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POMC NEWSLETTER

JULY 2024



PRETORIA OLD MOTOR CLUB

CARS *in the* PARK



4 Augustus 2024



ZWARTKOPS
RACEWAY
www.zwartkops.co.za



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4 Augustus 2024



CARS *in the* PARK

PRETORIA OLD MOTOR CLUB



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JULY 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

3 July 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: CARS IN THE PARK
2024**

**3 JULY 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-nuus
waardigheid aan te stuur vir plasing na hannie@mailzone.co.za**



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FROM THE DRIVER'S SEAT

- Neil Stander



It's difficult to think we are already halfway through 2024.

It's been a very busy but enjoyable first 6 months of the year with lots of activity and events taking place. Every event I have attended has been hugely successful with great attendance and some special cars on show.

I want to take this opportunity to really thank the committee for all their effort in ensuring the club and activities run as smoothly as it does. It's a pleasure being involved in a committee that has so many active members, with all of them putting their hands up to help.

The amount of activity in the background that allows us as members to just arrive and enjoy is sometimes unnoticed, so a heartfelt thank you from my side to the entire committee. Cars in the Park is also looming and the hard work from the CIP team in the background is now at full speed. So far, we have no hiccups and planning is going to schedule.

I am sure on Wednesday at our club evening Frik and his team will once again ask for support from members who are able to assist with various activities on the day.

Please, if you are available to help, mention it to Frik so he is aware. The more hands that can help the less load on the rest.

We planning the POMC stand to be a bit better this year. We will share on Wednesday where we will be standing as the POMC and take down quantities and the cars of those members that will be attending.

We will be allocating parking spots on our area and "zoot" up our stand ensuring POMC is visible to all. Those that are not attending our Wednesday club evening please contact me and let me know if you will be at CIP so I can pencil you into the planning.

The Mampoer rally is taking place on Saturday 29th June, and as per tradition is still starting and ending at the Willem Prinsloo Museum. With huge excitement I can share that when chatting to Emil, the majority of entrants for the rally are from the POMC.

Thank you to all the POMC entrants, it makes organizing the rallies so much sweeter knowing it's our members enjoying themselves.

To those not rallying pop around to the Willem Prinsloo and come enjoy the day with us.

Happy "chilly" motoring to all.

AHOOHA
Neil



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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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CLUB MATTERS

.... Continue



June 2024 Guest speaker:

Thank you Stefan Winterhoven sharing your Simola Hill Climb in Knysna experience.



Congratulations to Stefan Winterhoven winning the June 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



Julie 2024 Aanbieding:

Robert Dadford kom sy ondervinding in stoomlokomotiewe en hoe stoom engines van stoomlokomotiewe werk deel.

New members:

Welcome to all new members. May you be part of the joy and events from the POMC family.

Tobi	Calitz
Reghard	Erasmus
Deon	Roux
Annalien	Marais
Robin	Mcintosh
Sietze	Snijder
Hendrik	vd Berg
LC	Joubert



www.envirochainsaws.co.za

Tel No 012 653 2479
Fax No: 012 653 4352
VSP Complex Unit 8 & 9
Cnr Theuns & Tobie Rd
Hennospark
Centurion





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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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UPCOMING MONTHS EVENTS

PRETORIA OLD MOTOR CLUB
CARS in the PARK

Stuart Johnston Communications

Cars in the Park 2024 at Zwartkops is just one month away

Classic car owners in the Gauteng and Pretoria regions have just one month to prepare for the biggest car show of the year. The 42nd running of the Cars in the Park takes place at the Zwartkops Raceway outside Pretoria on **Sunday August 4, 2024** and promises to be yet another blockbuster event.



Over 2 500 classic and vintage cars and a sprinkling of motorcycles are expected at the racetrack venue from 6 am and well over 100 car clubs have booked special space in lots around the circuit. And, as is now traditional, there will be a mouth-watering array of Special Interest vehicles in the pit area. This year the organisers, the Pretoria Old Motor Club, are concentrating on pre-World War Two classics, vintage and veteran cars, for models built between the early 1900s and up to the early 1940s.

“The war broke out in 1939 and after that all car manufacturers switched their efforts to building military transport, so there is a natural cut-off date,” says POMC’s Emil Kuschke, who is tasked once again with organising the special invite cars. Kuschke adds that there may well be a few cars from the early 1940s, as some production did extend in America into the early war years.

Chief organiser Frik Kraamwinkel of the POMC says that interest from stall holders and clubs has never been higher, and that this year there will be over 140 stall-holders selling their wares at the event, which is expected to attract up to 10 000 visitors. There will also be a number of special entertainments at the event, including a mini rally stage on the Zwartkops karting circuit.

Kraamwinkel says the parking access for visitors has again been improved, and there are exit routes once again on the old drive-in side of the circuit to the Erasmia Road. Traditional access to the circuit is via the R55, which runs between Kyalami and Laudium.

This year a number of car makes and models are celebrating anniversaries, notably the Ford Mustang, which turns 60 this year. A very interesting “birthday” is that of Chrysler, which celebrates 100 years in existence in 2024. The first car branded as a Chrysler went on sale in 1924, although the Chrysler Motor Company was only formerly established in 1925.



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UPCOMING MONTHS EVENTS

PRETORIA OLD MOTOR CLUB
CARS in the PARK

Stuart Johnston continue...

Chrysler products have a long history in South Africa, and include the Plymouth, De Soto and Dodge nameplates, as well as, more latterly, the Jeep brand.. But the most memorable model to most old car enthusiasts was that of the Valiant, which was a top seller from the mid-1960s through to the early 1970s.

The Valiant model was launched in 1960 and at first it was identified as a Plymouth Valiant, being the company's new compact-size vehicle. In South Africa, Valiants were seen as medium-to-large cars and as the ensuing newer-generation models were launched in the 1960s with their slant-six-cylinder engines, they became appreciated as a huge motoring bargain.

In 1966 the Valiant went to the top of the sales charts, outselling much cheaper cars like the Ford Cortina and the Volkswagen Beetle, and in 1968 Valiants began being assembled at the massive Chrysler factory in Silverton. Today that factory still exists as the Ford South Africa plant, where the highly successful Ranger bakkie range is produced.

The Valiants were admired for their good looks, reliable and powerful six-cylinder engines, and most of all, their wonderfully-smooth three-speed Torqueflite automatic transmissions.

They were priced in line with some of the more exclusive four-cylinder cars on the market, and offered exceptional value and reliability.

Another marque celebrating a milestone this year is Fiat, which is 125 years-old in 2024.

The Fiat club is planning a big turn-out of cars at Cars in the Park, and will also be celebrating the Abarth performance brand which has long been associated with Fiat.



Fiat Abarths were highly sought after small performance cars in the early 1960s, and many were raced successfully here, as well as in Europe, where they were giant-killers in the 1 000 cc class. The evocative Scorpion Abarth badge has always stood for something very special in the performance car field, and Fiat Abarths were World Rally Champions in the early 1980s with the 131 model.

The first Ford Mustangs to be produced were actually marketed as 1965 model-year cars, but the first examples went on sale in April 1964, and this Ford sporty car set global first-year sales



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CARS *in the* PARK

Stuart Johnston continue...

records, and is credited with the most successful launch of a new model in motoring history.

Mustangs were only produced in left-hand-drive form, but keen customers in South Africa could acquire them through a special promotion organised by Ford South Africa in 1965. Each year enthusiasts privately imported a number of examples of the early Mustangs, through the years 1965 to 1973. After that, Mustangs were downgraded with less performance due to the international fuel crises which began in 1973, but in the late 1980s and 1990s Mustangs made a performance come-back.



The Mustang is today regarded as the world's most popular sports car, and this year the company entered three examples in the Le Mans 24 Hour endurance race, and they achieved third and fourth places in the highly competitive GT3 class. Since late 2015 right-hand-drive Mustangs have been available for sale here through Ford's dealer network.

"It is great having these special anniversaries to celebrate, as it gives each year's show an added focus," says Frik Kraamwinkel. "Of course there are over 100 clubs that will be represented, and for these guys, all their cars are special."

Non-club-affiliated owners of classic cars 30 years and older will gain free entry to the show, where they can park their cars in the general display areas. The classic car owners will also gain free entry for one passenger for the event. The Cars in the Park event is a fantastic showcase for the wide diversity of old cars that have been available in South Africa, ever since the first car arrived in South Africa early in 1897 (it was a Benz Velo single-cylinder, and was shown at the Berea Park Soccer ground).

American cars were very popular in our country in the early days, as the cars were built ruggedly to deal with dust road conditions that were very similar to ours in the years between 1900 and 1930. But British, German, Italian, French and Australian cars also made their mark here, while from the late 1950s the Japanese cars began arriving in increasing numbers.

The Cars in the Park event is also notable for the many defunct makes that make their appearance each year, such as the German DKW and Borgward examples, of which an astounding number have been preserved, even though these two makes disappeared from the global car market in the early 1960s.



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Stuart Johnston continue...

Expect to see many Volkswagen Beetles and Kombis, MGBs, a massive number of Mercedes-Benz examples and a host of be-finned American cars from the 1950s. The dedication that owners of all these very old vehicles demonstrate, in keeping them on the road and preserving them as a national heritage, is to be much admired.



This year the Cars in the Park gates at Zwartkops will open at

6 am on Sunday August 4 for the admission of old car owners to display their cars.

Classic cars for display need to arrive before 8.30 am.

The general public will be admitted from 8.30 am onwards.

The show will end at 4 pm on Sunday.

Tickets are available through iTickets at R120 for adults, while children under-12 are admitted free. Tickets bought at the gate will cost R140 for adults.

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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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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MONTH EVENTS

POMC British Day 2024

Daantjie Badenhorst



The Pretoria Old Motor Club held its annual **British Day** at the club premises on Sunday the 9th of June.

Two of the cars that attracted the most attention were products of the Rootes Group, which consisted of marques like Hillman, Singer, Sunbeam and Humber. The Sunbeam Tiger was the V8 version of the Alpine and was on the market from 1964 to 1967. The initial model was powered by a 260 cubic inch (4,2 liter) V8 engine from Ford with a four-speed manual transmission. Gerald Burrell displayed a 1966 model which belongs to Graeme Blackbeard, who is one of his customers. Although the car looks completely standard, the original engine was replaced by a 302 cubic inch (five-liter) Ford V8 engine.





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POMC British Day 2024



Continue..... POMC British Day 2024

The Hillman Minx had a relatively long model life, but only the sedan was available in large numbers in South Africa. The Audax design models, on which the Singer Gazelle a Sunbeam Rapier were also based, were introduced in 1956 and included a convertible. Paul Leontine's owns one of only a few that was imported to South Africa. His car came to South Africa via Malawi, and is still in an immaculate condition. He has owned this car for fifty years.



The Mini Mark 3 was a uniquely South African model that combined the front end of the Mini 1000 with the bodywork of the Riley Elf and Wolseley Hornet, neither of which was available in South Africa. The Mark 3 was introduced to South Africa in 1969, after the Elf was discontinued. Kyle Brink displayed his 1970 model Mark 3, which is in an original condition but contains body panels of the Mark 2 and Mark 3 models. It had to be resprayed after a collision with a fire hydrant. The only components that have been redone are the clutch and the head gasket, and anti-burst door locks have been fitted.





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POMC British Day 2024

Continue..... POMC British Day 2024



The Triumph Club has had its first meeting at the POMC premises during the event and regular meetings will take place during second Sunday events. The marque was very well represented and several model ranges were on display. One of the cars that aroused a lot of interest was Eddie Gurnell's immaculate 1958 Triumph TR 3A, which has been restored to its original condition. This was the last of the very successful original TR models.



The first TR was the TR 2, and Gary Booyens displayed his 1955 model, which is 95% original. He spends four years on the restoration project, which was done with the help of Shield Panel Beaters in Atlas Road, Boksburg, took him two years to complete.





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POMC British Day 2024

Continue..... POMC British Day 2024



Two of the last Michelotti-designed TR models were also on display. The last TR 4, known as the TR 4 IRS (for Independent Rear Suspension), was manufactured in 1967, and Giselle Gurnell displayed an immaculate version of this model.



Eddie Gurnell's other car on display was the short-lived TR 5, which is a very sought-after model. It looked similar to the TR 4 IRS but the most important difference was that it was powered by the same engine as the 2,5 PI sedan, with fuel injection and a four-speed overdrive transmission. It is in an original condition and has not been restored.





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POMC British Day 2024

Continue..... POMC British Day 2024



Two of Triumph's saloon car ranges were manufactured in South Africa but only a few of each are still running. The Herald had a long production life in the United Kingdom; it was introduced in 1959 and was on the market till 1971. However, it was only available in South Africa in the early 1960's. Bill Sales owns one of only a few Herald convertibles that are still around; his car was originally powered by the 948 cm³ engine but he made two mechanical improvements. He fitted the 1147 cm³ engine of the later models and replaced the front drum brakes with disc brakes. This meant that he had to fit the rims of the TR 7 to accommodate the disc brakes.





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Continue..... POMC British Day 2024

The most popular Triumph in South Africa was the 2000, the Mark 2 version of which was introduced to South Africa in 1970. In 1973 a version of the 2,5 PI's engine with twin carburetors was introduced for the Chicane. The model name was unique to South Africa but the engine was later used for what was called the 2500 TC in the United Kingdom. In mid-1976 the Chicane was facelifted and received new wheel covers and a redesigned grille. It was manufactured until 1978. Steve Masters owns one of these last models, fitted with the four-speed overdrive transmission. The car is completely original and only the interior has been redone.



Another marque that was well-represented was MG, and most of the postwar roadster and coupé models were on display. However, there was only one sedan; a 1958 ZB Magnette. Bernard Mostert uses his car, which was restored by the late Peter Pozniak, regularly.





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POMC British Day 2024



Continue..... POMC British Day 2024

The MG Midget is also a rare sight on South African roads because only a few were imported. Michael Mole's 1965 Midget is in an original condition and is still powered by the 1 098 cm³ A-series engine. The only change he has made, was fitting electronic ignition.



The MG B and B GT were well-represented, and two models of the 1960's stood out. Jay Westaway's 1965 MG B roadster has been painted in the rare original BMC color Iris Blue; except for a respray in the same color and a leather upholstery kit, the car is original. He has owned this car for 15 years.





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POMC British Day 2024

Continue..... POMC British Day 2024

Mervyn Finaughty displayed his 1967 MG B GT, which has been in his family since 1995. His father owned it until 2016, when he took ownership. This car, which is in an immaculate condition, is for sale.



One British car that was on the international market for a long time but did not quite reach its full potential in South Africa was the Rover P6. This model range was introduced in 1963 and was the very first European Car of the Year. It was manufactured until 1977. The 2000 was assembled in South Africa from 1965 to 1969, after which the 3500 was introduced. In 1971 the range received an extensive facelift and only model, the 3500 V8, was assembled in South Africa. Leykor, which had the British Leyland franchise in South Africa at the time, chose to give it the V8 Sport name for the South African market. Hennie du Preez's has owned his 1971 V8 Sport for six years. The car was originally sold by Kingsley & Marais in Pretoria and the dealership sticker can still be seen on the rear window. The only feature that is not original on this car is the alloy rims of the SD 1 Vanden Plas, but he still has the original rims and tires.





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POMC British Day 2024

Continue..... POMC British Day 2024



Christo van Wyk displayed something very special. He owns a 1969 Land Rover with forward control; it was originally used as a game viewing vehicle but Christo, who has owned it for eight years, converted it into a camper. He also fitted the 300 TDi engine of the Defender to it. He has compiled a picture booklet of the entire project, which saw the vehicle undergo a complete transformation.



The original Land Rover Series I is a rare sight nowadays even though they were suitable for military use. Adam Bumby owns a 1955 short-wheelbase model; he has kept it in its original condition but has had a newer version of the original engine fitted.





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POMC British Day 2024

Continue..... POMC British Day 2024



Martin van Dyk displayed his 1974 Rolls-Royce Silver Shadow I. He is the fourth owner and bought it a year ago. The car originally belonged to the father of the golfer Fulton Allem, who was a farmer in the Viljoenskroon district in the Free State.

Die volgende foto's van die British day is verskaf deur: Marco van Heerden.





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POMC British Day 2024



Continue..... POMC British Day 2024



The next event on the POMC calendar will be the European Day on Sunday the 14th of July.



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MONTH EVENTS

POMC Mampoer rally

Starting at Willem Prinsloo museum 29.06.2024



By - Emil Kuschke

Wat is sinoniem met koue en mampoer?... ja die Mampoer Rally wat in Junie aangebied word deur die Pretoria Ou Motor Klub.

Die jaar was geen uitsondering nie en die roete beplanning is reeds vroeg in Mei afgehandel en die wiede het vinniger beweeg as gewoonlik aangesien die klub ook 'n opleidings tydren aangebied het op 19 Mei 2024.

Die opleidings tydren het beslis die opgewondenheid by die deelnemers geprikkel en sommer gou was daar amper twintig POMK lede wat ingeskryf het vir die Mampoer Rally - seker een van die oudste Tydrenne wat plaaslik aangebied word.



Voorbereiding begin vir deelnemers voor die wedloop begin. Doeke Tromp, sy kleinseun, Bill Flynn en Bill Sales



Emile en Francesca Wannenburg is reg om te begin, so ook Belinda Louw en haar pa, Len Scott en Johan en Thea Fleischer



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POMC Mampoer rally

Starting at Willem Prinsloo museum 29.06.2024

Vervolg.....



'n Koue oggend het ons ingewag by die Willem Prinsloo Landbou Museum waar oud en jonk, gesoute rally manne en groentjies gewag het om die nodige dokumentasie te doen.

Gou was die wag verby en die eerste deelnemer Kevin Walton van die CMC met sy 1952 Ariel motorfiets het die koue aangedurf.

Met tussenposes van 'n minuut is die volgende dertig deelnemers met roete kaart, stop horlosie en baie moed weg op 'n roete van amper 220km.

Met 'n paar draaie in en om Bronkhorstspruit en omgewing het die eerste deelnemers net na 13:30 hulle opwagting gemaak by die eindpunt, Willem Prinsloo Museum.



On the road, the participants concentrated on the route, timing, clues and most of all to sidestep the normal traffic



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Vervolg.....





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Starting at Willem Prinsloo museum 29.06.2024

Vervolg...



Met die rekenaars wat wag en die bekwame insette van die Stander boeties, Leon en Claude, was dit vining vining, en al die uitslae was verwerk en hier en daar was daar iemand wat hulle "bederf" het met 'n slukkier mampoer.



Neil Stander
closed oedeo
1st place – 96 points



Christo en Lorna Ferreira
closed oedeo
2nd place – 105 points



Gavin Walton
closed oedeo
3rd place – 107 points



Gideon Scheepers en Terma Kussma
open oedeo **1st place** – 206 points



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Starting at Willem Prinsloo museum 29.06.2024



Vervolg...

The final results:

POMC MAMPOER RALLY – 29.06.2024 – CLOSED ODEO

Position	Name	Comp	
		No	Score
1	Stander Neil	4	96
2	Ferreira Christo Ferreira Lona	9	105
3	Walton Gavin	3	107
4	Walton Kevin	2	176
5	Hulsbos Richard	6	260
6	Linley Tom	5	291
7	Kohler Kevin Kohler Richard	8	352
8	Lombard Willem Joubert Lucas	10	511
9	Potgieter Johan Potgieter Mev	18	2596
10	Kluever Pieter Kluever Rudi	17	2644
11	Nienaber Mike Nienaber Imke	7	7682
12	Palmer Joe Groenewald Barry	16	8730

MAMPOER RALLY – 29.06.2024 – OPEN ODEO

Position	Name	Comp	
		No	Score
1	Scheepers Gideon Kussman Terma	20	206
2	Stemmet Andre vd Berg Hendrik	22	504
3	Flynn Bill Sales Bill	23	616
4	Tromp Doeke Jacques Jacobs	21	656
5	Snijder Sietze Visser Sytze	11	959
6	Marais Annalien Bavin Lee	25	2956
7	Alberts Nardus Alberts Paul	26	3028
8	Fleischer Johan Fleischer Thea	19	3975
9	Louw Belinda Scott Len	12	4261
10	Wannenburg Emile Wannenburg Francesca	24	9664



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JULY 2024

MONTH EVENTS

POMC Mampoer rally

Starting at Willem Prinsloo museum 29.06.2024



Vervolg ...



SARRA Results

Score Group C

Position	Name	Comp No	Score
1	BrendtGaryGilsonDavid	31	144
2	NaudeCraigNaude Aidan	34	338

Score Group D

Position	Name	Comp No	Score
1	v Niekerk Schalk v Niekerk Susan	32	40
2	Naude Nadine Lombard Errol	33	268
3	van Dyk Cobus Drury Lilian	29	516

Baie geluk aan al die deelnemers Julle is almal wenners

Dankie vir almal wat gehelp het om die Mampoer Rally weer 'n groot sukses te maak.

Sien almal weer en hopenlik nog baie meer by die volgende rally –

die Summer rally – 2 November 2024



a-hoo-ah!

POMC NEWSLETTER

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ARTICLES



The Monte Carlo Inner Circle Connection **Die Monte Carlo Konneksie in die binne Kring**

By – Joe H. Palmer

The Monte Carlo Rallye, the F1 Grand Prix, Casino's, yachts and beaches – that is what Monte Carlo is famous for. The billionaire's playground or the fool's paradise. But is it the true Monte Carlo we think we know? Castles, cars, casinos and capitalists. We don't fit in here. Or can we? Do we want to?

Here you don't see poverty. But not seeing it does not mean it is not present. Here the poverty threshold matches the South African millionaire's threshold. Driving a classic Rolls Royce does not imply old money, but rather what can be afforded. We can not live here, we can not emigrate here. Everything is at an expense – a sacrificial expense. If you can find a flat, it matches the size of a birdcage at top Dollar or Euro. So, what is this place Monte Carlo?

Originally, Monaco covered around 80 hectares accounted for 21% of the Principality's territory and was known as the Spélugues plateau, after the name for the caves located there. Today Monaco covers about 2 km². Monte Carlo has an area of 28.14 hectares (or 0.28 square kilometres) and faces the Mediterranean Sea. The Grand Prix track about encircles the whole area and the Monte Carlo Rally is held in the French territory. Yes, Monte Carlo is than small.



Monaco, described by some as a very upmarket squatter camp.



Central to all, the Palace du Casino.

Monte Carlo is an official administrative area of Monaco, specifically the ward of Monte Carlo/Spélugues, where the Monte Carlo Palace du Casino is located. The permanent population of the ward of Monte Carlo is about 3,500, while that of the quarter is about 15,000. Monaco has four traditional quarters. From west to east, they are: Fontvieille (the newest), Monaco-Ville (the oldest), La Condamine, and Monte Carlo.



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By – Joe H. Palmer continue.....

In 1856, Charles III of Monaco granted a concession to Napoleon Langlois and Albert Aubert, to establish a sea-bathing facility for the treatment of various diseases, and to build a German-style casino.

The initial casino opened in La Condamine in 1862 but was unsuccessful. It relocated several times, before reaching its present location in the "Les Spélugues" (The Caves) area of Monte Carlo. Success came slowly, largely because Monaco was inaccessible from much of Europe. The railway, installed in 1868, brought with it an influx of people, and Monte Carlo grew in wealth.

The municipality of Monte Carlo was created in 1911, when the constitution divided the principality of Monaco into three municipalities. Monte Carlo encompassed the existing neighbourhoods of La Rousse/Saint Roman, Bas Moulins, and Saint Michel.

The municipalities merged in 1917, after accusations that the government used them to "divide and conquer". Since then, they became wards. Today, Monaco is divided into 9 wards, which are grouped into 4 quartiers.



Change of Guards.

Who Rules Monaco –

Money or Prince Albert II

Monaco se Geldige Regeerder

Geld is koning, maar kan ook 'n Prins wees. Die soewereine prins (Prince de Monaco) is die monarg en staatshoof van die Prinsdom Monaco.

Alle heersende prinse en prinsesse het die naam van die Huis van Grimaldi aangeneem. Toe prins Rainier III in 2005 oorlede is, was hy Europa se langste regerende monarg.

Die Grimaldi-familie, wat al agt eeue lank oor Monaco regeer, is Europa se koninklike familie wat die langste regeer. Die heersende prins is Albert II, wat in April 2005 ingehuldig is.

Monaco word amptelik deur Frankryk beskerm, volgens bepalinge wat in die Verdrag van Versailles in 1918 uiteengesit is. Wetgewende mag word verdeel tussen die Prins wat die wette inisieer, en die Nasionale Raad wat daaroor stem. Uitvoerende mag word behou deur die monarg, wat vetoreg het oor alle wetgewing wat deur die Nasionale Raad voorgestel word. Die minister van staat en die Regerings-raad is direk aan die Prins verantwoordelik vir die administrasie van die prinsdom.

Regterlike magte behoort ook aan die monarg. Die huidige Grondwet bepaal dat die prins volle gesag het in die hofe en tribunale wat geregtigheid in sy of haar naam gee. Die monarg het dus Wetgewende-, Uitvoerende- en Regsprekende gesag.

Die prins gesin ontvang jaarlikse toekenning uit die begroting van Monaco. In 2015 het dit €43,5 miljoen beloop.



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The South African Connection

Die Suid Afrikaanse Uitvoer Produk

Die Prinses van Monaco is 'n Suid Afrikaanse "uitvoer produk" soos vele ander wat die land verlaat op soek na 'n beter lewe. Maar wat 'n beter lewe is en "happy everafter", is debateerbaar.



Die Prinse gesin se paleis en oorkant die plein.....



.....die bewys van Suid Afrikaanse teenwoordigheid.

Charlene (gebore Charlene Lynette Wittstock, 25 Januarie 1978) is Prinses van Monaco as die vrou van Prins Albert II.

Voor haar huwelik was Charlene 'n Olimpiese swemmer wat Suid-Afrika verteenwoordig het. Charlene is in Bulawayo, Rhodesië (nou Zimbabwe) gebore.

Sy het in 1989 na Suid Afrika verhuis. Sy het haar swemloopbaan in 1996 begin en sy wen die Suid Afrikaanse Kampioenskap. Sy verteenwoordig Suid Afrika by die 2000 Sydney Olimpiese Spele, met haar span wat vyfde geëindig het in die 4x100 meter wisselslag aflos.

Charlene het Prins Albert in 2000 by die Mare Nostrum-swem kompetisie ontmoet in Monte Carlo. Die egpaar is op 1 Julie 2011 getroud. Op 10 Desember 2014 het sy die lewe geskenk aan die tweeling Prinses Gabriella en Erfprins Jacques.



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The Princess's Chariot

Prinses Charlene van Monaco gee 'n gekoesterde geskenk prys. Die ma van twee veil haar motor, 'n Tesla Model S P85, op vir die Prinses Charlene van Monaco-stigting Suid Afrika se #StrongTogether-Auction.

Prins Albert het die voertuig in 2015 aan sy Suid-Afrikaans gebore vrou geskenk.

So, the electric car goes but the petrol burners remain with the Princely family.



Credit: Getty Images

The Princely family has a large collection of classics that are paraded from time to time at any special event.

The Grimaldi's have an excellent car collection. The Cars Collection of H.S.H. the Prince of Monaco is worth a visit and is highly recommended.



The Venturi Fétish

Launched in 2004, the Fétish is the very first electric car designed by Venturi, Monaco. The design of the car was done by the Parisian designers Sacha Lakic. It holds the title of being the first electric sports car in history. It was first unveiled in 2002 and was sold for the first time in November 2004 in the Japanese market. Only 25 units have been produced. Production of the car was stopped in 2007, with a new version being launched in 2010.

The original electric Fétish used a 180 kW electric motor in place of the internal combustion engine. This electric motor reportedly had a maximum torque output of 220 Nm, which could be applied nearly instantaneously. Venturi claimed that the Fétish could accelerate from 0–100 km/h in 4.5 seconds, and that it was restricted to a top speed of 171 km/h.



The lovely Hispano Suiza Type H6B of 1928.



The Lagonda LG45 Tourer of 1936 is fitted with a 4,5lt 6 cylinder, capable of 160km/h.



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A 1955 Mercedes Benz Type 200W187.



The Rosengart Type LR4N2 of 1937, fitted with a 747cc engine.

Lucien Rosengart founded a car factory in 1928 and license build the Austin Seven. These cars were sold under the name Rosengart LR2 and were available in many body styles up to 1939. In 1937 the bodywork was modernized and the type-designation LR4N2 was created.



The unusual Nash Healey of 1952.

The Nash-Healey is a three-seat luxury sports car or grand tourer produced from 1951 to 1954. It was marketed by the Nash-Kelvinator conglomerate in North America as a halo car to promote sales of its Nash Motors division.

The car resulted from a joint venture between Nash-Kelvinator and British automaker, the Donald Healey Motor Company. Nash supplied the drivetrain from their range-topping Ambassador model, and Healey provided the chassis and early bodies. One year after its introduction, the car was restyled by Pininfarina, and the final assembly was transferred to Italy.

Visiting the car collection is special. But it is what you find on the streets that is amazing.



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Walking the Streets of Monaco

Monaco Wanderlust

Dit was 'n voorreg om die F1 Grand Prix roete te kon ry met my eie voertuig. Maar die grootste plesier is om deur die strate te loop en die “vibe” te ervaar. Las Vegas is 'n dobbel stad, maar hierdie is 'n dobbel staat. Dis anders. Las Vegas het 'n donker en vuil kant, 'n boemelaars paradys. Dis 'n boemelaar vesting met net een reël – hulle mag nie bedel nie. In elk geval, nie openlik nie.

Maar hier in Monte Carlo en die hele Monaco sien mens nie 'n donker kant of armoede nie. Miskien was die weke wat ons daar gebly het te min om dit te vind. Maar ek dink elke hoekie en draai is mooi beplan en benut. Hier is spasie so kosbaar soos goud.



Parke en tuine is volop – maar nie net toevallig nie. Dit word mooi beplan.



Besoekers is “posh” – ek kan dit nie anders stel nie. Hul kom hierheen om te dobbel en om gesien te word. Hulle staan duidelik uit. Dit is die “*Barbie World*” van Monaco – “*a wolrd of plastic*”. As jy geld het, is dit waar jy dit kom “*flash*”.



Visitors stand out everywhere.

As jy 'n besoeker is en die regte kar het, parkeer jy enige plek, enige tyd. Hulle moet gesien word en die eienaar (van die gehuurde Ferrari) neem sy of haar tyd om in en uit te klim.



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Everyday Joe's Rolls Royce.



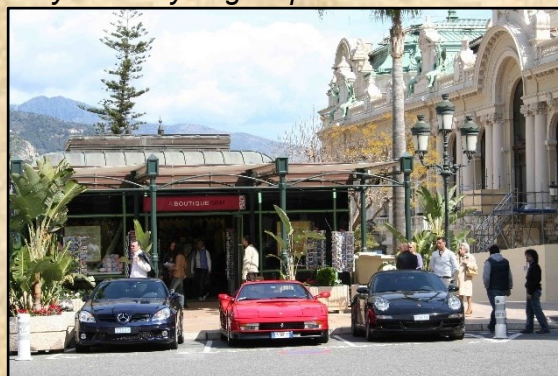
These F1 cars have yet to start or finish the race.....



Some odd Rods were spotted from time to time.



Nobody mind if you go topless.



You may park here – if you have one of these



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By – Joe H. Palmer continue.....



The famous esses, and straight. No overtaking here, even at 50km/h.



When you feeling blue, all you have to do is get one for you.



They are everywhere.



I told you so.



Having a Monaco plate means the car is registered here. Not necessarily that you live here.



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By – Joe H. Palmer continue.....



Even vanilla flavour looks good.



A special Carrera GT. No need to lock the car – just admire.



Would you park it on the street?

A garage would cost you twice the price of the car – even if it is a Ferrari. Fortunately, we then get to see it. But you must register, get a zone disk and pay for your parking spot on the street.



“Normal” is the unusual here.



This is what the everyday Monaco residence drive.



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Monaco is 'n gewilde plek vir motor skoue en gedurende die somer seisoen is daar altyd aktiwiteite.



Die waterfront, waar die F1-kuipe gewoonlik is, is gewild vir motorskoue.



'n Gepimpte Isuzu.



Looking fast standing still.



Looking slow standing still.



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By – Joe H. Palmer continue.....

Happiness is.....

Geld kan nie liefde koop nie

Ons ken die ou gesegde, “geld kan nie liefde koop nie”. Maar armoede is geen waarborg vir liefde nie. Maar as ek na Charlene, ons Monte Carlo konneksie, kyk saam met die F1-wenners op die Grand Prix podium, dan wonder ek of sy gelukkig is. Maar podiums is die verkeerde plek om te soek na geluk of liefde.

Van tyd tot tyd, is daar feeste in Monaco en dan is die prinse familie deel van die aktiwiteite. Monaco inwoners het geen negatiewe houding of kommentaar teenoor die prinse familie nie – intedeel word daar handdrukke, kusse en omhelsings uitgedeel. Dis hoe Prins Albert II COVID onder lede gekry het. Die prinse familie se interaksie met die inwoners is spontaan en openlik.

Lewenskoste

Being Streetwise and not a Wise Guy

Die jare was ons in Italië gebly het, was die eerste aspek wat ons geleer het was om te koop waar die “locals” koop.

Bly weg van die Casino's en toeriste areas, tensy jy “daar” wil wees. Maar Monaco het ons verbaas.

Hier is 'n paar voorbeelde teen vandag (2024) se wisselkoers:

- 3x Cocktails op die waterfront – R220.
- 2x Aandetes met drinkgoed op die waterfront – R540.
- F1 Grand Prix Golf Hemp – R400.
- F1 Grand Prix Baadjie – R650.
- 10 ure parkering in die Casino “under ground” – R160.
- Toegang tot die motorskou – R70 p/p.

Die geheim is om te beplan wat jy wil doen en wil spandeer. Begroot in Euros en nie in ZAR nie.

Voeg wat jy vandag spaar by die volgende dag se begroting (en visa-versa) en gou het jy genoeg vir 'n spandabele bederf. Moet net nie dink jy kan eiendom hier koop nie en bly weg van die dobbel tafels.

Toegang tot die strande is moontlik en almal is skoon en pragtig. Daar is gewoonlik min mense op die strand want besoekers kom hierheen vir die Monaco-kultuur en lewenstyl.





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The Monte Carlo Inner Circle Connection Die Monte Carlo Konneksie in die binne Kring

By – Joe H. Palmer continue.....

Rykdom, Roem en Realiteit Opulence, Opportunistic or Magnificence

So, what is this place called Monaco with Monte Carlo at the centre? Can an economy be built on gamble as a main source of the Annual Domestic Income? The latter is an obvious yes.

You decide if Monte Carlo is pure opulence. Maybe happiness is a Rolls – even an old one? But the ordinary people here have their own struggles and battles.

They are sharing and loving people, living under very demanding circumstances.

But do we “need” Monaco? It is not extravagantly expensive for tourists and visitors. But we can observe and enjoy the splendour, knowing you are safe and obviously welcomed.

I never felt unsafe or insecure, yet I not once observe a police officer or security guard. Yes, you can love this place and appreciate the polite locals. Monaco is what you make of it but what ever is your view – you will leave as an enriched soul.

I have not even touched on all the museums, historical places and more, than can be observed.

This article is about the cars for goodness' sake!

Article and photos by Joe H. Palmer – but one photo by Getty Images



FREEDOM
*for the woman
who owns a Ford*

To own a Ford car is to be free to venture into new and untried places. It is to answer every challenge of Nature's charms, safely, surely and without fatigue. Where a narrow lane invites or a steep hill promises a surprise beyond, a Ford will take you there and back, in comfort, trouble-free.

Off and away in this obedient, ever-ready car, women may "re-charge the batteries" of tired bodies, newly inspired for the day's work.

FORD MOTOR COMPANY, DETROIT, MICHIGAN

Ford
CLOSED CARS



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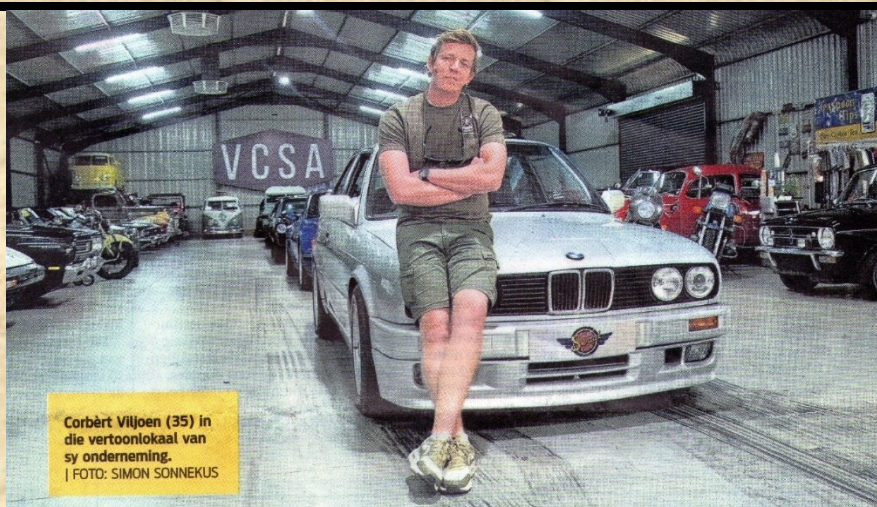
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Jou BMW is dalk R1.5mil werd....

Die Sake Rapport 2 Junie 2024 aanstuur deur Berto Lombard



Corbèrt Viljoen (35) in die vertoonlokaal van sy onderneming.
| FOTO: SIMON SONNEKUS

Mark vir klassieke karre in Suid-Afrika 'sterkste ter wêreld'

Simon Sonnekus

Motors van verskeie handelsname wat in Suid-Afrika vervaardig is, word al hoe gewilder, sê Corbèrt Viljoen, direkteur van Wat Swaai Jy? en Vintage Car South Africa.

"Die mark vir klassieke motors in Suid-Afrika is sterk. Mense sê altyd vir my ek moet 'n voertuig uitvoer Amerika of Europa toe, maar die mark hier is moontlik die sterkste ter wêreld."

Viljoen sê motors wat hier en in klein getalle vervaardig is, is uiters gesog onder versamelaars.

Modelle soos die Alfa Romeo GTV6, waarvan daar net 207 gebou is, die BMW 325is en sy ouboet die 333i, waarvan daar net 100 bestaan, is van die motors wat jou miljoene uit die sak kan jaag.

"Verder, as jy enige Basil Green Perana-model Ford het, moet jy weet jy het geld," sê Viljoen in sy skuur propvol klassieke voertuie in die ooste van Pretoria.

Dit is juis 'n 1991-model BMW 325is Evo 1 wat Viljoen vroeër vandeemaand vir R1 495 000 geadverteer het wat die tonge los gehad het. Dié Duitse vuurwa, wat in Rosslyn, Pretoria-Noord, gebou is, het slegs 170 000 km "op die klok" en het destyds bietjie meer as R100 000 gekos.

"Daar is meer van hierdie BMW's gebou, maar hulle is baie gesteel en gescrap. Jy kry hulle nie sommer in so 'n

goeie toestand nie."

Viljoen sê daar is ook ruimte in die mark vir meer algemene motors.

"Tans is die Toyota Cressida vreeslik gesog. Veral die 3.0 GLS en GLE. Ek probeer hulle almal opkoop waar ek kan. Vandat daar een so paar jaar terug vir R1,1 miljoen gelys is, gaan mense mal daarvoor en die mark is gestimuleer, al het die kar vir slegs R200 000 verkoop."

"Ek dink ook iets soos 'n Nissan 1400-bakkie in 'n goeie toestand met min kilometers sal waardevol word."

Ons moet ook onthou dat daar altyd 'n mark sal wees vir goeie, netjiese, oorspronklike karre wat tot in lengte van dae sal waarde hou."

Viljoen sê daar is 'n nuwe neiging onder kopers wat deur nostalgie gedryf word. "Die nuwe geslag kopers, in hul 30's en 40's, wil die mark betree vir motors wat dalk nie so seldsaam is nie, maar wat eerder herinnerings opwek."

"Hulle koop voertuie wat hul ma, pa, oupa of ouma gery het. Soms selfs die model van hul eerste voertuig. Klassieke motors is nie net vir versamelaars nie; dit is vir gewone mense ook."

Viljoen erken hy is een van daardie kopers. Ondanks die honderde voertuie op sy perseel is hy op die uitkyk vir 'n geel Volkswagen Kewertjie wat sy ouma in st. 5 (gr. 7) vir hom gekoop het. Tot op hede ontwyk "Toktokkie", soos die Kewer gedoop is, hom nog.

"Ek het al oral gesoek, maar ek kry hom nie. Ek het van st. 6 af elke dag met daai Volla skool toe gery."

Dit was juis Toktokkie wat sy liefste vir die klassiekemotormark aangewakker en gelei het tot die vorming van 'n besigheid wat met 'n jaarlikse omset



Hulle koop karre wat hul ma, pa, oupa of ouma gery het.



Een van Viljoen se gunstelingvoertuie wat hy pas verkoop het. 'n 1969-model Plymouth Roadrunner 440.
| FOTO'S: FACEBOOK



'n 1966-model Volvo 122S te koop vir R110 000 en 'n Toyota Cressida.

van oor die R100 miljoen kan spog. "In st. 7 het ek die Volla geruil vir twee Mini's. Ek het die een reggemaak en verkoop. Later, in matroek, het ek tien karre gehad," sê Viljoen.

"Ná skool het ek op my ma se aandrang my vlieginsensie gekry, maar karre was nog altyd vir my baie interessanter."

Al het hy vir 'n ruk as makelaar Liberty Life-polisse verkoop, het hy aangehou om met voertuie te smous.

"Ek moes 'n werk kry om die ligte aan te hou en het so af en toe 'n ou kar gekoop en verkoop. Naderhand het dit op die vlak gekom waar dit nou is. Saam bedryf ek en my vrou, Nadia, die besigheid."

Hy verkoop maandeliks tussen 25 en 35 voertuie. "Op 'n goeie dag kry ek seker 140 oproepe, indien nie meer nie. Maar dit is waarvoor ek leef. Ek kan nie stilstel nie."

Sy plan is om 'n tak in die Kaapse Wynland oop te maak. "Soos hierbo sal die vertoonlokaal amper soos 'n museum wees waardeer mense kan stap. Ons wil ook 'n restaurant oop-

maak waar mense met hul klassieke voertuie kan byeenkom en 'n pizza of burger en 'n bier geniet."

Prof. Jannie Rossouw, 'n besoekende professor by Wits se sakeskool en ook 'n liefhebber van klassieke motors, verskil van Viljoen oor die grootte van die Suid-Afrikaanse mark.

"Slegs 'n uitgesoekte groep mense kan bekostig om sulke seldsame karre te koop en in stand te hou. Klassieke karre en motorbote tel onder die dinge wat mense ongelukkig eerste van die hand sit wanneer dinge begin swaar gaan, omdat dit 'n luuksheid is."

"Dis 'n nismark met min ware versamelaars wat na hartelus kan meeding. Rossouw besit 'n Mercedes-Benz 280 SL-afslaan (1982-model) en 'n 190E sedan van 1993. "Die 280SL is in 'n stadium ook in Suid-Afrika gebou, wat baie mense nie weet nie."

"En die 190E is net 'n lekker kompakte motor wat versterk glad ry. Hy staan by my huis in Kleinmond, so wanneer ek in die Wes-Kaap is, ry ek graag daarmee rond - en daai kar ry so lekker soos enigiets anders."



a-hoo-ah!

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WORLDWIDE INTEREST IN SOUTH AFRICA'S BARN FIND AUCTION

- By Roger Houghton

The recent auction of a barn find in the Eastern Cape of more than 150 old cars attracted in excess of 1 500 bidders, according to an article in Die Burger. The auction took place over 10 days and bidding heated up as the days went by. A total of 2 958 bids were received.

The auctioneers, Creative Rides, devised a special digital app for bidders and it was downloaded by 11 000 potential participants. As many as 30 bids a second were made during the last 15 minutes of the auction.

Bids came from countries as far afield as Iran, Indonesia, and Russia, besides the expected interest from American, German, and British collectors.

These cars were only a portion of the collection of 600-odd collected by Oom Lous Coetzer and stored in various barns and warehouses.

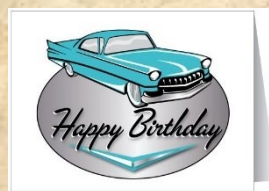
The discovery was only made when preparations were underway to sell portions of land owned by Coetzer and a barn door was opened.

The collection was made up mainly of cars that were in everyday use during in the 1960s and '70s and were not scarce exotics.

Louis and his wife died in a car crash in 2020 and the discovery of cars that had been parked on a farm in Barkly East for more than 40 years was made only a year later.

A Mercedes-Benz 220 SE Fintail from the 1960s was eventually the car that fetched the highest price of R101 000. Some other prices were R81 750 for a GMC truck, R85 750 for a Chevrolet Impala and R61 750 for a Chevy Nova convertible.

BIRTHDAY VERJAARSDAG



6 Julie	Cobus	Van Dyk	13 Julie	Pieter	Kluever
7 Julie	Nelie	Von Wielligh	14 Julie	Emil	Kuschke
10 Julie	Terma	Kussman	17Julie	Natie	Du Plessis
11 Julie	Alta	Stander	17Julie	Wendy	Velchich
13 Julie	Kobus	Ebersohn	21 Julie	Jannie	V Niekerk
			23 Julie	Peter	Farmerey



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FOR SALE



The following cars, parts, odds and ends etc. are listed in our monthly newsletter.

The purpose of this page is for the advertisement of items by private individuals and not for businesses/dealers. If you are interested in something, please contact the person directly. The POMC do not take any responsibility of sale/wanted goods

For sale

Reconditioned water pump for Opel Record 2.5

Contact: Robert Dadford

Cell: 083 929 9533

TE KOOP

1934 - 1936 Chev grill - R2 500
Ford Capri Dashboard - R2 000
Ford Ranchero 1968 LDV
L/F fender- R600
R/F fender - R600
L/F door - R600
R/F door - R600
Bonnet - R900
Tailgate- R850
Mazda Drifter swb canopy full door R 2 500
Toyota 4x4 tailgate R1 500
Nissan Hardbody tailgate R1 500
Chev 4.1 bonnet R800

Kontak Hannes of Daleen op 0716855600

Renault Gordini body
1957 Simca Vedette V8 plus spare engine
and diff
1937 Chev engine spares
Complete mini engines, gearboxes, rear
and front suspensions
Ford Cortina gearbox plus engine block
Mercedes Benz 220 bootlet
VW beetle body spares
Variety of vintage bumpers
Variety of vintage front and rear screens

Kontak Hannes of Daleen op 0716855600



a-hoo-ah!

POMC NEWSLETTER

JULY 2024

FOR SALE

... Continue



Mitsubishi Colt 2200 swb
R/F door - R800
L/F door - R800
R/F fender - R600
Variety of 2nd hand and new headlights
Variety of 2nd hand and new body panels
1982 Chev Commodore Bonnet
Variety of speedos
Ford Cortina dashboard
DKW Auto union engine spares + engines
+ gearboxes
3 DKW bodies. 1 complete with engine,
gearbox and diff.
1961 Borgward Isabella bodies, engines +
gearboxes.

Kontak Hannes of Daleen op 0716855600

2015 Nissan NP200 L/F door - R3 000
Ford Eskort MK1
Bonnet - R800
Bood - R800
R/F door - R600
L/R door- R600
R/R door - R600
Gearbox - R900
Ford Courier L/S outer load body panel
swb - R1 500
VW Passat fuel tank - R2 000
1968 Toyota Landcruiser
Nose cone - R750
Door - R950
Nissan hardbody R/F door - R800
Ford Bantam tailgate - R900

Kontak Hannes of Daleen op 0716855600

For sale



KR200 1956 model Messerschmitts.

Two of them.

They are in good running order,
licenced and are in good running
condition. They are both in the
state of the original. We are
based in Hoekwil, Wilderness,
Western Cape. If interested
please contact

Ingeborg Fornefeld on 082 617
7530.

Theo and Ingeborg Fornefeld



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POMC NEWSLETTER

JULY 2024

FOR SALE

... Continue



1974 Austin 1800 mk 2

Contact Lieb Bosenger -
Cell 082 4503 138.

WANTED

The **POMC** are looking for a third trophy that was made by the Premier mine in the early 1990's. All three look similar.



Here are 2 of them. If any club member knows where the third trophy is, please contact Stefan Stander at 079 0609 990 or the POMC secretary, Barry Groenewald at 084 414 6144



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Veteran, Vintage and Classic Collector's Insurance Scheme

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Cross Country is an Authorised Financial Services Provider 3954
Registration Number: 2008/013847/07 | VAT Number: 4020252203
Tel No: 011 215 8800 | Fax No: 011 476 8205 | website: www.ccic.co.za



VEHICLE REGISTRATIONS

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

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



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POMC NEWSLETTER

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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: T-SHIRT:

Long sleeve – R500

Short sleeve – R450



White T-Shirt - R180



OUTDOOR BLACK HAT:

R180





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POMC NEWSLETTER

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REGALIA



R350
R120



R350



R200



R200



Cars in the Park –



POMC – Voorskoot
Beker

R150



POMC – Swart Serp

R40



POMC – Swart pet

R100



POMC: Swart Beanie

R80



POMC –

R30



POMC – Lap embroid badge
houers/Key

Groot – R30, Klein – R20



CIP Lap Embroid badge

Big – R30, Small – R20



POMC – Motor wapen

Groot – R30, Klein – R20 R100



CIP badge

R100



Sleutel

R25

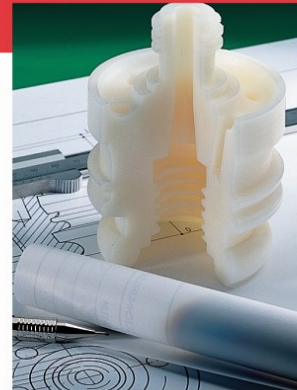


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