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POMC NEWSLETTER

JUNE 2024





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JUNE 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

5 June 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

Voorblad: Verskeidenheid uitstal motors by Oppirif Makiti dag

5 JUNE 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, 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	29 Junie 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



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JUNE 2024

FROM THE DRIVER'S SEAT

Neil Stander



After an extremely successful rally training event I would like to share the great experience we had when the club presented the event on the 19th May.

With an entry of 24 eager rallyists we as an organizing committee could not have been happier with the number of entries. Of the 24 entrants, we had awesome 18 first timers to the rally scene.

The day consisted of us explaining the importance of all the information on an entry form, followed by the theoretical training and then to the actual rally. We ran two "rally's, the first leg from the POMC club house to Kitty Hawke, about 40km and then from Kitty Hawke back to the club, about 60km. We scored all the entrant after the first leg and did some further training and explaining some of the tricks of the trade to rallying. We again scored the entrants at the end of the second leg with many scores almost half of those they got on the first leg.

We finished off the day with a braai at the club house with many asking further questions and just chatting about their experience of the day.

I want to say a very special thank you to Leon Stander, who assisted me in setting the route, scoring, and ensuring a seamless event. To my wife Amanda, for helping with all the admin and getting everyone documented for the rally early the morning.

To Sakkie Fischer for helping us get all the entrants away on time at the start of the rally. Emile who assisted with the SAVVA permit and Frik who as usual had the ground all ready for us and a nice warm cup of coffee when everyone arrived at the club house. All your assistance was truly appreciated.

We will definitely be doing another training event prior to our summer rally and urge those that couldn't make and those that want additional training to join us then.

Now to all those not so new rally enthusiasts please get your entry in for the Mampoer rally on the 29th June, the entry forms are available on our website.

AHOOHA
Neil



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JUNE 2024

CLUB MATTERS POMC COMMITTEE 2024



Voorsitter	Neil Stander	082 780 5333	neil@stander-za.com	
Ondervoorsitter	Isak 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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JUNE 2024

CLUB MATTERS

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May 2024 Guest speaker:

Thank you Doeke Tromp sharing your Namibia trip.
What an experience!



Doeke Tromp also received the Willard Xpress prize for attending the Willard Xpress show with his VW Karmann Ghia – Best motor of the day! Johan Robberts from Willard Xpress handed Doeke's price at the month meeting

New members:

Welcome to:

- Annalien Marais
- Reghard Erasmus
- Deon Roux

Junie 2024 Aanbieding:

Stefan Winterhoven kom deel sy ervaring met sy Simola Hill Climb in Knysna.

Wenner van Mei 2024 se lootjiekartjies

Congratulations to Isak Fischer for winning the May raffle ticket.



Raffle kaartjies word met elke maand vergadering teen R10 verkoop.

Ondersteun asseblief hierdie inisiatief.

Dankie aan Midas

Elarduspark wat die raffle

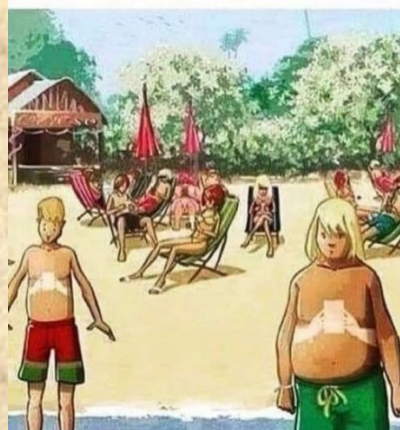
geskenke borg.

Indien enige lid 'n

Raffle prys wil skenk vir die trekking, kontak vir Barry Groenewald – 084 414 6144



The tan-lines of the next generation..





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JUNE 2024

UPCOMING MONTHS EVENTS



POMC - BRITISH CLASSIC CAR and BIKE DAY



9 June
09h30 till 14h00



Info:

Christo Ferreira 082 779 5703

Frik 082 444 2954

Frik Foto's



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JUNE 2024

UPCOMING MONTHS EVENTS



POMC EUROPEAN Day



14th July 2024
10h00 till 13h00



Classic and Vintage cars and bikes on display

@



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



Admission: Adults R30,-

Children Under 12 Free

Exhibitors and POMC members Free



**Refreshments by Sonitus School
and Hoot and Toot**

Braai facilities and Picnic area available



Info:
Kobus Ebersohn 082 366 2364
Frik Kraamwinkel frikkr@gmail.com 082 444 2954

Frik fotos



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JUNE 2024

UPCOMING MONTHS EVENTS



EDEN CLASSIC CAR AND MOTORCYCLE SHOW IS NOW PART OF KNYSNA OYSTER FESTIVAL

The Eden Classic Car Group (ECCG), which was founded two years ago, will hold a show for classic cars and motorcycles as part of this year's Knysna Oyster Festival. The show will take place at the Scarab Arts & Craft Village, located off the N2, west of Sedgefield, on Sunday, 23 June 2024. It will be open from 10h00 to 16h00. The Eden Classic Car Group is an association of passionate motor enthusiasts who own a wide range of classic cars and motorcycles. They will exhibit not only many of their own vehicles, but the show is also open to other classic car and motorcycle owners to apply to exhibit their vehicles too.

"We are delighted that the Eden Classic Car Group's first motor show will be in partnership with the popular Knysna Oyster Festival, which runs from June 21 to 30," commented Peter Pretorius, the chairman of the ECCG show organising committee and the person who was at the helm of organising the Knysna Motor Show for its first nine years.

"The venue, alongside the established Scarab Arts & Craft market, is ideally situated in the heart of the Garden Route. The timing is also suitable in that an influx of visitors from the rest of the country visit the Knysna area at this time of the year to enjoy the many events which make up the Oyster Festival, while it will also be school holidays," explained Pretorius.

"We have put together a dedicated team with experience in all the elements that make up such a show, along with a proven record of putting on a very special motor show. One of the objectives of this show is to raise funds for local charities besides building out the scope of the Knysna Oyster Festival," added Pretorius. The organisers will go out to its membership and other collectors requesting entries of classic and modern sports and high performance cars, as well as iconic collector cars and classic motorcycles. Other enthusiasts who would like their classic cars and motorcycles to be considered for this show should contact Peter Pretorius on Email at peterpretorius6@gmail.com.



Peter Pretorius heads up the organising team for the upcoming ECCG Motor Show in Sedgefield.

He was previously chairman of the organising committee of the Knysna Motor Show for nine years and is shown recently doing duty as a marshal at the Simola Hillclimb for the 14th time.



Motor shows on the Garden Route have proven very popular in the past and now there is a new show at a new venue – the Eden Classic Car Group's show to be held in Sedgefield on June 23. This picture was taken at the 2019 Knysna Motor Show, while the George Old Car Show continues to be one of the best-supported in the country



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UPCOMING MONTHS EVENTS



Continue...



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



PRETORIA OLD MOTOR CLUB

CARS *in the* PARK



4 Augustus 2024



ZWARTKOPS
RACEWAY
www.zwartkops.co.za





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JUNE 2024

UPCOMING MONTHS EVENTS Cars in the Park



By: Stuart Johnston

Count down to Cars in the Park on August 4, 2024

The count-down to South Africa's biggest classic car event has begun in earnest. On August 4, 2024, the 42nd **Cars in the Park** will take place at the **Zwartkops Raceway near Pretoria**, and the signs are that once again the event will be bigger and better than ever.

"The Cars in the Park for 2024 is just over two months away, and it's all systems go for another wonderful event," says Frik Kraamwinkel, the chief organiser of this event which is once again being run by the **Pretoria Old Motor Club**.

"As usual, we will be catering for over 2 500 classic and special-interest vehicles at Zwartkops, and we are again expecting upwards of 10 000 visitors. There will be a number of special-interest events that we will be celebrating in the classic car world, and our annual show will high light many of these," says Kraamwinkel. For many classic car lovers, the standout feature of the 2024 Cars in the Park will be the 60th celebration of the Ford Mustang. The Mustang legend keeps growing every year, and at Zwartkops on August 4, visitors can expect to see examples of all the iconic models that have made the Mustang such a legend in South Africa over the past six decades.



The first Mustang went on sale in America during April 1964 and became the fastest-selling new car in history. It was launched globally as a 1965 model, and in that year South Africans were able to see the first examples of Ford's pony car, which was only available in left-hand-drive, as a special import. The first right-hand-drive Mustangs only became available half a century later and since then Mustang fever has been sky-high in this country. Many left-hand-drive models were privately imported here, and some very special models, such as the Shelby examples from the late 1960s are expected at Zwartkops on August 4.



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UPCOMING MONTHS EVENTS Cars in the Park



By: Stuart Johnston continue.....

A number of other marques are celebrating special anniversaries this year, notably Porsche with its equally-iconic 911 series. Porsche first showed the original car in Frankfurt, Germany, badged as a 901 model in 1963, but it went on sale in 1964 as a 911. A small number of South African enthusiasts were able to purchase specially-imported examples of this stand-out sports car, so fans can look forward to a full sweep of classic Porsche 911 models at this year's Cars in the Park.

Fiat is one of the oldest car brands in the world, and this year the famous Italian brand celebrates 125 years since the company was formed in 1899 by Giovanni Agnelli. Fiats have long enjoyed a special place in the hearts of South African enthusiasts, and Fiat club members are organising some very special models from the company's history for August 4.

In the pit area at Zwartkops, the Pretoria Old Motor Club traditionally assembles a display of special interest vehicles, under the guidance of long-standing POMC member Emil Kuschke. This year, says Kuschke, the focus will be on Pre-World War Two cars, dating back from the late 1930s to the vintage era. Several fascinating examples of these older cars will line up in the Zwartkops pits focussing on the rounded shapes that became popular in the mid-to-late 1930s. These shapes also extended through to the late 1940s, as most manufacturers continued with existing pre-war models well after World War Two ended in 1945.



The Pretoria Old Motor Club's membership has a strong focus on earlier cars in South Africa's motoring history, and it will be fascinating for visitors to see motorcars from America, England and Europe dating back over 100 years, and comparing them with modern supercars, which will also be on display at Zwartkops.

"We have once again received requests from over 100 cars clubs for specific display areas, and the fascinating aspect of the clubs' displays is that they showcase members' cars which are often very old, sometime dating back to the 1920s and earlier, right through to the modern era. A good example of this is the Mercedes-Benz Club.", says Frik Kraamwinkel.



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UPCOMING MONTHS EVENTS



Cars in the Park By: Stuart Johnston Continue...

“The motor clubs have always shown tremendous support for our show, and we are very aware of their importance to the old car movement.”

However, the unique aspect of Cars in the Park is that ordinary, non-club-affiliated owners of classic cars built more than 30 years ago are also invited to showcase their cars on August 4. Drivers of classic cars and one passenger will be admitted free of charge to the show and traditionally this policy by the club has seen all sorts of weird and wonderful classic cars turning up at the event – some immaculate, others in a delightfully-scruffy state of presentation.

“Every year we see cars that have been recently unearthed in an old barn or garage and brought out specially for Cars in the Park. So even regular visitors to our annual show over the past forty-something years can look forward to seeing newly-discovered classics they have never seen before.”



Over the years, Cars in the Park has grown to be a wonderful family-day of entertainment, even for people who are new to the classic car scene. This year there will be close to 140 stalls selling everything from full-sized motorcars to model cars, clothing, books, tools, and novelties. There will also be live music, special children entertainment, and plenty of food and drink on offer.

A highlight of this year's show will also be a special rally stage run on the Zwartkops karting circuit in the heart of the show area.

The grounds at Zwartkops Raceway, located on the R55 route near Laudium, west of Pretoria, will be open to receive classic cars from 6 am on Sunday, August 4, 2024, and enthusiasts wanting to show their genuine classics are advised to have their cars on show by 8.30 am. Drivers of classic cars, plus one passenger, will be admitted free of charge before 8.30 am.

The gates for the general public open at 8.30 am, and this year tickets for the show will be available from iTickets at R120 for adults, while children under 12 will be admitted free of charge. Adult tickets at the gate will cost R140. For more information visit the Pretoria Old Motor Club's website on <http://www.pomccitp.co.za> or visit the club's Cars in the Park page on Facebook.



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JUNE 2024

UPCOMING MONTHS EVENTS



Continue...



**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
083 677 2334 Leo
083 391 6226 Tom

Accommodation provided by:
Hotel Numbi & Garden Suites





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JUNE 2024

MONTH EVENTS

Cars at Loftus Park 2024

Daantjie Badenhorst



The Pretoria Old Motor Club held its annual event at Loftus Park on Sunday the 26th of May 2024 and a variety of cars were on display.



The car that attracted the most attention was the 1934 Bentley Derby owned by Chris Snyckers. It used to be his father's car and although it was painted green during its lifetime, it was re-painted in its original color scheme. The gearbox and electrical system have been re-done, but otherwise the car is in its original condition. This was the last car to be designed by W.O. Bentley before Rolls- Royce took over.



Another car from the pre-war era that attracted a lot of attention was Morné Janse van Rensburg's 1930 Ford Model A. He has owned this car since 2018 and has restored it to its original condition. He has had the fenders re-paint and the tires have been replaced.



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MONTH EVENTS

Cars at Loftus Park 2024

Continue...



The Ford Anglia and Prefect were originally introduced in 1938 and the first generation remained on the market until 1953. The Prefect was the four-door version of the Anglia and a bit more up-market. Pieter Cronjé displayed his 1947 model, which is in a 99% original condition. He has owned this car for thirty years.



The Triumph GT 6 was based on the platform of the Spitfire but had a fastback body and a same engine as the Triumph 2000 sedan. It was first introduced in 1966, and Attie Cloete's immaculate Mark 1 was manufactured in that year. He bought it in 2016 after it stood in an aircraft hangar in Knysna and developed rust on its roof and bonnet. The restoration project took five years, and everything has been re-done. It was the subject of a presentation at the Pretoria Old Motor Club after restoration was completed.



Bill Flynn is well-known for being a Triumph enthusiast, but this time he displayed something different. A friend of his is in the process of selling his 1999 Mercedes-Benz CLK 320 with an AMG body kit, and he asked Bill to sell it on his behalf. The car is still in an immaculate condition, and anybody who is interested, can contact Bill directly.



The Mercedes-Benz 190 was belatedly introduced to South Africa; just after the original C-Class was internationally introduced in 1993, a handful of 190 models were imported to South Africa. Sam de Fonseca owns one of them; a 1993 190 E 2,0 which is in its original condition. Even though the Sportline version only came as a 2,3 and was fitted with alloy rims, his car, which has the standard wheel covers, was fitted with this badge before he bought it.



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MONTH EVENTS Cars at Loftus Park 2024 Continue...



The Mercedes-Benz Unimog has been in production for decades and is an uncompromising off-road vehicle that is highly suitable for military use. Two of them were on display. Pottie Potgieter's 1978 model is a "work in progress" and is the second one that he has owned. It was previously used by the South African National Defence Force and is fitted with the Square Cab built by the Defence Force.



Marié de Beer displayed her 1980 Unimog; it was built from scratch and the project took three years to complete. It was custom built according to the previous owner's needs.



"Moking is not a wealth hazard" was one of the cleverest advertising slogans ever, and the vehicle it promoted was the Mini Moke. This was reminiscent of a beach buggy but has never been officially introduced to South Africa. However, a few were imported, like Koos van Rooyen's 1965 Austin Mini Moke. He has owned it for thirty years, and the most important changes made to it, was the fitment of Minilite rims and the twin-carburetor 1275 cm³ engine from the Mini GTS.



Not all classic cars are more than twenty years old; some of them have gained this status from the moment they were introduced. One example is the Alfa Romeo 156 GTA. The 156 range was the most successful that Alfa Romeo has ever introduced, but the GTA is an extremely rare, and highly sought-after model that was developed for motor racing. Only seventy examples were imported to South Africa. Jeffrey Willetts owns one of them, and the only feature of his car that is not original is the alloy wheels. He has owned this car, manufactured in 2003, for fifteen years.



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JUNE 2024

MONTH EVENTS

Cars at Loftus Park 2024

Continue...



Another car that falls in this category is the Porsche 911. Nilto de Gouveia displayed his 2019 Carrera GTS, which drew a lot of attention. However, this is not just any Carrera GTS; it has been extensively modified, with carbon fibre body panels and dropped suspension. He has owned this car for four years.



A different Porsche on display was Dominic Ritchie's 1984 model 944. He has owned this car for only five months, but it has gained a following on Instagram because of its Marlboro livery. He has had an oil cooler, roll cage and racing seats with harness seat belts fitted to it and the car also has no power steering. He uses it as a track car over weekends.



A car that has totally disappeared from South Africa's roads despite being popular when it was new is the Nissan Skyline 2, 8 GTX. The reason for this is that many of them have been modified, messed up or neglected. However, a few original models have survived. Gerhard Botha's 1985 model is one of them. Towards the end of 1985, the Skyline range underwent an extensive facelift, and Gerhard's car is one of these later models. It has been in his family's possession since new and it still has its owner's manual and service booklets. The car has only done approximately 144 000 km and still looks new.



The Isuzu KB 20 was originally marketed as a Chevrolet LUV in South Africa, and only one engine, a 1,6 liter with an overhead camshaft, was initially available. It was introduced to South Africa in 1972, and Raymond Vonk's LUV was one of the early models. He has decided not to restore it, therefore it is still original. An interesting feature of his pick-up is the drop side body.



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JUNE 2024

MONTH EVENTS **Cars at Loftus Park 2024** **Continue...**



The third-generation Chevrolet Camaro was introduced in 1982 and only a handful were privately imported to South Africa. One of them is the 1984 Camaro Z/28 which Mark Grota has owned for seven years. Because it is left hand drive, it must have been imported from the United States of America. He has had it resprayed; otherwise, it is original.



The Ford Cortina Mark 3 is a rare sight on South Africa roads nowadays, especially one which has had only one owner throughout its lifetime. Theuns Kriek's 1,6 L is one such example; it was one of the last Mark 3's to be manufactured anywhere. It left the factory in January 1977, three months before the Mark 4 was introduced.



Theuns bought it in July 1977 at a special price, and the green body color, known as Wild Grass, was extremely rare. This color was also used on a limited-edition version of the Escort Mark 2 at the time. The car is still original but a respray was necessary after water entered the tail lamps. He had its cylinder head replaced at 140 000 km. In 2013 he and his son took part in the annual Bull Run.

The next event on the POMC calendar will be the British day on Sunday the 9th of June at the club premises in Silverton.



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JUNE 2024

MONTH EVENTS JOURNEY INTO THE ABYSS



19-06-2024 By Leon Stander

On 29 May some very brave souls gathered at the POMC clubhouse to start a new journey into the unknown. This unknown and scary journey was to learn the ins and outs of SEALED ODO Rallying.

In an effort to invigorate the sport of sealed odo rallying and get “new blood” into the sport the POMC organised a “training rally” for newbies. The idea was to create sufficient interest within our club members to encourage them to participate in the official rallies that are organised by the POMC, as the number of participants from within our club members has been dwindling.

This was a first in many ways as not only were we trying to attract the newbies to sealed odd rallying, it was also the first time that the Clerk of the Course was organising a route. Much debate was had as to how many entrants were sufficient to make the day a success and it was decided that numbers did not matter as we were trying to get new blood – even 3 newbies was good.

What a surprise – **18** entrants that had not rallied before were up early on Sunday morning to start this new adventure. We had fathers bring their children, grandfathers bringing their grandchildren, Uncles introducing their nephews to the sport, sweethearts partaking as a team. It was awesome to see the enthusiasm from all as they were drinking their early morning coffee. There were, however, also a lot of worried faces amongst them.

The first step was getting the documentation part sorted. Our thanks go out to Amanda, Sakkie and Frikkie who all helped with this important task. This was also part of the training, as most of the participants had not done this before. The importance of documentation was explained, and everyone seemed to be happy once they understood all these forms and papers they had to complete.

Once documentation was sorted Neil Stander gave a short presentation on the intricacies of sealed odo rallying. There were a few astonished faces when it was explained that odometers and speedos were to be blanked out.



The group who embarked on this daunting and unknown journey



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JUNE 2024

MONTH EVENTS JOURNEY INTO THE ABYSS



19-06-2024 continue...



Presentation By Neil Stander

There were even some definite no's to doing this. Once the use of stop watches, rally tables, kilo stones along the route and other time keeping methods was presented even the guys that said no to sealing odo's and speedos were up to the challenge of seeing if they "can do this".

The training rally was in 2 parts. It was explained that this event was not to declare a winner, it was purely to make everybody comfortable with the techniques presented. The first part was a short 37km route which ended at Kitty Hawk where scores were calculated. The first section had plenty of clues

with calculated times to give the participants confidence in the

application of keeping to speeds by means of time, rally tables and kilo stones. Enough time was allowed for at Kitty Hawk for participants to ask questions and get guidance for the second part of the event.

The second leg of the event was slightly more challenging in that not as many clues with times were given. The entrants now had to use the skills learnt and practiced on the first leg to keep to the times and speeds set by the organizers. The organizers also put in few "tricks of the trade" to make the participants aware of what can be expected. On return to the clubhouse, scores were once again given to each participant. It was awesome to see the reactions from each and everyone as the goal of seeing if I can do better the second time was achieved. Also, those who were not sure of their left to right turns took it in their stride and were eager to see if they did manage to get back on time after the little faux pas.

Thanks to all who participated. The POMC thanks our members who came out in their numbers and made the day such a huge success. From comments heard and received, there is not as much mystery surrounding our sport anymore and several assurances were given that there would be some more participation in the upcoming Mampoer Rally.

Thank you to all the participants – you are truly awesome. The POMC will be doing this again – so keep a lookout for the next date.



Tom making sure everything is ok for his nephew Michael



Ready to embark on the journey



a-hoo-ah!

JUNE 2024

MONTH EVENTS TRIAL RALLY



Deur Leani vd Heever 19-06-2024

Navigators In Opleiding

Nuwe navigators is op 24 Mei 2024 by die Ou Pretoria Motor Club opgelei.

Oom Neil en Oom Leon het die kursus aangebied en ons alles vertel wat ons moet weet, doen en nie doen.

Tannie Amanda het ons gehelp met ons vorms en om ons vorms in te vul. Elke persoon het hul eie indemnity card gekry en na ons, ons roete kaart gekry het was ons op die pad.

Ons het by Kitty Hawk Aeropark gestop waar scoring gedoen is vir die eerste rondte en middagete te kry en toe begin die tweede rondte, oppad terug Pretoria Ou Motor Club.

Om te Navigate kan stresful wees maar dit is ongelooflik lekker.

En ek beveel aan as jy dit nog nooit gedoen het nie, daar is blykbaar nog 'n kursus aan later die jaar.



Scoring by Kitty Hawk



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JUNE 2024

MONTH EVENTS OPPIRIF MAKITI

Johan Stapelberg



POMK- uitstappie van die jaarlikse Lynnwoodrif Gemeente se Oppirif Makiti op 1 Junie.

Nie minder nie as 15 lede het die Makiti bygewoon in goeie weer en gemaklike, gesellige atmosfeer. 'n Groot verskeidenheid kosstalletjies, en ander tipiese kermisstalletjies, het uitstallers die geleentheid gegee om benewens die lekker gesels met mede-uitstallers, ook rond te beweeg en die dag te geniet.

Die gemeentebestuur wil elke uitstaller van harte bedank vir hulle teenwoordigheid. Elke motor het ryke herinneringe opgeroep en besondere kleur aan die dag se verrigtinge verleen.



Uitstallers het elkeen 'n pakkie kaartjies ontvang vir kos en koeldrank. Daar word DV volgende jaar gedink aan 'n "deurry" uit en weer terug in die

terrein in -motors en hulle eienaars sal dan individueel aan almal teenwoordig, voorgestel word, in stede van 'n blote beskrywing van die motors in statiese posisie oor die klankstelsel.





a-hoo-ah!

JUNE 2024

MONTH EVENTS OPPIRIF MAKITI

Continue...



Daar word ook voorgestel dat die Makiti eerder om 09:00 begin, in plaas van 10:00. Lede word genooi om nog voorstelle te deel met Johan Stapelberg,

die organiseerder van die oumotor-uitstalling by die Makiti. Foto's is deur Frik en Daantjie geneem, baie dankie ook daarvoor.





a-hoo-ah!

JUNE 2024

ARTICLE ***Britain Under Kover***

By – Joe H. Palmer



Die Koue Feite van Brritse Karre

So, jy het agtergekom dat somer in Brritanje is op 'n Vrydagmiddag tussen 13:00 en 14:00? Ons met die Britse (en Skotse) bloed weet nie hoekom ons voorgeslagte na Suid Afrika geëmigreer het nie. Maar sommer met die intree op Britse grond weet ons hoekom hulle in Suid Afrika agter gebly het. Son.

The weather is good reason why they call it the "UK" – "Under Kover" – Cloud "Kover". Or to be grammatically correct, "cloud cover", that is. That may be true but one thing you should know is that their weather forecast is accurate – very accurate. If they tell you that the sun will shine in Oxford between 11:00 and 13:00 on a particular day, believe me it is spot-on.

But to be at Oxford between 11:00 and 13:00, you need wheels. Despite the excellent transport infrastructure, you still need a car to arrive at the right spot at the right time.

But referring to "Kover" versus "Cover". I was amazed to find that there are people in the UK that can actually speak English. In Weston-super-Mare I met a big guy in the hotel lobby and politely (yes, I can be that) I said in my best English "Good morning, sir". The next moment he dropped a glass or something and I looked around to see where it fell – only to realise that the sound of breaking glass came from his mouth. I frowned and again the sound of breaking glass poured over me. By then my face must have shrivelled like a prune as my frown deepens. Then came a response I understood: "Oh sorry, I am Welsh. Good morning to you too sir". That sounds better.

Maar dit was maar net die begin. Die volgende oggend vroeg stap ons na die "Underground" (in die algemeen bekend as "Mind the Gap") om die trein te neem na Trafalgar. Ons was die enigste "whities" en ook die enigste wat Engels (of Afrikaans) gepraat het. Welkom in die "UK"! Maar genoeg oor taal, ons is hier om oor karre te praat.



Mens kan nooit verdwaal in Londen nie want alle treine vertrek vanaf "Mind the Gap" en stop weer by "Mind the Gap".

Traffic Spoils the Car Experience

Geen Jaguar is Gebou vir Verkeer

Londen is 'n tipiese makro stad met sy verkeer. Dis wanneer jou Porsche net so vinnig is as die Morris voor jou. Maar hier kos dit jou 'n klein fortuin om met 'n olie- of petrol brander deur die strate te ploeter.

Elektriese karre en busse word verdra maar aardgas karre is taboe weens die gebrekkige LPG-infrastruktuur.



a-hoo-ah!

JUNE 2024

ARTICLE *Britain Under Kover* Continue...



Meeste areas verbied ook LPG-karre weens veiligheidsredes. Dacia is die enigste vervaardiger wat nog LPG-ombouings in Engeland doen.

The London Ultra-Low Emission Zone (ULEZ) is enforced by both static and mobile cameras and the charge applies 24 hours per day, seven days per week. To avoid the charge, diesel vehicles must meet the latest Euro 6 emissions standards, with petrol vehicles needing to meet at least Euro 4 – an older emissions standard.

Petrol cars that meet the ULEZ standards are generally those first registered as new with the Driver and Vehicle Licensing Agency (DVLA) after 2005, although cars that meet the standards have been available since 2001. Diesel cars that meet the standards are generally those first registered with the DVLA as new after September 2015.

What is the ULEZ charge? To enter a City centre ULEZ you must be prepared to pay the following:

“The daily charge is £15 (ZAR347) if you pay in advance or on the same day, or £17.50 (ZAR405) by midnight of the third day after travel. If you don't pay by midnight on the third day after travel in the zone, you will receive a Penalty Charge Notice (PCN).”

My recommendation is rather take the “Mind the Gap”. But despite all the red tape, we still saw some interesting wheels in London.



All in one shot. An electric car, Porsche opulence, London bus and taxi at walking speed near Trafalgar Square.



Hierdie Tweede Wêreld Oorlog GMC Amphibian het 'n tweede lewe gekry as 'n toeriste dobbertjie in die Teems Rivier.



No discount for pensioners. The driver of this Citroën must pay the full ULEZ.



Ek wonder of Allan Sugar (nie op die fiets nie) sy ULEZ betaal?



a-hoo-ah!

JUNE 2024

ARTICLE *Brritain Under Kover* Continue...



Restricted to the hotel lobby, this Ferrari 250LM may only be visited by residents.



Any British car's menaces – rust.



What is London without a Bentley or a Rolls.



The only time you'll give your girlfriend a 'lift' in public is on a Bollywood movie set, like this one shot on Trafalgar Square.

The Green Green Grass Around the Garage

Waar Mot, Roes en Leyland Kwaliteit Als Verwoes

Die Britse platteland is waar jy die ware leefstyl en ou karre kan ervaar. Dis nou die ou karre wat die nat weer oorleef het na vele jare. Die Britte is ernstig oor hul ou karre en as 'n Leyland kar die roes oorleef het, is dit waar jy hom sal sien.

Maar ook vele kar museums is versprei oor die platteland. Verseker is 'n besoek aan een of meer die moeite werd.



A Charade in Chipping. We never saw them here – thank goodness



a-hoo-ah!

JUNE 2024

ARTICLE *Britain Under Kover* Continue...



The right car to drive to the Antiques Road Show.



Looking slow standing still, this Traveller seems to be in daily use.



Rare icecream weather in Scarborough.



Slow roads and fast Jags in Stratford.



First manufactured by Leyland (1974), the only good thing about the LDV Pilot is the Peugeot oil burner. Today the company is in Chinese hands and might now find its way to South Africa.



'n Besonderse Vespa in Scarborough.



a-hoo-ah!

JUNE 2024

ARTICLE *Britain Under Kover* Continue...



Vespas "invading" York.



If you run out of red and white paint but you still have green.....



Die Britte weet wat 'n "Bakkie" is maar dis skaars hier. Land Rovers is nie.



An Austin Oxford in Oxford.



An over-the-top Carnival in Weston-Super-Mare. Each cart is hauling a huge powerplant, which is drowned out by loud music.



a-hoo-ah!

JUNE 2024

ARTICLE

Brittain Under Kover

Continue...



This Reliant Robin in Oxford was fitted with a speedometer reading gauging up to 240km/h. An owner with a sense of humour.

The Robin Bugly is not so Reliant

‘n Driepoot Pot is meer stabiel

Ja ons ken die gevoel. Jy sukkel om die ysterpot se deksel op te kry en die volgende oomblik ~~moe~~ val die pot om in die vuur. Die vuur dood en die kos weg. Op daardie oomblik ontdek jy ‘n nuwe talent. Jy kan ‘n taal praat wat jou vrou, kinders en jyself nog nooit gehoor het nie. Dan wonder jy hoekom de vonkprop het ysterpote drie pote? Maar volgende keer dan gryp ons weer die ysterpot vir daardie skaapskenkels wat meer as steak kos.... Ons kan hom maar net nie los nie.

Nou verbeel jou ‘n ysterpot met drie ronde pote – teen 80 km/h! Verf hom rooi en noem hom ‘n Reliant Robin - of sommer ‘n Bug soos hulle hom en die “Bond” daar ken.

The ‘Bug’ nickname (more given to the “Bond”) is obvious. It is (b)ugly and reminds you of an Aradidae – or sommer just a “Bug”.

The Reliant Robin is a small three-wheeled car produced by the Reliant Motor Company in Tamworth, England. It was offered in several versions (Mk1, Mk2 and Mk3) over a period of 30 years. It is the second-most popular fibreglass car in history after the Chevrolet Corvette, with Reliant being the second-biggest British car manufacturer for a time (oh my goodness, how is this possible).

The Robin was first manufactured in 1973 as a direct replacement for the Reliant Regal. These models feature a 750cc engine, but in 1975, the car received improvements including an 850cc engine. The Reliant Robin was well received in the 1970s because of good work executed by Ogle Design and affordable price, considering 70 and 85 mph (113 and 137 km/h) was possible. But if you plan to go beyond 80km/h, please let me out first.

The final original version of the Robin rolled off the production line in 1982, and after several limited editions, including the GBS and the Jubilee, it was replaced by the restyled Reliant Rialto designed by IAD in Worthing, UK.

The single wheel in the front is responsible for the steering, while the engine (also in the front) drives the rear axle. Thank goodness for the extra weight to help keep it on all threes. The Reliant Robin aimed to “provide economical and predictable personal transport”. “Predictable” must imply that you do know it will topple over some or other time. The 850cc engine gives an acceleration of 0 to 60 mph in 14 seconds and a top speed of 85 mph, but that will exclude me from the passenger seat. The Robin also give a very good economy figure of up to 70 mpg.

Being a three-wheeler with an official mass below 450 kg, the Robin could traditionally be driven in the United Kingdom and registered and taxed at motorcycle rates. Up until 2001, the B1 licence entitlement was given to those who passed the category A motorcycle test. Those passing their motorcycle test after 2001 could not drive a Robin, until the law changed in December 2012. As of 29 December 2012, tricycles such as the Robin no longer fall within the B1 category licence; in-line with European Union law.



a-hoo-ah!

JUNE 2024

ARTICLE *Britain Under Kover* Continue...



Tricycles are now classified under the category A "motorcycle licence". As such, any person holding a "full motorcycle licence" may legally drive a Robin.

Interest in the Reliant increased once more after January 2013, when the licensing scheme was changed once again. From 2013, a holder of a full category A motorcycle licence, over the age of 21 may drive a three-wheeled vehicle of any power.

Teen die tyd lei jy seker af oor hoe ek voel oor die Robin Reliant. Net soos die Chevrolet Convair; onveilig teen enige spoed. Al wat ek nog kan sê is - waar kan ek een kry?

***Scarborough Fair, Withby (would be)
the Right Place to go***

**Oud, Rook nog steeds maar is
Gesond**

Ek gee my ouderdom weg as ek sê dat as kind het ek stoom padwerk voertuie gesien. Ek onthou toe my Oom se kar in die pad gebreek het terwyl hulle Sabie se hoofstraat geteer het. Toe hy die spanner (ook bekend as 'n moersleutel) soek, het die stoomroller dit in die teerpad vas gerol.

Maar teen die tyd wat ek skool toe moes gaan, het die stoomrollers verdwyn en deesdae verdwyn ons Afrikana as skroot metaal vir 'n paar Rand in "iemand" se sak. Maar des ondanks die weer het 'n paar stoomvoertuie in die UK oorleef.



Old, still smoking but nevertheless healthy. A beautiful fully functional steamer in Whitby. No euro 6 catalytic converter for her. GT2827 Elizabeth is a steam powered combination bus that operated in the English seaside town of Whitby but later moved to the more touristic Weston-super-Mare to make its keep more viable.



Going to town in the Cotswold. Note the shopping bag. Ma'm, you are doing Massey Ferguson proud.



a-hoo-ah!

JUNE 2024

ARTICLE *Brritain Under Kover* Continue...



A Triumph Dolomite in Stratford Upon Avon, Shakepear's hometown. But not old enough to have been his daily drive. The Dolomite was the final addition to Triumph's small-car range (codenamed "Project Ajax"), which had started in 1965. It was designed to be a replacement for the Triumph Herald.



Postman Pat is still doing duty despite Mr Google and his friend Email killing off handwritten letters.



A Triumph at the Sparkford Museum.



Oxford se eie "Saint's Volvo".

Self-Explore the Countryside for so much more

Die Reuk van Ou Petrol, Ou Garages en Grotte



The Haynes Motor Museum near Sparkford is worth the trip.



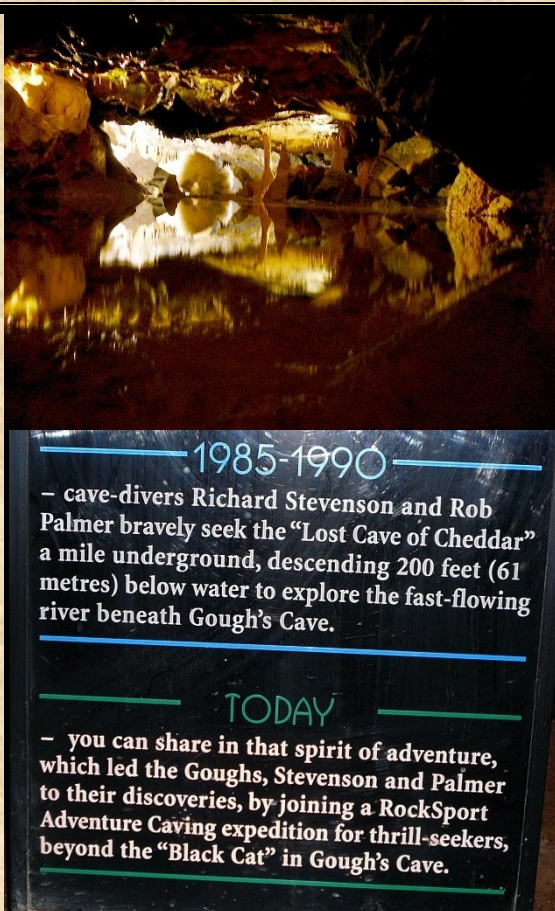
Cheddar, near Wells is the home of the Cheddar Caves where our Cheddar cheese curd originates from. The "master curd" is kept here and is white and not yellow like our coloured Cheddar Cheese.



a-hoo-ah!

JUNE 2024

ARTICLE *Brritain Under Kover* Continue...



The Palmers originated from Somerset and a distant relative, Robert Palmer, was one of the explorers of the Cheddar Caves.

If you wish to experience the UK classics, avoid the cities and explore Summerset (including Wells and Cheddar), Castle Comb Raceway, Cotswold, Rugby, Yorkshire and so many others. You may not understand the Welsh, the Scots and Irish. But they all speak “Carish” very well. Some may even speak the old language called “Leyland” which is a very “rustic” language. You will not be disappointed.

You would recon that the weather and subsequently rust would win the battle against the upkeep of these old-timers. But a whole industry of artisans are devoted to tackle and “Triumph” in the war against decay. Something that we lack here in South Africa. But in all fairness, we don’t have the old car numbers and our artisans are not paid in Sterling Pound. We do have our own real artisans but they are far and few in between. To find them is part of the chase and it can be frustrating at times. But make no mistake, we need you guys out there with the golden hands and humble hearts. That turn trouble into solutions like magic. Those guys that refuse to take payment for a “small” or “odd” job that set our old-timers in good nick. You will receive your compensation one day, even if it is not in this world or lifetime.

Article and photos by Joe H. Palmer



a-hoo-ah!

JUNE 2024

ARTICLES

MG MADE A SPECTACULAR ENTRANCE AT THE 2024 BEIJING INTERNATIONAL AUTO SHOW

By Roger Houghton

The MG brand made a spectacular entrance at the recent 2024 Beijing International Auto Show with the global debut of its electric concept supercar, the EXE181, which linked back to the marque's proud reputation for setting speed records in years gone by.

The concept displayed in Beijing bridged the future MG EXE181 (EXE standing for Experimental Electric) with previous heritage in the form of the MG EX181 which set a speed record of 410.5 km/h 65 years ago, in 1959, driven by American F1 World Champion Phil Hill. The legendary "Roaring Raindrop" MG EX181 was an iconic vehicle, known for setting an unparalleled speed record which it held until 2014 before the record was broken by Bugatti.



The MG EXE181 electric supercar with the MG EX181.

MG, which is now owned by SAIC of China, has a long-standing history of racing and record breaking, from its early successes on racetracks and setting speed records in the 1920s and '30s, to defining the roadster in the '50s and '60s, and inspiring innovation with its mid-rear engine MG F and TF roadsters at the century's turn.

Commemorating its historical achievements in land speed records, the launch of the MG EXE181 electric supercar at the Beijing Show by MG's London Advanced Design Centre represents both a monumental



a-hoo-ah!

JUNE 2024

ARTICLES

MG MADE A SPECTACULAR ENTRANCE AT THE 2024 BEIJING INTERNATIONAL AUTO SHOW

**By Roger Houghton
continue...**

tribute and a pivotal step into the electrified frontier, embodying the brand's enduring pursuit of speed and marking a new chapter in its legacy.



Sleek profile of the MG EXE181

Engineered to defy limits, the EXE181 aims for a top speed of 415 km/h, coupled with a drag coefficient (Cd) of 0.181, underscoring MG's commitment to redefine velocity in the electric era. This ambition catapults the EXE181 into the elite "Sub-1 second 0-100 km/h Club", bridging MG's storied history with the promise of a future where innovation and speed converge.

With its cutting-edge technology and aerodynamic prowess, this electric supercar made its mark at the global debut at the Beijing Auto Show and this unveiling will be followed by an anticipated appearance at the Goodwood Festival of Speed in July 2024 when MG will be the featured brand.



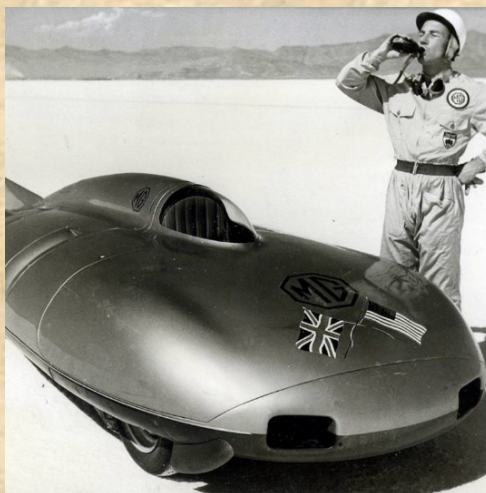
a-hoo-ah!

JUNE 2024

ARTICLES

MG MADE A SPECTACULAR ENTRANCE AT THE 2024 BEIJING INTERNATIONAL AUTO SHOW

continue...



MG EX181 with Stirling Moss

MG's record breaking goes back to 1930 when the MG M-Type sports car was used as the basis for the EX120, or Magic Midget, powered by a supercharged 750cc engine. It was the first 750cc car to exceed 100 mph at the Montlhery track in France, driven by George Eyston. Next step was EX127, which was more aerodynamic due to the use of a wind tunnel and lifted the 750cc record to 120 mph. Eyston set his sights on the 1 100cc class record in 1934 and based his new record breaker on the MG K-Type sports car, naming it the EX135, nicknamed the Humbug for its cream striped green livery. It reached 120 mph.

A few years later the EX135 was revised by another famous British engineer, Reid Railton, getting a lower, sleeker body for a new record attempt with racing driver Goldie Gardner at the wheel. It took the 1 100cc and 1 500cc records past 200 mph on a straight stretch of a German autobahn in May 1939. The versatile EX135 was further revised after World War II and eventually it broke records in the 350cc, 500cc and 750cc capacity classes too.

The next step was to build EX179 in 1954, with Eyston as project leader. It used a modified version of the 948cc A-Series engine from a Morris Minor but proved disappointing.



a-hoo-ah!

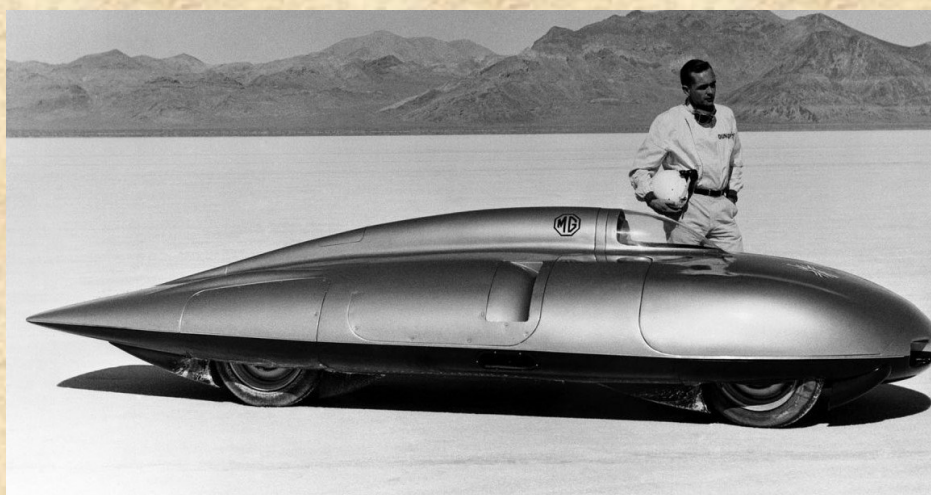
JUNE 2024

ARTICLES

MG MADE A SPECTACULAR ENTRANCE AT THE 2024 BEIJING INTERNATIONAL AUTO SHOW

continue...

This prompted MG to develop an all-new record contender in 1957. Named the EX181, its objective was to improve on the 1 500cc record set by Gardner in 1939.



MG EX181 with Phil Hill

The EX181's engine was based on the MGA's 1 489cc four-cylinder B-Series power unit, upgraded with twin overhead camshafts and a huge Shorrock supercharger boosting at 32 lb/in². Fuel was an 86% methanol/nitrobenzene mix. Power output was 290 bhp @ 7 000r/min.

The car was shipped from MG's Abington factory, in England, to the Bonneville Salt Flats in the United States. The driver was Stirling Moss, who flew to the US from Italy, where he had just won the Pescara Grand Prix in a Vanwall. It all came together for MG on the last afternoon of the record attempt when Moss was clocked at 246 mph (396 km/h), which was 14 mph faster than the previous record.

Two years later, in 1979, the EX181 was revised further, with the engine capacity increased to 1 506 cc and output rising to more than 300 bhp at 7 300r/min. This time Phil Hill was behind the wheel, and he lifted the speed to 255 mph (410.23 km/h). This 250 mph record stood until 2014 when it was broken by a Bugatti Veyron, fitted with an 8-litre W16 engine producing 1 001 bhp, which clocked 431 km/h.



a-hoo-ah!

JUNE 2024

ARTIKELS

Bieërs van oor wêreld soek dié kar

- Berto Lombard bydrae

Bieërs van oor wêreld soek dié karre

Beeld
Marnus Hattingh 22-5-24

Meer as 1 500 bieërs van lande so ver as Iran, Indonesië en Rusland saam met die meer tradisionele markte van Duitsland, Amerika en Brittanje het verlede maand aan die aanlyn veiling van Louis Coetzer se skuurvonds van 150 ou motors deelgeneem.

Die veiling, wat oor tien dae gestrek het, het soos 'n ou vuurwa hoe later hoe kwater geraak.

In die laaste 15 minute voor die veiling ten einde geloop het, was daar tot 30 botte wat per sekonde op voertuie geplaas is, sê die afslaer, Creative Rides.

Volgens Joff van Reenen, direkteur van Creative Rides, het die skuurvonds oor die wêreld heen opslae gemaak.

Oom Louis, soos hy bekend was, se voorliefde vir en versameling van ou motors was algemeen bekend in die kringe van liefhebbers van klassieke motors.

Hy en sy vrou, Hermien, is in 2020 in 'n motorongeluk dood.

'n Jaar ná sy dood het sy kinders 'n ongelooflike ontdekking gemaak tydens 'n besoek aan sy



Een van Louis Coetzer se vergete skure op 'n plaas in Barkly-Oos, waar hierdie vonds van ou motors verlede jaar gemaak is.

plaas buite Barkly-Oos. Daar was rye en rye ou motors in die skure op die plaas wat onder 40 jaar se stof gestaan het.

Dit was meestal alledaagse voertuie van die 1960's en 1970's.

Sommiges was ook sonder enjins. Maar 'n handvol ou Mercedes-voertuie en 'n paar Amerikaanse voertuie het wel dadelik die aandag getrek.

Die afslaers het 'n app vir die veiling gebou, met 11 000 voornemende bieërs wat dit eindelijk afgelaai het. Oor die tien dae van die veiling was daar 1 500 aktiewe bieërs doenig op die app.

Altesaam 2 958 botte is geplaas, met die meeste aktiwiteit

wat op die laaste dag plaasgevind het.

Trouens, so intens het die bodproses geword op sommige voertuie, dat die internet-span agter die skerms die app se verwerkingsvermoë met 'n faktor van 80 keer moes versterk om die ekstra verkeer te kon hanteer.

'n Mercedes-Benz 220 SE Fintail van die 1960's was eindelijk die voertuig wat die hoogste prys (R101 000) gelok het. Ander gewilde motors was 'n GMC-vragsmotor, ook van die 1960's, wat R81 750 gehaal het, terwyl 'n Chev Impala (R85 750) en Chev Nova-afslaandak (R61 750) ook die afslaers besig gehou het.



Wyle Louis en Hermien Coetzer.

Omdat die voertuie dekades lank in die skuur gestaan het, sal elkeen 'n volledige restaurasieprojek benodig om dit weer padwaardig te maak. Lopende voertuie sou hoër pryse gelok het. "Suid-Afrika het egter weer eens gewys watter waarde en gewildheid dit het wanneer dit kom by ou motors," sê Van Reenen.

"Danksy die internet kan mense van oor die wêreld heen vandag by 'n veiling aan die punt van Afrika inskakel en bie. Dit maak ons as 'n mark sterker, en verhoog ook die potensiele pryse wat verkopers kan bereik," sê hy.



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JUNE 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.

TE KOOP



1936 Ford Fordor Sedan De Luxe Die Ford
oorspronklik 64, 000 myl geloop. In Ry toestand.

Registrasie en lisensie is op datum.

Bekleedsel is sowat 2 jaar gelede oorgedoen met egte leer.

Daar is heelwat op die voertuig gespandeer soos die rubber gedeeltes begin verweer het.

Werk wat gedoen moet word is nuwe deur en venster rubbers vir die voorste vensters en 'n paar klein items.

ONDERDELE

Daar is heelwat nuwe en tweedehandse onderdele beskikbaar vir die Foed wat ek saam moontlik by die transaksie kan insluit.

GESKIEDENIS

Ek is die vierde eienaar van die voertuig en besit hom reeds vir ongeveer 20 jaar.

Ek het ook die oorspronklike handleiding en registrasie lisensie dokument van die voertuig met sy TJ nommer (vir Johannesburg) op.

Graag wil ek dat die voertuig in Suid Afrika bly eerder as dat dit uitgevoer word.

Belangstellendes kan onderhandel oor die verkoops prys en hulle kan my kontak op my selfoon nommer 083 430 9844. **Ampie Ackermann**

WORD GAME

British Sunday
relevant words.....

11 words... How many
words can you spot?

G	R	O	L	L	S	R	O	Y	C	E
V	T	S	U	N	D	A	Y	L	B	K
A	X	R	P	J	A	G	U	A	R	G
U	V	K	I	J	B	Y	S	U	I	M
X	Q	B	S	U	J	O	M	S	T	I
A	S	T	O	N	M	A	R	T	I	N
L	B	N	G	E	G	P	S	I	S	I
L	Z	U	L	S	D	O	H	N	H	O



a-hoo-ah!

JUNE 2024

BIRTHDAY VERJAARSDAG



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.)

2 Junie	Zack	Marques
5 Junie	Bill	Flynn
6 Junie	Claude	Stander
6 Junie	Hendrik	Byleveld
9 Junie	August	Appel
12 Junie	Martin	Pitzer
12 Junie	Willem	Oosthuizen
13 Junie	Berto	Lombard
15 Junie	Pieter	Kuhn
17 Junie	Lenard	Labuschagne
19 Junie	Laubscher	Caltiz
22 Junie	Richard	Peer
24 Junie	Gerco	Kraamwinkel
26 Junie	Christo	van Wyk
29 Junie	Sakkie	Fischer

Answer on Word Game:

Mini	British
Jaguar	Austin
Aston Martin	RollsRoyce
Vauxhall	Triumph
MG	June
Sunday	



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JUNE 2024



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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.

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



a-hoo-ah!

JUNE 2024

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!

JUNE 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 houers/Key
R25



a-hoo-ah!

JUNE 2024

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