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POMC NEWSLETTER

AUGUST 2024





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POMC NEWSLETTER

AUGUST 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 **7 August 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: 1915 Model T Ford Runabout
Owner: Emil Kuschke

7 AUGUST 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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POMC NEWSLETTER

AUGUST 2024

FROM THE DRIVER'S SEAT

- Neil Stander



So how does one start a newsletter after the CIP this weekend. All I can say is WOW.

To Frik and his team as the POMC we would like to say well done and congratulations to a super day and well planned event.

The weekend started off on Saturday when all the special invites got together with all vehicles attending being pre-war.

To Emil, what a wonderful idea and thank you for all you organizing and planning to get so many beautiful old cars together.

We all had the privilege of riding around the Zwartkop raceway with our oldies. Those that were there will surely share my enthusiasm on how special and impressive it was.

Sunday was just special. The raceway was packed with very special cars from old cars to classics and some a little weird.

The weather once again played its part and we are expecting a good attendance that passed through the gates. We of course will share once we have more information.

To all the club members that helped on the day thank you. It makes the day so much easier when people are available to help.

For those following social media the feedback, comments and thank you's we have received is mind blowing.

Many clubs have sent us personal messages thanking us and only giving positive feedback and praising a well-organized event. If you haven't yet had a look, please check out our Facebook for many photos and video's already posted.

To Frik, a huge thank you for all your time and dedication to ensuring that CIP is such a well oiled machine.

I am not sure that all the members totally understand the magnitude of the event we as the POMC present. Well done.

As summer approaches get those cars cleaned and ready to join the POMC at all our future events.

AHOOHA!

Neil



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connie@creationsprint.co.za
084 548 4479
Ons is tot ALLES in staat deur
CHRISTUS wat ons KRAG gee - FIL 4:13

**PRINTING
SIGNAGE
BANNERS
STICKERS
MAGNETS
AND MORE**

Connie Theron



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POMC NEWSLETTER

AUGUST 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	
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	Danie Ferns	082 886 7935	Dferns33@gmail.com	
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	Mike Nienaber	082 904 4442	mike.nienaber12@gmail.com	



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POMC NEWSLETTER

AUGUST 2024

CLUB MATTERS

.... Continue



July 2024 gas spreker:

Thank you Robert Dadford sharing his steam trains and steam engines stories.

Congratulations to Hendrik Byleveld winning the July 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

August 2024 Speaker:

Gerald Burell – Electric 1933 Phantom II
Rolls Royce

New members:

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

James Forbes

Johan Oberholster

Message from the committee.

The Club is busy communicating with myTAC, Lucas Potgieter to capture all histories and communications into the cloud for save keeping and easy retrieving.





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POMC NEWSLETTER

AUGUST 2024

UPCOMING MONTHS EVENTS



**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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POMC NEWSLETTER

AUGUST 2024

MONTH EVENTS

POMC European Day 2024

Daantjie Badenhorst



The Pretoria Old Motor Club held its annual European Day on Sunday the 14th of July.

One of the most interesting cars on display was a 1958 Goliath 1100 station wagon. It was a product of Borgward and was introduced in 1957. The name only lasted until the end of 1958 when the Goliath underwent a few styling changes, and the Hansa name was adopted. Grant Henton



bought his 1958 station wagon in 1997 after it spent some time in Welkom and was found in a shed on a farm. It has covered 75 000 miles since he bought it, and it has seen all four corners of South Africa.



The Peugeot 504 was internationally introduced in 1968, but South Africa had to wait until 1971. Although it was popular for more than a decade, only a handful are still around, and in a good condition. Tinus Gibson is the second owner of an immaculate 1971 model; he knew the original owner well because he was his parents' neighbor and bought the

car from the original owner's deceased estate. This car has only done approximately 100 000 km. Because Tinus is about to move abroad, the car is for sale.



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POMC NEWSLETTER

AUGUST 2024

MONTH EVENTS

POMC European Day 2024



Continue.....



The Citroën 2 CV nicknamed the "Ugly duckling" was never officially introduced to South Africa, but a few were imported privately. The later 2 CV6, powered by the 602 cm³ engine is the model most people remember, but Taco Kamstra recently bought a 1965 model, powered by the original 425 cm³ engine. The person who restored this car has been working on Citroëns for a long time even though he is ninety years old, and Taco bought the car from the grandson of an elderly lady. An interesting feature of this model is the rear-hinged front doors, which were common in

those days and were also seen in some Auto Union and Fiat models. The front doors of the later models were hinged at the front, but one thing that remained true throughout its model life of just over forty years was that it was built to be as inexpensive as possible.

The BMW 5 series has been a popular model range for many years, but not many of the earlier models are still around. Emil Marais is a BMW enthusiast who owns two BMW's, a 7-series which is currently undergoing restoration, and the 1990 model 525i he displayed. He has owned this car for seven years and it is still original, although he has restored its paintwork. This car is fitted with the alloy rims that were standard on the contemporary 535i but optional on the 525i. He intends to change the color of the side skirts and the front bumper-mounted spoiler to black.





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POMC NEWSLETTER

AUGUST 2024

MONTH EVENTS

POMC European Day 2024

Continue.....



The first two generations of the VW Golf were extremely popular in South Africa, but only a few are still running. Most people remember the Golf 1 because of the long production life of the Citi Golf, but its history goes back much further than that. Its international introduction took place in 1974 but South Africa had to wait until 1978 because of the popularity of the Beetle.

The range underwent a facelift in 1981 and the models that were manufactured in South Africa before then are a rare sight on South Africa's roads. Johan Stapelberg bought his early-model Golf GLS new in 1980 and he has owned it since then. This was one of the first models fitted with the then-optional five-speed gearbox. Johan only made two changes to his car; he fitted the twin-headlamp grille from the GTS, and he replaced the original 1,5-liter engine with a two-liter Volkswagen engine.

The Golf 2 was introduced to South Africa in 1984 and the GTI followed early in 1985. This was a successful model that also took part in motor racing. The 16 Valve model was introduced in 1986, but production of the eight-valve model continued. For the 1991 model year, larger bumpers, which were partly color-coded on the GTI, were introduced. Hennie Coetzee owns one of these models, the last to be powered by the 1,8-liter engine, and his car has covered over 200 000 km. His car is in an original condition, but he has had to replace the headlamps.





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POMC NEWSLETTER

AUGUST 2024

MONTH EVENTS

POMC European Day 2024

Continue.....



original condition.

Before the Golf was introduced, the VW Beetle was a top seller for many years and as usual, a few of them were on display. One of them that attracted a lot of attention was Dieter Vos's 1200, manufactured in 1964. He is the second owner, and this car even has the original TP 1964 number plate it originally came with. He bought this car in 2016 and has kept it in an

George Pantzaris displayed two cars. The Lancia Beta Monte Carlo is not a common sight in South Africa, but he owns two; a red one in an original condition and the black one he displayed this time. The car was originally painted in orange, but he changed the body color to black, which attracts a lot more attention. He has also fitted new alloy wheels and a body kit, and its suspension has been modified.





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POMC NEWSLETTER

AUGUST 2024

MONTH EVENTS

POMC European Day 2024

Continue.....



The other car he had on display was a Porsche 911 Targa, which has been fitted with several features from later models. It was manufactured in 1980, so it was originally a 911 SC, but it has been fitted with a body kit, including alloy wheels and a rear spoiler, from the later Turbo model, and its suspension and braking system have also been modified.

Some people will find it hard to believe, but the last Opel Kadett, introduced in 1993, is now old enough to be considered a classic.

The Kadett name was only used until 1999, when the Astra model name was adopted for the sedan and hatchback models. These last Kadetts are becoming rare, but Kobus Ebersohn inherited a 1995 model Kadett 160iS from his mother-in-law. This car has only done 62 000 km and is one of only few that are still in a good condition.





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POMC NEWSLETTER

AUGUST 2024

MONTH EVENTS

POMC European Day 2024

Continue.....



The Alfa Romeo Spider is an enduring classic that has appeared in several movies in South Africa and overseas. A few 1750 Spider models were privately imported but after the introduction of the two thousand, which had a redesigned rear end, Alfa Romeo South Africa marketed it in South

Africa. The 2000 Spider was introduced to South Africa in 1975 with right hand drive, and Bill Sales has owned his 1975 Spider for eleven years. Except for the alloy rims, the car is in an immaculately original condition.

The 156 was one of Alfa Romeo's most popular models ever and won the Car of the Year title in Europe and South Africa. Still, the GTA is a rare sight, since only seventy of them were imported to South Africa. Jeffrey Willetts has owned his 2003 model GTA for fifteen years and displayed it for the first time since the Loftus Park event. He has fitted new alloy wheels, as well as a new exhaust and manifold.



The next event on the POMC calendar will be Cars in the Park, to be held at the Zwartkops racetrack on Sunday the 4th of August.



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POMC NEWSLETTER

AUGUST 2024

MONTHS EVENTS

PRETORIA OLD MOTOR CLUB
CARS in the PARK

By.... Stuart Johnston Communications

Special anniversary models at the 2024 Cars in the Park on August 4 at Zwartkops

With over 2 500 classics, vintage, veteran and special-interest cars and trucks expected for Cars in the Park on August 4, 2024, visitors are sure to find the plethora of special old-timer cars an amazing spectacle.

To make this year's event even more exciting, a number of cars on display will be celebrating milestone anniversaries in their histories, and to add to the fun, we have compiled a list of cars that can mark 2024 as a landmark year.

Topping the list for fans of benchmark supercars will be the



Mercedes-Benz 300SL,

the original version that was **launched in 1954** and went on to be named the Sports Car of the Century in 1999. The original 300SL (there have been later models with the same designation) was regarded as the fastest production car in the world 70 years ago, and with the tallest rear axle ratio specified, could top 260 km/h! Small wonder that the list of owners reads like a who's-who of Hollywood glitterati.

The 300SL was celebrated for its outlandish gullwing doors in its first coupe iteration, while engineering boffins noted it as the first production car with a direct petrol-injection engine.

Those who rate Teutonic engineering as the finest of its kind will also note that the

Porsche 911 turns 60 this year.

The iconic body shape in fact made its debut in Frankfurt in late 1963, but it was first badged as a Porsche 901. As Peugeot owned the rights to three-numeral model nomenclature with a zero in the middle, Porsche changed the name to 911 when it went on general sale in 1964.

Remarkably, the essential 911 body shape is still employed 60 years later, with the trademark flat-six-cylinder engine still hung out behind the rear axle. As a wise man once said: if it ain't broke, don't fix it!

An Italian car of a completely different character, but no less desirable, is the





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POMC NEWSLETTER

AUGUST 2024

MONTHS EVENTS

PRETORIA OLD MOTOR CLUB
CARS in the PARK

by

Stuart Johnston Continue.....



Alfa Romeo Giulietta Sprint, which turns 70 this year.

This beautiful car, offered in both open-top Spider and Coupe form from 1954, was extremely advanced for its time, notably featuring a twin-cam engine, and multiple carburetors in Veloce trim. The immortal styling was by famed Italian designer Franco Scaglione, who was with the Bertone studio at this time.

Bertone was also responsible for an equally memorable shape, that of the

Alfa Romeo Giulia Sprint GT, which arrived in 1964.

The engine in the Giulia was pretty much an evolution of the Giulietta, but now displacing 1600 cc. Its five-speed gearbox and super-accurate steering made it a delight to drive, and it was plenty quick enough, with a top speed of close to 180 km/h. The basic Sprint GT shape continued in production for over a decade, and many were assembled in South Africa at the Alfa Romeo plant in Brits.



A car that was not going to win any beauty competitions in sedan form was

the **Borgward Isabella**,

(although coupe versions were much easier on the eye). The German Borgward was introduced in **1954**, and carved a huge reputation in South Africa as a super-fast open-road car, capable of 145 km/h cruising all day long, when many rivals battled to reach the 130 mark. This was remarkable as its four-cylinder engine only displaced 1500 cc!

Sadly, financial problems saw the company close its doors in 1961, but the car was so well built, and so popular in South





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POMC NEWSLETTER

AUGUST 2024

MONTHS EVENTS

PRETORIA OLD MOTOR CLUB
CARS in the PARK

by

Stuart Johnston Continue.....

Africa, that a large number of examples survive. So, despite no spares back-up since 1961, you will see dozens of Borgwards at this year's Cars in the Park!

A car that is quite scarce on the roads these days is the original **BMW 5 Series**, the car that established BMW as a major player here when it was launched in **1974**. From the early 1960s BMWs became available in small numbers, such as the 700 Coupe, the 1800 and 2000 sedans, the luxury 2500, 2800 and 3.0S models, the Glas-bodies SA models and the highly-rated 2002 coupe.

But the 5 Series, built at BMW's then-new plant in Rosslyn, struck a chord with South Africans and challenged the mid-sized Mercedes-Benz models for market leadership in this segment. Remarkable to think that the 5 Series is half a century old this year.



Another highly successful model was the **Cortina bakkie**, and in **1974 the potent Big Six**

version was launched with a 2,5-litre V6 engine. The Cortina bakkie was a South African development of the Mk 3 Cortina sedan and so successful it was exported to England!

The Cortina 2500 Big Six Pick Up was rated with sports-car-like performance at the time, had a

top speed of 175 km/h and could accelerate to 100 km/h in 10,8 seconds. The later 3,0-litre versions were even quicker.

The Cortina bakkie was a top-selling light commercial vehicle here for many years, continuing in production well into the 1980s after the Cortina sedan line had been replaced by the Sierra.





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POMC NEWSLETTER

AUGUST 2024

MONTHS EVENTS

PRETORIA OLD MOTOR CLUB
CARS in the PARK

by

Stuart Johnston Continue.....



Talking of fast Fords, the **Ford Sierra XR8 turns 40 this year**, having been launched with a 5,0-litre V8 Mustang engine in 1984, as a homologation special to do battle with the likes of BMWs and Alfa Romeos on the race tracks. Just 250 examples were built and the most famous of these was the highly modified Wesbank Series car raced to great effect by Willie Hepburn, and nicknamed "The Animal".



An animal of an entirely different sort, and king of its own specific terrain was the **Unimog**. This giant off-roader celebrates its **75th anniversary** this year, having been launched in Boehringer, Germany in 1948. Unimogs have traditionally used production Mercedes car engines, and the majority were diesels, but they were most famous for their unique flexible chassis and massive ground clearance, thanks to the use of portal axles, which saw the wheels connected to the drive shafts by a gear set that raised the axle line impressively. A similar drop-gear system was used on the early VW Kombi to gain good ground clearance. Unimogs have been built by Daimler Truck since the early 1950s, and became famous here in the 1970s due to their use in the South African military. They are used all over the world as fire-fighting machines in remote areas, as well as ambulances. The Unimog Club in South Africa is surprisingly well-supported for such a specialised vehicle, and the club members have been regular attendees at Cars in the Park for the past two decades.



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POMC NEWSLETTER

AUGUST 2024

MONTHS EVENTS

PRETORIA OLD MOTOR CLUB
CARS in the PARK

by

Stuart Johnston Continue.....

Other manufacturers celebrating big milestones this year are **Fiat**, which is **125 years old** in 2024, and **Chrysler**, as the first car with a Chrysler nameplate was built and sold in 1924.

One of the biggest 60-year celebrations at Cars in the Park 2024 will be that of the **Ford Mustang**, which first went on sale in America in April 1964. Ford Mustangs have enjoyed massive popularity all over the world ever since, and notably in South Africa since late 2015, when the first right-hand-drive Mustangs became available for general sale here. But many left-hand drive examples were imported here from mid-1965 onwards, and through many generations of the Mustang nameplate.



There are doubtless many other cars with significant milestones this year, and some of these may well be amongst the 2 500 classic expected at the Zwartkops Raceway on August 4. A crowd of over 10 000 spectators is expected for the 42nd running of the biggest car show in South Africa.



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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POMC NEWSLETTER

AUGUST 2024

MONTHS EVENTS

CARS IN THE PARK
04-08-2024



The 42nd Cars in the Park were held at the Zwartkops Race Track in Pretoria. All in all the day were enjoyable with a good variety of vehicles been show cased. Here are a photo story of the day at Zwartkops Race Track:





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POMC NEWSLETTER

AUGUST 2024

MONTHS EVENTS

CARS IN THE PARK
04-08-2024
Continue.....





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POMC NEWSLETTER

AUGUST 2024

MONTHS EVENTS

CARS IN THE PARK
04-08-2024
Continue.....



Fotos verskaf deur Daantjie Badenhorst en klub lede

Comprehensive feedback on the CIP 42 will be given in the September addition of the **a-hoo-ah!**



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POMC NEWSLETTER

AUGUST 2024

ARTICLES

Motorcycles and Safety –

By – Joe H. Palmer



Why shouldn't you ride a motorcycle wearing short pants

Man, it is a long story. It is actually my wife's fault. It's all about hair – believe me or not. It all started when I turned grey. Normally when you get older, the hair gets fewer. But no, not me! More ape-like is a better description. These grey hairs are stalky and have their own way. Hard to control and to keep in check. In general I looked like the devil in the pictures of my kids' "Kinder Bybel". Now imagine getting off your bike and taking your helmet off.

They go everywhere except strait backwards and/or down. I pointed the challenge I have out to my wife and all she said was: "...but darling, use the shampoo and conditioner I use. It makes grey hair so soft and manageable".

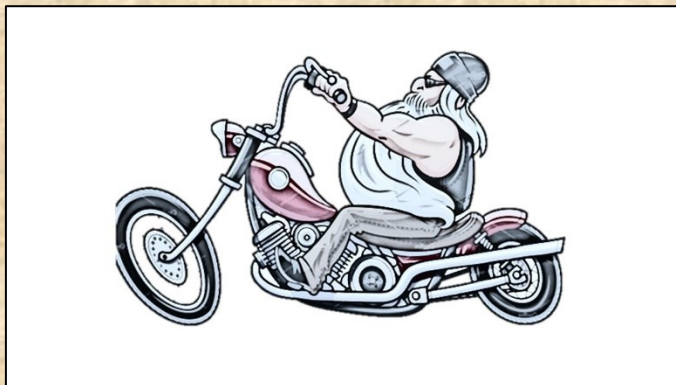
So that is exactly what I did. But I normally take a shower and the "oh so soft shampoo and conditioner" washes all over my hairy ape-like badly shaped body. I felt like a teddy bear, all nice, soft and cuddly. That sure has its benefits, so I did not mind using the "oh so soft shampoo and conditioner". My corkscrew hair on my legs now is all soft and supple like my wavy mullet sculp. I feel like a sculpture – a Greek god.

But to every product there is a con as well and that is where the "fun" started. Driving down the road with my short pants on – or as you woman say "shorts" for short – all were just dandy. A light breeze caressed my stumpy legs and I am sure that my soft leg hair stimulated the blood circulation. Lovely. I felt in control again – unbreakable. So I opened the throttle a bit... and a bit more. Can a simple "oh so soft shampoo and conditioner" have such an effect on me.

The light breeze turned into a gust and the soft caress of my leg hair into a tickle – then a severe tickle.

I bend forward to scratch my leg, then the other one and back again. The next moment I fell by the wayside. Yes, I literally fell by the wayside. Dis een manier om ander lande te sien. Mielielande en koringlande.... I decided to turn back home, my lovely leg hair full of dirt but fortunately no longer blowing in the wind. I am easing on the throttle now, up to just a slow gentle cruise with an ego that hurts more than the scratches on my legs.

The breeze is now channeling up my shorts, cooling willy right down to a comfortable outdoorsy temperature. "Free Willy", I thought to myself. But now the channeled breeze tickles the lovely soft hair on my thighs and the severe itch is back. Lesson learned, don't scratch while driving.



But fortunately, the traffic light (for those who don't know, it's a robot) brings me to a stop. Perfect timing for a good scratch. Great opportunity and with my arm up the pipe of the shorts, I scratched away. Ah, what joy.

But something is wrong. I felt a pair of eyes burning on the side of my head and I slowly turned my head. I smiled sheepishly and said: "Goeie more Mevrou Dominee!" Ja, here in these small towns we call the wife of the local Preacher, "Mevrou Dominee". Don't ask why – we just do – long story for another day. She didn't reply.



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POMC NEWSLETTER

AUGUST 2024

ARTICLES

Motorcycles and Safety –

By – Joe H. Palmer continue.....



She just stared at my arm still up the pipe of my shorts. Still smiling, I slowly withdrew my forearm from my shorts. Time stood still but I was urged into action when the car behind me honked its hooter. I noticed that Mevrouw Dominee drove off long ago and the rest of the town are staring at me.

I drove straight home, took my shorts off and took the “oh so soft shampoo and conditioner”. Together they went straight down the dustbin

So that is why you don't drive a motorcycle wearing short pants. For safety reasons. The same reason why you do wear a crash helmet. Not to protect your head – oh no. I shove my very soft mustache into the sides of my helmet to keep it from blowing into my eyes. I don't want to visit mielielande again.

You now probably wonder how things are in town and with Mevrouw Dominee? I am still known in town as “die orge ou man” and I am still excommunicated by the local Gemeente. Ook maar goed so, because it is not nice to scratch your soft hairy bum in church.

Article by Joe H. Palmer





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POMC NEWSLETTER

AUGUST 2024

ARTICLES

Let's Talk Car Radio Tapes



By John Booth

For almost as long as cars have become the mainstay of ever day transport some sort of musical device was sure to follow. In 1933 Laurel and Hardy did an amusing skit where an 'in-car entertainment system' (wind-up phonograph) was fixed under the bonnet of their car and operated by a pull cord.

Fast forward to the 1950's and heavy valve radios were the in thing for cars. They were AM radios and used a 'vibrator' system to step up the voltage to run the vacuum tubes. These radios were not only very expensive to purchase but also incredibly heavy, bang went a few engine horses to run and cart them around. By the mid to late 1950's car radios were moving towards transistors. Valves or vacuum tubes were on their way out. The transistor radio used both AM (Amplitude Modulation) and FM (Frequency Modulation) frequencies. The race was now on to produce a cost effective radio with good reception. It is here the Japanese took the lead in car radio production in particular the Sony Corporation.



*His Masters Voice valve radio from a Rover P4 90.
Stealing 4 amps at 12v when the amp was just idling*



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POMC NEWSLETTER

AUGUST 2024

ARTICLES

Let's Talk Car Radio Tapes

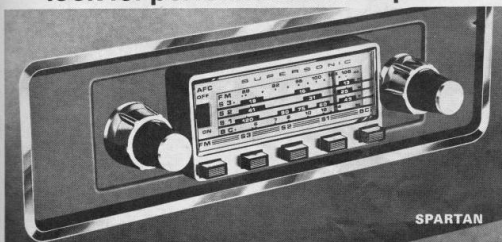


By John Booth continue

One of the problems with all radio is that you are forced to listen to broadcasts from radio stations. Tough if you do not like the song they are playing and could not fast forward it to the next one. Sure you could change channels, but you were still

restricted to what they pumped out. Then in the mid 1960's came the revolution of the 8 track tape.

When buying a car radio most people look for performance...and price.



Maybe that's why over half the car radios in South Africa are Supersonics.



SPARTAN. 5 Wave-bands (F.M., B.C. and 3 S.W.) 41 watts output. Switch-in automatic frequency control. Fitted as original equipment by car manufacturers. R85.00.

MODEL AR 107. The car radio with five pre-selector buttons. Crystal clear reception on 2 F.M. and 3 B.C. bands. R79.50.

SPACE-KING. World-wide reception. Concert Hall sound. F.M., B.C. and 9 S.W. bands. Bands spread on 8 S.W. bands. Switch-in Automatic Frequency Control. R129.50.

AUTOPORT. Top performance both in and out of your car. Locks into the car magnetically. Out of the car it's a fine portable. 4 bands (B.C. and 3 S.W.). R79.50. Prices include full custom-built installation kit.

Early 1970's Supersonic transistor car radio advert

The 8 track tape lasted from the mid 1960's through to the late 1970's. Finally now you could buy a tape of your favourite bands and play it all day long. It would play continuously in an endless loop. They were not without problems though. They would jam as the tape got dirty. If left in a hot car the sound quality would

deteriorate. Often the tape would stick together causing it to spool out of the player onto the floor of the car, but progress never the less.



Inside of an 8 track tape, The tape is pulled off the inner part of the reel then fed back onto the outside, giving continuous playing

Imagine now you are in your MK1 Ford Cortina adorned with STP and Gunston stickers. Away from your dad shouting at you to turn that racket off. You are on the open road, a radio station is playing Chirpy Chirpy Cheep which you are sick and tired of (your mom still likes it). So you switch on your 8 track tape player and out comes Led Zeppelin Whole Lotta Love blasting through your 5w speakers. Man you have made it in life!!!



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POMC NEWSLETTER

AUGUST 2024

ARTICLES

Let's Talk Car Radio Tapes



By John Booth continue

Then along came another break-through in the form of the cassette tape. The



cassette tape was invented by Phillips but improved by TDK. They appeared commercially in car radio tapes in the early 1970's with most manufacturers offering both the 8 track and cassette tape options. The cassette tape soon took over the market with the 8 track being slowly phased out. Being much smaller than the 8 track tape it could hold up to 120 minutes of music. Instead of 1 reel like the 8 track tape it had two reels, so was reel to reel. It was called a 4 track or cassette tape. Being 4 track essentially meant it was 2 tracks on each side of the tape. The tape was then split into two to get the stereo recording. The tape head would pick up these two tracks simultaneously but play them through left and right speakers. In essence half the musical instrument sound would come out of one speaker and the other half out the other speaker. Hence stereo sound. Unlike the 8 track, the cassette tape could be rewound so you could play your favourite song over and over again.

19 rt for Sanyo radio tapes. Note both the 8 track and the cassette 75 Adve tapes are on offer. Also note the Rally radio. Very sought after by collectors



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ISOLATED?

HITACHI is the best travelling companion a car can have. Keeps you lively instead of lonely. News Flashes, Weather Reports, music to suit your mood. Business travelling or weekend driving ... take HITACHI with you.

Keep in touch 24 hours a day with HITACHI

KM 1600 S De Luxe FM/MW/SW1/SW2 (25-90 m). Preselct car radio. Variable tone control. Fits neatly into or under your dashboard. Multivolt 6/12 v +/-.
KM 1450 SA FM/MW/SW (31-90 m). Three station indicators. Push button tone control. Fits neatly into or under your dashboard. Multivolt 6/12 v +/-.
CSK 218 IC FM/MW car radio with stereo cassette player. In dash or under dash mounting. Auto and manual eject.

Guaranteed and serviced throughout the country by:
KATZ INTERNATIONAL CORPORATION (PTY) LTD.
Cape Town, Johannesburg, Durban, Port Elizabeth, Kimberley, Bloemfontein.

HITACHI

Early 1970's advert by Hitachi

TDK Japan led the way in magnetic tape production at the time and made huge improvements to the recording quality of cassette tapes. Cassette tapes were small enough to put in a pocket yet held so much information.

A true leader in their day.

To impress your friends, you had not one cassette tape storage box but a few in your car. These would be tucked under the seat or on the floor and maybe a few in the boot. Stored in the cubby hole would be the proverbial pencil.



Cassette Tape. Invented by Phillips, perfected by TDK

Dirty tape rollers had this nasty habit of winding tape around themselves. The only indication of this was when the singer's voice started to slow so using your mom's

favourite song, the words Chirpy Chirpy Cheep would become Cheerpy Cheeeeeerpy Cheeeeeeeeeeeep then the tape would come to a halt (thank the



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AUGUST 2024

ARTICLES

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Gods). Swift action was needed here to eject the cassette tape before the rest of the tape was damaged. The cassette tape would come out followed by a length of twisted tape. Time to get the pencil trick out and using the pencil to rewind the tape back into the cassette tape being very careful that it went back in without being twisted. Once the tape head and rollers were cleaned we were back in action with the pencil stored for its next tape rescue.



The proverbial pencil trick

Cassette tapes would inevitably stretch with use, age and heat, and as such the singer's voice would also be stretched out. Sadly the cassette tape was now at the end of its life and the last song it played was probably 'There Will Never Be Another You', so time to say good bye my old friend.

The disposal of the tape was generally assigned to the passenger who would snap off one end of the tape, wind down the car window and while in motion throw the cassette out the window so that it unravels at high speed before the other end gets snatched out of his hand. These were used to adorn the sides of many

NOW BLAUPUNKT
GIVES IT TO YOU BOTH WAYS!

* ON TAPE
* ON RADIO

Model Bonn Stereo cassette player with FM/AM radio

Whatever your mood - pick your programme.

BLAUPUNKT
Cassette/Auto radio combination.

Mid 70's advert for a Blaupunkt radio tape



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POMC NEWSLETTER

AUGUST 2024

highways and trees. So if you had a C60 tape you could get 88m of road side

ARTICLES

Let's Talk Car Radio Tapes



By John Booth continue

length. More impressive was the C90 tape which gave you a Whopping 129m of shiny road side length.

So what do you look for when choosing a period radio tape? My preferences are those radio tapes from the late 1970's and through to the 1980's i.e. before the CD player. These radios have analogue amplifiers and not digital amplifiers. Avoid radios that are locked and need a code to get them to work again like Grundig. Despite them being a very good system they had an anti-theft locking system. Once locked they are near impossible to unlock.



Grundig. Good system but near impossible to break the locking code.

Don't fall into the myth that some makes were better than others. Back then there were only a handful of component manufacturers. So you paid for the name because generally inside them all were the same components. Also don't be fooled by the weight of these radios in that the better quality radios are



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POMC NEWSLETTER

AUGUST 2024

ARTICLES

Let's Talk Car Radio Tapes



By John Booth continue

heavier than the cheap ones. Some manufactures added extra steel to give the impression of weight equals quality. Condition is very important; you don't want a battered radio that is missing its buttons. Don't be too concerned if the tape side does not work. You don't need it unless you have some cassette tapes from your youth.

There are other ways of playing your music. Any of the good makes will do like Pioneer, Sony, Tedelex, Alpine, Sanyo, Jensen, Phillips and so the list goes on. Look for one that has a CD input jack but still a radio tape. This way you can attach an MP3 player via a 3.5mm cable. If this is not available then you can still use an FM transmitter with a flash drive that plugs into your cigarette lighter socket.

I fitted this into my Ford together with a speakers. The mounted in the The radio tape I can play player or Trasmmitter. exceptional exceding the modern car amplifier.



FM Transmitter and 16 Gig flash drive that plugs into the cigarette lighter socket

Tedelex radio tape Escort mk1 pair of Sony 6*9 speakers I rear side panels. has a CD input. So either via an MP3 through the FM Both give sound quality, far quality I get in my with its digital



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POMC NEWSLETTER

AUGUST 2024

ARTICLES

Let's Talk Car Radio Tapes



By John Booth continue



Telex radio tape with CD input I fitted to my Ford Escort



Sony 6x9 speakers giving exceptional sound quality

conclusion you will not beat those old analogue amplifiers for the true warm



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POMC NEWSLETTER

AUGUST 2024

ARTICLES

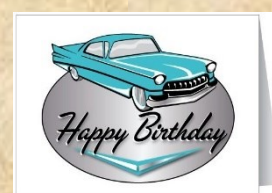
Let's Talk Car Radio Tapes



By John Booth continue

sound of the music. People of today just don't know what they are missing. If I had my perfect system it would be a radio player with an analogue amplifier that does not distort at high volume. In addition I would like the music to be stored on a medium that is compatible or better than a cassette tape. With MP3 storage you lose that clear warm and true sound that you used to get with an analogue cassette tape. So don't be afraid to fit a period radio tape, you will be surprised with the sound quality. Link it up to a pair of Sony 6*9 speakers, mount these in the doors or parcel shelf, avoid speaker boxes if you can, wrongly designed they can sound terrible. Then sit back and listen to that analogue amplifier. The best sound ever produced!!!

BIRTHDAY VERJAARSDAG



01-Aug	Phillip	Mostert	16-Aug	Karel	de Waal
10-Aug	Mike	Devenish	18-Aug	Erin	Naude
11-Aug	Pieter	Koelewyn	20-Aug	Inus	Dreckmeyr
11-Aug	Johriaan	de Beer	21-Aug	Willem	Lombard
12-Aug	Lucas	Potgieter	23-Aug	Heleen	Duffey
14-Aug	Jurjen	Kamstra	26-Aug	Willie	de Groot
16-Aug	Craig	Jeannes	29-Aug	Dennis	Velcich



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POMC NEWSLETTER

AUGUST 2024

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

1933 all steel, original Ford roadster with many extras.
R220000 neg. Call Retief at 0832689057





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POMC NEWSLETTER

AUGUST 2024

FOR SALE

... Continue



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

AUGUST 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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AUGUST 2024



Veteran, Vintage and Classic Collector's Insurance Scheme

FOR THE MEMBERS OF THE SOUTHERN AFRICAN VETERAN AND VINTAGE ASSOCIATION

CLASSIC INSURANCE WITH UNIQUE FEATURES

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- 24 Hour roadside assistance

* Terms and Conditions Apply

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

Puma Insurance Brokers



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ASSOCIATION



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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

AUGUST 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: T-SHIRT:

Long sleeve – R500

Short sleeve – R450



White T-Shirt - R180



OUTDOOR BLACK HAT:

R180





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POMC NEWSLETTER

AUGUST 2024

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



CIP badge
R100



Sleutel
R25



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AUGUST 2024

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



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