America, Inc., 75, West Street, New York.

A beautiful 1928 Triplex Safety glass ad.



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## ARTICLES

### Notable “Firsts” in the Motor Car Industry

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#### j. Air Bags:



1967 Mercedes-Benz Air bags.



1973 Oldsmobile Toronado with airbags.

The concept and development of airbags started in 1941, but there was no notable success until the '50s. John W. Hetrick was the first person to claim a patent in 1953. Ford and General Motors, for example, started experimenting with inflatable restraints in the late 1950's. In 1967, carmaker Mercedes-Benz started to develop airbags for its vehicles. Two developments prompted that move: the rapid increase of accidents during the 1960s, and a new federal law that mandated 'automatic occupant protection systems' for every car in the USA starting in 1969. In 1971, Ford built an experimental airbag fleet and sold the Mercury Monterey with a passenger airbag option in 1972, claiming to be the first company to do so. General Motors tested airbags on the 1973 Chevrolet that was only available for government use and in 1973 the Oldsmobile Toronado was the first car with a passenger airbag available to the public. Later that year the first commercial airbags appeared in a run of 1,000 Chevrolet Impalas. GM then made its own air cushion restraint system (ACRS) available on Cadillac, Oldsmobile and Buick models in 1974.

In 1990 Ford made airbags standard equipment in all its vehicles.



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**APRIL 2024**

## ARTICLES

### **Volkswagen AutoPavilion marks 20 years of celebrating heritage**



**18 March 2024  
forwarded by  
Roger Houghton**

- The VW AutoPavilion was opened in March 2004
- The heritage centre was built following a R13-million investment

KARIEGA – In March 2004, the Volkswagen Group Africa plant in Kariega opened the doors to its own heritage centre for the first time. The VW AutoPavilion, which was built following a R13-million investment, was established with the ultimate aim of giving a home to Volkswagen's history and iconic vehicles, which could be enjoyed by employees and automotive fans alike. In the 20 years that have followed, the AutoPavilion has established itself as a landmark for Volkswagen history, doubling its vehicles on display and boasting various exhibitions. Over R5-million has been invested in expanding the AutoPavilion's offerings. Among the 51 vehicles in the museum are the icons in the 70 Years of Volkswagen exhibition, as well as a variety of Volkswagen Beetles, concept cars and even vehicles from the different brands produced in Kariega since the plant opened in 1946 (then called SAMAD). Aside from the exhibitions, the more than 670 000 visitors welcomed in the past 20 years have also had an exclusive look at the plant's production operations. Though the plant previously offered FactoryTours, this has been part of the AutoPavilion experience since its opening, with more than 350 000 tours being conducted in the past two decades. The tours, which are offered on weekdays and are free of charge to the public, are especially popular among school groups. "The AutoPavilion is how we share Volkswagen Group Africa's history with our customers," said Andile Dlamini, Head: Group Communication. "We are proud that this centre has been preserving our heritage and representing our company's story for the past two decades. We hope to keep sharing our automotive story for many years to come." To book a FactoryTour or find out more about the AutoPavilion, contact 041 994 5941 or [autopavilion@vwsa.co.za](mailto:autopavilion@vwsa.co.za), or visit the AutoPavilion adjacent to the Volkswagen Group Africa plant at 103 Algoa Road in Kariega.



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## **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.)*

|        |         |               |
|--------|---------|---------------|
| 04-Apr | Alex    | Duffey        |
| 07-Apr | Chris   | Roos          |
| 09-Apr | Annette | Jacobson      |
| 09-Apr | Lou     | Bornman       |
| 10-Apr | Mike    | Devenish      |
| 10-Apr | Attie   | Cloete        |
| 11-Apr | Karmen  | Swanepoel     |
| 11-Apr | Mike    | Nienaber      |
| 12-Apr | Theo    | Kraamwinkel   |
| 14-Apr | Ferdi   | Loubser       |
| 15-Apr | Joe     | Janssens      |
| 17-Apr | Celso   | Dos Santos    |
| 20-Apr | Frik    | Kraamwinkel   |
| 20-Apr | Mario   | Coetzee       |
| 22-Apr | Peet    | Du Bruyn      |
| 23-Apr | Christo | Basson        |
| 25-Apr | Dieter  | Vos           |
| 27-Apr | Billy   | Van den Ordel |
| 28-Apr | Morne   | van Vuuren    |
| 29-Apr | Andrea  | Basson        |





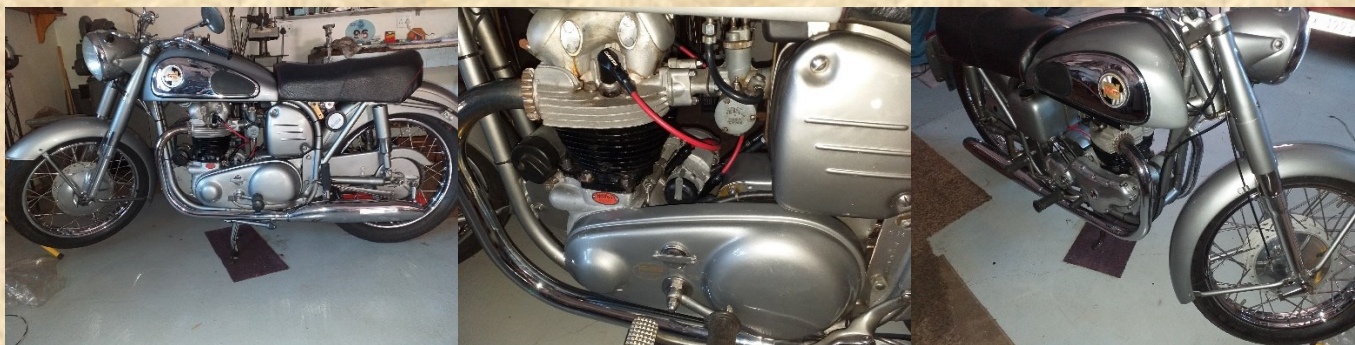
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## **FOR SALE**

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.

### **1957 Norton Dominator 99 for sale. (600cc)**



The bike is in excellent condition, and has completed many Fairest Cape rallies without a problem.

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Contact: Tony Lyons-Lewis 083 419 6566

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2. Cortina
3. Volkswagen
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5. Mercedes
6. Briek
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8. Stop
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10. Motor
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VEEL PAASEIERS  
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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.**

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Short sleeve - R450



### BLACK OR GREY STRIPE SHIRT:

Long sleeve – R500  
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### T-SHIRT:

White T-Shirt - R180



### OUTDOOR BLACK HAT:

R180





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## REGALIA



R350



R350



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R200



Cars in the Park – R120



POMC – Voorskoot  
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POMC: Swart Beanie  
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POMC – Beker  
R30



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



CIP Lap Embroid badge  
Big – R30, Small – R20



POMC – Motor wapen  
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