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POMC NEWSLETTER SEPTEMBER 2024

2024 CARS IN THE PARK





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POMC NEWSLETTER SEPTEMBER 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

4 September 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: 2024 CIP

Photo: Paul Blackburn

4 SEPTEMBER 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	 CARS in the PARK 4 Augustus 2024	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 <i>to confirm</i>	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



creations

1170 MOULTON CENTRE SHOP 5B CNR CODONIA & MOULTON AVE
WAVERLEY, PRETORIA

connie@creationsprint.co.za

084 548 4479

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

Connie Theron

**PRINTING
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AND MORE**



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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



August 2024 guest speaker:

Thank you Gerald Burell sharing your story of your Electric 1933 Phantom II Rolls Royce

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



September 2024 Spreker: Erine Naude kom gesels oor haar VW Karmann Ghia

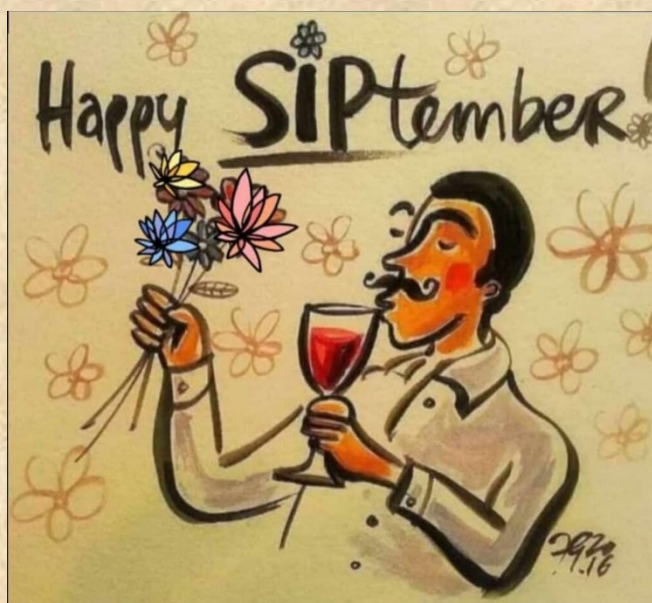
New members:

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

Archibald	Bremner
Raymond	Page
Peder	Jensen
Jaco (Petrus)	du Plooy
Eugene	Birkholtz
Shaun	Spaan

Message from the committee.

The parts container at the club has been cleaned up. Members are welcome to browse through container during club meetings. Contact Johan Leiding at the meetings.





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UPCOMING MONTHS EVENTS





POMC CARS and BIKES at the CLUB



8 September
9:00 till 15:00
@
POMC Club house

Admission:
Spectators: R30 per person Children Free
Exhibitors free

Refreshments available

Braai facilities and Picnic area available

Info:
Frik 082 444 2954

The Centurion Society of Model Engineers has invited the POMC to display our oldies during the weekend of 21 & 22 September. The Saturday might be a bit problematic, as many of our members have to do matric dances- but even if you can display your car on the Saturday morning, it will be worthwhile.

On the Sunday we hope we will be able to have enough old cars on display to make it a meaningful old car show. There will be a lot of stalls, and we can also enjoy trips on the miniature steam trains and admire the craftsmanship of the miniature steam locomotives. Members are also welcome to braai.

We don't want to be strict with the time you will be able to display your car, but if we can be there from 8h30 to 16h00 they will appreciate it immensely

Please let Taco Kamstra (082 770 88 00) know if you will be able to attend.



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POMC NEWSLETTER SEPTEMBER 2024

MONTHS EVENTS CARS IN THE PARK

04-08-2024

By: Stuart Johnston



Cars in the Park 2024 – a huge success on August 4 at Zwartkops

The Pretoria Old Motor Club is celebrating yet another successful Cars in the Park show at Zwartkops Raceway, after a bumper day in glorious weather on August 4, 2024. It was the 42nd rendition of South Africa's biggest one-day car show and chief organiser Frik Kraamwinkel says he would be hard put to recall a show that has run so smoothly.

The organising club, the Pretoria Old Motor Club, had issued over 2 500 special entrance badges, one to each participating car owner, and even then, classic cars were still arriving through the gates at the race track venue, south west of Pretoria.



A 1930s Chevrolet cruises past the Zwartkops pits.

A feature of this year's show was a focus on cars built before World War Two, and it was wonderful to see machines ranging from a 1908 Buick to veteran and vintage cars built up to 1939, and the immediate post-war years in the early 1940s.

This concession was made as immediately after the war, many manufacturers were still building pre-war models, as car production effectively ceased between 1939 and 1945, when factories put their efforts into building armaments.

An undoubted star of this year's show was the 1933 Rolls-Royce Phantom II, owned by Graham Blackbeard, which has been fitted with an electric engine and runs on pure battery power. The car was presented at the show by the man who undertook this conversion to electric power, Gerald Burrell.



The electric-powered 1933 Rolls-Royce Phantom II, arriving at Zwartkops. It has a range of 200 km.



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04-08-2024

By: Stuart Johnston continue.....



“It was a two-year project,” explained Burrell. “Purists who fret that this amazing car’s originality has been compromised should be reassured that the original petrol engine, which needs an extensive re-build, is still in the owner’s possession. We did the conversion with the idea that every single change made for electric conversion can be reversed, and that only two small extra holes have been drilled into the car’s chassis to achieve the entire EV conversion. The original engine is mounted on a stand that is displayed with the car in the owner’s garage.”

Along with this Phantom II model, another 1930s Rolls-Royce, a 20-25 model tourer, was also displayed in a splendid “African” white colour by its owner, Bob Bouwmeesters.

Other famous names from that pre-war era represented at Zwartkops included Packard, Buick, Chevrolet, a host of Fords in Model T, Model A and 1930s V8 guise, Willys, Triumph and a delightful 1925 Citroen B12 Torpedo, displayed in the pits with a picnic montage that included an original wind-up record player churning out music from old shellac records used in the pre-vinyl era!

This type of attention to detail and passion was displayed by over 2 500 car owners all around the Zwartkops circuit. One Datsun owner had used a camshaft as a bonnet prop to display his car’s beautifully-detailed

engine, featuring hundreds of hours of hard work and original thought processes.

The 2024 show was notable for the massive presence of Datsuns and Nissans from the 1970s, representing the strength of the classic Datsun-Nissan awareness in the Pretoria area, which began in earnest in the late 1960s when cars like the Datsun 1200 GX and Datsun SSS were the toast of the town, and built in nearby Rosslyn.

Other ambitious displays were organised by the 100 clubs that were officially represented this year at Cars in the Park 2024. One of these was the Triumph Club, which had cars from the 1920s to the classic late 1970s era, and included Heralds, Spitfires, the TR sports car ranges and the Triumph Stag.



The Jeep Club had an impressive turn out of 1940s Willys CJ models.

The Jeep presence was also huge, notable for a number of 1940s classic CJ models displayed in



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MONTHS EVENTS

CARS IN THE PARK

04-08-2024

By: Stuart Johnston continue.....



various states of restoration. The Willys Jeep era began soon after World War Two, when the first CJ models (Civilian Jeep) were offered for sale to the public. Another club that had a (literally) huge presence was the Unimog Club, displaying the giant off-roaders that became known to many young South Africans doing their National Service in the 1970s.

Rivalling the Datsun 1200-1400 brigade for sheer numbers were the amount of Ford Escorts on show, from the golden era that began with the Mk I model in the late 1960s. And classic American cars were also on show en-masse, notably a number of Ford Mustangs, as Mustang was celebrating its 60th birthday at this year's Cars in the Park.

Another car that celebrated a birthday was the Alfa Romeo Giulietta Sprint, also available in open-topped Spider form, which was first produced in 1954, 70 years ago. A number of these cars made the trip to the show on August 4, and Zwartkops owner Peter du Toit had his lovely race-trim versions on display in the pits.



Peter du Toit's race-spec Alfa Romeo Giulietta Sprint and Spider, celebrating 70 years of this model in 2024.

Other cars prominently displayed in the pit area included the Ford GT sports cars, part of long-time Cars in the Park supporter Colin Lazarus's display of special Fords.

Classic Volkswagens had a massive presence at this year's show once again, and there were some very special early Beetles on display, including an original split window model, as.



A very tasty looking early VW Beetle, with racespec look.

produced in South Africa between 1951 and 1953. The numerous Kombi versions were on show as well as the later Type 3 models, as well as a number of beautiful Karmann Ghia sporty models

In 2024 Chrysler has been celebrating the first car built with a Chrysler nameplate, and in South Africa Chrysler is best-known for producing the famous Valiant models which dominated South African sales charts in the late 1960s. There were some beautiful Valiant models on display on August 4, notably some Barracuda versions from the late 1960s, which were two-door Valiants with a coupe style.



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MONTHS EVENTS CARS IN THE PARK

04-08-2024

By: Stuart Johnston continue.....



DKW is a brand that disappeared here in the mid-1960s, but these cars were so tough and reliable that an amazing number of them survive to this day. The 3=6 and 1000S rounded models were prominent, while an early pre-war DKW with a fabric body and wooden framework was displayed in the Special Invites section. This was a 1937 model owned by Corne Fourie, still using its original two-cylinder two-stroke engine.



A very fast DKW Junior, owned by Alwyn Kraamwinkel. Most DKWs sold here were 3-cylinder models and these included the little duck-shaped Junior and F12 models from the late 1960s and early '70s. Alwyn Kraamwinkel's Junior model was on display in the pit area in competition form, with a hot 3-cylinder engine and a roll cage. It is displayed in the spirit of the first car raced by South Africa's most famous racing driver, Sarel van der Merwe, in the late 1960s.

A highly unusual vehicle that drew a lot of interest was a 1909 Reliable Dayton replica. It was built by POMC long-time member Jurjen Kamstra, from photographs of the only original example that

exists. It is a so-called high-wheeler car, and Jurjen went to great lengths to create the body using an English Wheel and produce special brass castings to give the car a genuine appearance.

On the day leading up to the show, a special event was



A 1909 Reliable Dayton replica built by Jurjen Kamstra attracted lots of attention amongst the Cars in the Park crowds

organised for the older pre-war cars to lap the Zwartkops track at non-race speeds and owners were delighted to use their cars on an historic race track, Zwartkops having first been laid out in 1961, the same year as its more famous counterpart, Kyalami. Also celebrating a landmark birthday this year was a car that is no stranger to race tracks, and that is Porsche's 911. The first Porsche 911 went on sale in 1964. There were a good number of Porsches at Cars in the Park this year, and a handful of Ferraris too.



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MONTHS EVENTS

CARS IN THE PARK

04-08-2024

By: Stuart Johnston continue.....



Porsche 911 turns 60 this year. This early model still has steel wheels and hubcaps.

A new attraction this year was the Rally Stage for classic rally cars organised on the Zwartkops kart circuit by well-known rally driver Ben van der Westhuizen, of the MSA North motor club. It attracted a lot of attention and added a nice action dynamic to the event.

“All in all, we are very happy with the way this year’s event turned out,” said Frik Kraamwinkel. “A big thank you to all the clubs, our stall holders, the car owners, and the public who turned up in great numbers to share our passion. And to our team at Pretoria Old Motor Club, and to The Lions, who provided so much help in managing the event.”

For more information, visit the Pretoria Old Motor Club’s website on www.pomc.co.za

[Thank you Stuart for your support with the building of the CiP brand and your great article.](#)





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POMC CARS in the PARK

Deur Alex Duffey



PRETORIA OLD MOTOR CLUB
CARS in the PARK

POMC Special Invites 2024

- Alex Duffey

Vir hierdie jaar se POMC “Cars in the Park” het Emil Kuschke en sy span besluit dat daar meer losligkarre op die terrein gesien moet word en daarom het hy ’n groot aantal entoesiaste met Veteraan en Vooroorlogse losligmotors genooi om hulle motors onderdak by die hoofuitstallingsarea te kom vertoon. Twee-en-dertig voertuie tussen 1908 en 1939, sowel as 5 motors kort na die Tweede Wêreldoorlog is vertoon.



Aan die aantal besoekers wat hierdie uitstalling besigtig het, is daar geen twyfel dat dit die hoogtepunt van 2024 se Cars in the Park was nie.

Reeds kort na 9:00 het groot groepe mense rondom die ou veterane gedrom, die ou motors bespreek en baie fotos geneem.

Alhoewel die uitstalling oorheers is deur Fords – daar was 18 Fords tussen 1915 en 1934 – was daar ook twee Buicks, 5 Chevrolets, ’n Cord, ’n DKW, ’n MG NA, twee Rolls-Royce motors, ’n Triumph, ’n Citroën en ’n Willys.

Die 5 motors na die begin van die Tweede Wêreldoorlog was



Johan Crause se 1942
Packard Clipper Sedan,



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Vervolg.....



PRETORIA OLD MOTOR CLUB
CARS in the PARK

Ian Greyling se 1946 Fiat 1100B, Paul Ferreira
se 1948 Jaguar C Type Replica



en Christo Ferreira se 1948 Austin Sheerline
en 1950 MGTD.



Die uitstalling van Fords het 'n mens 'n goeie idee gegee van die ontwikkeling van hierdie motors vanaf die Eerste tot die Twede Wêreldoorloë.

Die oudste Fords was drie “brass radiator” Model T Fords, “Tin Lizzies” –



Emil Kuschke se 1915 Ford Model T Runabout,



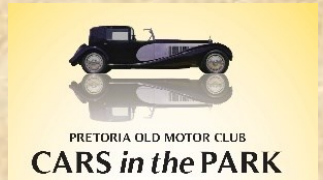
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Vervolg...



Oliver Gerondeanos se 1915 Ford Model T Runabout en Johan van Dyk se 1915 Ford Model T Tourer.

Dan was daar drie van die later “swart radiator” 1926 Model T Fords – Johann Maritz se 1926 Ford Model T Tourer, Nick Smit se 1926 Ford Model T bakkie en Retief Steyn se 1926 Ford Model T Roadster.



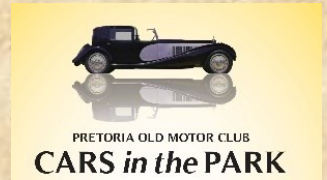


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Vervolg...



Dit was insiggewend om die veranderings te sien wat aan hierdie motors oor tien jaar aangebring is en ook die verskille tussen die verskillende modelle. Emil het baie toeskouers se monde laat oophang toe hy sy "T" met die slinger aan die gang gesit het.

Dit was veral Nick Smit se bakkie en Retief Steyn se Roadster wat baie aandag getrek het, omdat 'n mens hierdie modelle nie dikwels sien nie.

Dan was daar twee 1928 Ford Model A's, vyf 1930 Ford Model A's en twee 1931 Ford Model A's – die 1928's was Steffan Stander se 1928 Ford Model A Phaeton



en Fred Calitz se 1928 Ford Model A Roadster.





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Vervolg...



PRETORIA OLD MOTOR CLUB
CARS in the PARK

Min mense het opgemerk dat hierdie Fordjie nie deurhandvatsels aan die buitekant gehad het nie.



Onder die 1930 Model A's was daar 'n Tudor – Steffan Stander se 1930 Ford Model A Tudor

twee Roadsters – Fred Calitz se 1930 Ford Model A Roadster en Koos Naude se 1930 Ford Model A Roadster.



Die 1930 Ford Model A wat uitgestaan het was Neil Stander se linkerhandstuur Deluxe Phaeton.



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Vervolg...



PRETORIA OLD MOTOR CLUB
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In 1930 is slegs 3,946 van hierdie raar en gesogte Ford Model A's met 'n laer daklyn gemaak.

Die twee 1931 Ford Model A's was pragtig gerestoureer en het baie aandag geniet.



Dit was Hannie Kuschke se 1931 Ford Model A Roadster

en Izak van der Wat se 1931 Ford Model A Sport Coupe.



Om die Fords mee af te sluit, was daar 'n 1933 V8 Ford Pick-ups, van Justus de Waal



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Vervolg...



PRETORIA OLD MOTOR CLUB
CARS in the PARK

en 'n 1934 Ford V8 Roadster van Morne Janse van Rensburg.



Alex Duffey se 1908 Buick Model 10 was nie net die oudste motor hierdie jaar by *Cars in the Park* nie, maar dit is die enigste van sy soort in Suid-Afrika en ook die oudste Buick in die land.



Dit was seker die motor wat die meeste mense getrek het en wat ook die meeste gefotografeer is. Soveel mense het op tye rondom die motorjie gestaan, dat 'n mens dit skaars kon sien. Dit was seker al die blink geelkoper wat die toeskouers gelok het. 'n Vrou het na my toe gekom en gevra of ek haar en haar man kan help met 'n weddenskap oor die geelkoper ding wat op die motorjie se linker voetplaat staan – sy raai dit is iets wat met die ligte te doen het en hy sê dit is 'n oliekan. As sy reg is dan sal hy haar die aand vir 'n ete uitneem, as hy reg is skuld sy hom R500.

Toe ek vir haar gesê het dat dit 'n “gas generator” is wat die asetileen vir die hooflampe maak, het sy van blydschap gebokspring. 'n Seuntjie het na my toe gekom en gevra of dit my motor is. Toe ek vir hom ja gesê het, het hy gevra of ek dit nuut gekoop het – ek het seker vir hom 150 jaar oud gelyk.



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Vervolg...



PRETORIA OLD MOTOR CLUB
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Die Model 10 Buick was bekend as “the white streak” omdat dit in die vroeë jare die vinnigste motor op die pad was met sy “valve-in-the-head” 4-silinder enjin. Die ander Buick was Dieter Vos se 1938 Buick Roadmaster – ’n lukse Amerikaanse motor van die laat-30gerjare. Dit is ondenkbaar dat daar slegs 30 jaar tussen die twee Buicks gelê het.

Chevrolet, wat van vroeg af reeds die hoeksteen van General Motors was en in Suid-Afrika politieke wedywering tussen die Nattes (verteenwoordigers van die Nasionale Party) wat meestal Fords besit het en die Sappe (verteenwoordigers van die Vereenigde Party) wat meestal Chevs besit het, veroorsaak het, is mooi hier verteenwoordig deur 5 Voor-Oorlogse motors.

Die oudste Chev was Jan Burger se grys 1929 Chevrolet phaeton met sy befaamde “cast-iron wonder” ses silinder enjin.

Dit was General Motors se slagspreuk met hierdie motor “*Six at the price of a Four*” wat die wedywering tussen Chev en Ford dwarsdeur die dertigerjare ontketen het en Henry Ford laat besluit het om sy V8 Ford in 1932 vry te stel.



Dan was daar Stanley van Breda se 1932 Chevrolet Confederate





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PRETORIA OLD MOTOR CLUB
CARS in the PARK

en Taco Kamstra se 1933 Chevrolet Sedan
en twee Chevs uit die laat-dertigs naamlik
Andre Naude se 1938 Chevrolet Sedan en
Izak Griebenouw se 1939 Chevrolet Master
Deluxe Sedan.



Britse voor-Oorlogse loslig motors is verteenwoordig deur 'n raar 1927 Triumph Super Seven, wat van 1927 tot 1934 deur die Triumph Motor Co. vervaardig is as kompetisie vir die Austin 7 en Morris Minor.



Dit is na *Cars in the Park* gebring deur Bill Flynn.



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Vervolg...



PRETORIA OLD MOTOR CLUB
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Die hoogtepunt van Britse luukse motors is verteenwoordig deur twee 1933 Rolls-Royce motors.

Bob Boumeester se roomkleurige 1933 Rolls-Royce 20/25 tourer het baie aandag geniet, maar dit was



Graham Blackbeard se 1933 Rolls-Royce Phantom II wat die skou gesteel het. Nie net omdat dit so mooi vertoon het nie, maar omdat dit na 'n Elektriese motor omgebou is. Waar oorspronklik die groot kragtige RR enjin was, is nou die batterye vir die elektriese motors.





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PRETORIA OLD MOTOR CLUB
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Die geliefde MG motortjies is verteenwoordig deur Robin Clarke se 1935 MG NA en Christo Ferreira se 1950 MG TD.

'n Ander na-oorlogse Britse verteenwoordiger was Christo Ferreira se 1948 Austin Sheerline met sy groot "alla Rolls-Royce" chroom hoofligte en luukse voorkoms.



Dan was daar ook Paul Ferreira se 1948 Jaguar C-Type, wat 'n identiese replica is van die Jaguar Sportmotors wat die Le Mans 24uur wedren in 1951 en 1953 gewen het.

Drie motors was verteenwoordigend van die vaartbelyningseksperimente van die 30ger en 40ger jare, naamlik William Watson se 1936 Willys 77 Sedan, wat deur motordeskundiges beskryf word as die lelikste motor wat ooit gemaak is, maar wat een van die taaiste enjins gehad het wat ooit gemaak is.



Izak van der Wat se 1937 Cord Model 518 was 'n voorbeeld van 'n ontwerp wat sy tyd vër vooruit was, maar hierdie voorwiel-aangedrewe motor was 'n een wat baie meganiese probleme gehad het.

Die 1942 Packard Clipper Sedan van Johan Crause was 'n uitstaande Amerikaanse lukse 8 silinder motor van sy tyd en was hierdie firma se eerste beweging na 'n meer modern styl vir sy motors. Ongelukkig het

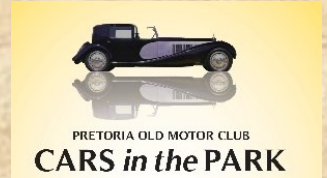


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POMC CARS in the PARK
Vervolg...



die Tweede Wêreldoorlog hierdie ontwikkeling gekniehalter, maar hierdie modern ontwerp is na die oorlog voortgesit in die senior Na-oorlogse Packards.

Ander interessante voertuie wat tussen die “*Special Invites*” verskyn het was Shaun Spaan se 1925 Citroën 5 pk Cabriolet, Corne Fourie se 1937 DKW met sy hout bakwerk en Ian Greyling se 1946 Fiat 1100B.



Die geel Citroëntjie is die enigste van sy soort in Suid-Afrika en het baie mense getrek omdat die eienaars aangetrek was in tydgenootlike kostuums en het ou klassieke musiek op ’n oudtydse slinger grammefoon gespeel.

Dit is ’n interessante idee dat deelnemers dalk in die toekoms die kleredrag van die tyd van hul motors kan dra vir die “*Special Invites*”!!!!





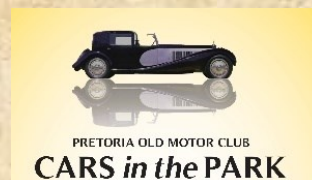
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POMC CARS in the PARK

Vervolg...



Hierdie jaar se *Cars in the Park* het ook iets heel nuut gehad en dit was dat al hierdie losligmotors op die Saterdag voor die groot skou die geleentheid gebied is om om die Swartkopsrenbaan te ry vir 'n fotosessie. Dit was aardig om te sien hoe die Model T's, Model A's en ander ou voertuie haastig om die renbaan gewikkel het en hoe die toeskouers en ook die deelnemers dit geniet het. Dit is werklik iets wat weer in die toekoms gedoen kan word en selfs op die groot skoudag 'n groot aantrekking kan word.

Groot dank en waardering moet aan Emil Kuschke gaan vir die reëlings vir hierdie pragtige uitstalling en ook aan elke deelnemer wat sy of haar unieke motor kom uitstal het.

Ons sien almal met groot verwagting uit na volgende jaar se Cars in the Park Special Invites wat ons seker is nog beter as hierdie jaar s'nne sal wees.

Nota: Baie dankie aan al die uitstekende fotografe wat hierdie uitsonderlike foto's vir die POMC vasgevang het deur hulle lense.





a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

MONTH EVENTS

POMC CARS in the PARK

Deur Daantjie Badenhorst



PRETORIA OLD MOTOR CLUB
CARS in the PARK

The annual highlight of the Pretoria Old Motor Club's calendar is Cars in the Park, which is held at the Zwartkops race track every year. This year's event took place on Sunday the 4th of August and thousands of cars from all eras were on display. This year, the pit area was occupied by pre-World War II cars; including a few that are not often seen.



The oldest car on display was a 1908 Buick Model 10 Runabout, which was a competitor for the legendary Ford Model T. The car was so successful that it turned Buick into the largest manufacturer at the time and Billy Durant used his shares to buy Olds Motor Works. As a result, General Motors came into existence. One of these cars was owned by Gen. Jan Smuts. Prof. Alex Duffy found the car he displayed as scrap near Lephalale in the Limpopo province and spent fifteen years restoring it. It is the only one of its kind in South Africa.

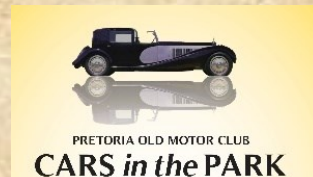


a-hoo-ah!

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MONTH EVENTS

POMC CARS in the PARK



Continue.....



Most people remember a Citroën as a front-wheel-drive car, but the first model range with this feature was the legendary Traction Avant, introduced in 1934. Its predecessor was the rear-wheel-drive B 12, manufactured using mass production methods. Shaun Spaan has owned his 1926 B 12 Torpedo for just over a year. It was initially exported to Mozambique but came to South Africa in 1965 and once belonged to a doctor. The B 12 was available in various body styles, but this

is the only four-door model in South Africa. There are two or three cabriolets in the country as well.

Bill Flynn displayed what is probably the oldest Triumph in South Africa; a 1927 Super Seven in an immaculate condition. It used to belong to the late Albert de Vos, but Bill is selling it. He has had the electrical system redone and had five new tyres fitted.



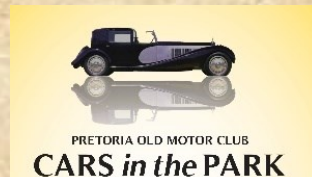


a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

MONTH EVENTS

POMC CARS in the PARK



Continue.....



Paul Ferreira displayed a replica of a Jaguar C-Type from the 1950's which he built himself. This is one of seven he owns, and the first one took him four years to complete. He bought an XJ 6 donor car and fitted its 4,2 liter six-cylinder engine, linked to a four-speed manual transmission with overdrive.

and special. After World War II, there was a shortage of suitable vehicles and spare parts to go motor racing, so

it was customary to build "racing specials" with pre-war parts. One such example was a DKW F7 Racing Special built by Boet Ferreira. The car is powered by a 690 cm³ two-stroke DKW engine with two cylinders that dates to 1937 and contrary to widespread belief, the bodywork is made from aluminum rather than fiberglass. Boet was a motorcycle champion in the early 1950's. He completed the



car, based on the 1937 DKW F 7, in a matter of weeks. He fitted a seat from an Austin 7, and the battery and fuel tank were mounted behind the seat. The fuel tank was pressurised by a hand pump inside the car. He had 17-inch wheels fitted to the front of the car and 19-inch

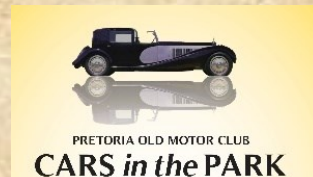


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POMC NEWSLETTER SEPTEMBER 2024

MONTH EVENTS

POMC CARS in the PARK



Continue.....

wheels at the rear. The car was painted silver, with the Auto Union rings on both sides. The car made its race debut on 25 February 1950 at the Grand Central racetrack near the modern-day Midrand. Four years later it engaged in the only accident at Grand Central during which a spectator was killed, and following this accident the car was retired from racing. In 1989, Hubert bought it after another possible buyer rejected it for not being a production model. Thankfully, Boet kept a scrapbook which had lots of reports and information on the car. Almost a year after Hubert bought the car, it was ready to race again. Boet passed away in October 1993 but without the extensive information he accumulated, it would have been impossible to restore the car. Hubert proudly pointed out that the tyres of this car were "manufactured in the Union of South Africa."



The Goggomobil Royal, called the Isar in some countries, was the largest Goggomobil built by Glas in Germany, and it was a bit larger than the other models the company produced in the 1950's and 1960's. Pedro Diederichs and Arno Sebulke are the joint owners of the 1961 model on display is fitted with a 688 cm³ air-cooled boxer engine with two cylinders. Between 1960 and 1965 the Isar was manufactured in Argentina, where it was one of the most popular

cars of the 1960's.

Although the Jaguar Mark 2 was a popular performance car in the 1960's, few people probably remember the Daimler version. It differed from the Jaguar in that it was powered by the same 2,5-liter V8 engine found in the SP 250. Dick Allwright 's 1964 model, with an automatic transmission, was stripped down before being rebuilt, and has been fitted with new brakes and new upholstery. The engine and transmission have also been restored. He is selling this car as he is interested in buying an SP 250.





a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

MONTH EVENTS

POMC CARS in the PARK



Continue.....



Holden, which was the Australian division of General Motors, entered the South African market in 1960, and four generations were available before the marque was dropped in 1971.

These cars are becoming rare in South Africa, especially in a good condition. Gert Roestoff displayed his 1966 HR Special 186 sedan, which he bought last year and is still in its original condition. The car was from

Vereeniging and the earlier owner had had it for twenty years.

The other car Gert displayed, was a 1948 Chevrolet Fleetmaster, which was manufactured in South Africa.

He has owned this car for thirty years and has had an automatic transmission fitted to it. Otherwise, it is in an original condition; even the tyres are those it was originally fitted with.





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POMC NEWSLETTER SEPTEMBER 2024

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POMC CARS in the PARK



Continue.....



Few people remember, or would believe, that Lotus and Lamborghini cars were to be assembled in Cape Town by a company called Intermotormakers, but this really happened. One of the Lotus models that were going to be assembled was the Elite.

The original Elite was a lightweight two-seater sports car manufactured from 1957

to 1963, and the later version was a four-seater coupé which was mechanically the same as the Eclat and Esprit. The latter model was available as a 501 (the base model), a 502, which added air conditioning, the 503, which added power steering and the 504, which had an automatic transmission. Mike Armour displayed his 1976 model Elite 502, and according to him, this is one of only three that are still in the country.

The Fiat 1100 most people will remember, is the one that was originally introduced in 1953, but the model's name has a much longer history than that because the original model was introduced in 1937. The 1100 underwent constant improvements since then, and the model on display was a 1946 1100 508 C. It is in its original condition, but its lights and trim panels have been replaced. It was displayed with its original Johannesburg number plate.





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POMC NEWSLETTER SEPTEMBER 2024

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POMC CARS in the PARK



Continue.....



The Datsun Fairlady of the 1960's was Japan's answer to cars like the Triumph Spitfire and MGB and is an exceedingly rare sight in South Africa. Although it is powered by a 1,6-liter engine, it is not the L 16 from cars like the 1600 SSS. Jaco Kleynhans bought his 1967 Fairlady from Freek de Kock, who owns the Datsun/Nissan Museum in Bothaville. There are approximately ten of them in the country and Freek still owns more than one. The car is original but

has been resprayed.

One Datsun that was a common sight on South African roads was the C-series, manufactured from 1972 to 1978. The short-lived 240 C was on the market for less than a year before the 260 C was introduced for the 1973 model year. The last version was the 300 C, which followed at the end of 1975.

Despite its model designation, its engine capacity remained unchanged, and it only had a more powerful version of the 260 C's engine. Bekkie van Zyl has owned her 1976 model 300 C for twenty years and except for a respray, nothing has been changed or restored. Her late husband, Pieter, owned a 260 C-Z; a hardtop model powered by the same engine as the 260 Z. This car was displayed at POMC events regularly until Pieter died in 2021. It is still on display in a museum in Middelburg, Mpumalanga.





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POMC NEWSLETTER SEPTEMBER 2024

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POMC CARS in the PARK



Continue.....



The NSU Prinz was available in South Africa until the early 1960's but was only available in small numbers and was eventually forced out of the market by local content requirements that require that cars had to be manufactured in South Africa.

Therefore, the later models are a rare sight in South Africa. Heinz Baggeröhr owns a 1967 Prinz 1000 TT, which was manufactured at the end of 1966. The car was

privately imported from Berlin to South Africa and undertook regular trips from White River to Pretoria. After its engine blew, he was able to find spare parts and he started restoring it to the point that it is in a running condition again.

Towards the end of 1979, the Sigma Motor Corporation consider a number of "baby cars" in response to the fuel crisis that broke out during that year. One of the models considered was the Citroën Acadiane, a panel van manufactured on the 2CV platform. Eventually the idea was scrapped. However, Evert Schlunz owns a 1980 Acadiane that was imported to South Africa. He bought it in 2007, and at that stage its color had been changed from beige to green after it was rented out to a company manufacturing bottled water.



Evert wanted to change it back to its original color, but he did not like it, so he did research and found a denim blue color that was available for the Acadiane at the time and had it resprayed in this color.



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

MONTH EVENTS

POMC CARS in the PARK



Continue.....



A rare sight nowadays. Wynand Griessel displayed his 1965 A 90 Westminister which he has owned for four years. It is in its original condition, but he intends to restore its paintwork.

Another popular car that has disappeared from South Africa's roads is the Toyota Cressida, which was the undisputed market leader in its segment for just about a decade. When the final generation available in South Africa was facelifted for the 1989 model year, perhaps the most exciting and desirable Cressida ever, the 3,0 GLS, was introduced. It was mechanically like the 3,0i flagship, but was not fitted with automatic transmission, electric windows or a digital instrument panel. Jaco Stols's father bought his 1992 model, one of the last to be manufactured, about a year ago and its metallic denim blue color is not a common sight. The car is in an immaculate condition and has only done 180 000 km.



The next event on the POMC calendar will be the Cars at the Club event on Sunday the **8th of September**.



a-hoo-ah!

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MONTH EVENTS

POMC CARS in the PARK

PHOTO GALLERY





a-hoo-ah!

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MONTH EVENTS MAGNUM RALLY

15-17 Augustus 2024

Deur : Leonara Jansen



Eugene Birkholtz is gevra om sy ervaring as nuwe lid van die POMC te deel. Dankie Leonara wat namens Eugene die artikel geskryf het.

Ons het die voorreg gehad om aan die 44ste Magnum Rally deel te neem. Dit het plaasgevind vanaf die 15de tot die 17de Augustus 2024, by Hazyview en omgewing.

Daar was 39 inskrywings, waarvan 15 motorfietse was, en 24 motors. Die oudste motorfiets was 'n **1922 Henderson de Luxe**.



Daar was ook ander pragtige ou motorfietse, onder andere 'n 1952 BSA Gold Flash, 1965 BMW 50, 1947 Harley Davidson Big Twin, en 'n 1970 Moto Guzzi V7 Special.

Die oudste motorinskrywing was 'n 1949 Citroën Light 15. Ander motors wat die aandag getrek het, was 'n 1958 Borgward Isabella, 1957 Jaguar XK140, 1969 Triumph Spitfire Mk 3, 1976 Alfa Romeo Spider, nie minder nie as 5 MG's, 'n Austin Healey en 'n 1980 Porsche 930T. Daar was ook 2 Volkswagen Kewers, 1974 en 1975.



1949 Citroën Light 15



1958 Borgward Isabella



1957 Jaguar XK140



a-hoo-ah!

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MONTH EVENTS **MAGNUM RALLY**

Vervolg



1965 BMW 50



1975 VW Beetle



1970 Moto Guzzi V7 Special.



1985 Nissan Skyline & 1976 Mazda Capella



1980 Porsche 930T



1972 MG B GT



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

MONTH EVENTS MAGNUM RALLY

Vervolg



Woensdag 14 Augustus

Al die deelnemers het by Numbi Hotel & Garden Suites in Hazyview gearriveer. Nadat die motors nagegaan is, het ons ingeboek en ons roete-aanwysings vir Dag1 ontvang. Daar was 'n byeenkoms in die saal, waar almal welkom geheet is.

Basiese reëls vir die rally is verduidelik. Almal was opgewonde oor die volgende dag se roete wat voorgeleë het!



Tom Linley and his sister, Margie Buckan



Briefing evening, Leon, Margie, Tom & Leo

Donderdag 15 Augustus

Daar was elke oggend 'n heerlike ontbyt waaraan almal hulle verlustig het!

Ons het ons "data loggers" ontvang. Die eerste deelnemers het om 9:00 weggespring, met die res van die deelnemers op 1 minuut intervalle.



1955 Austin Healey



a-hoo-ah!

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MONTH EVENTS MAGNUM RALLY

Vervolg

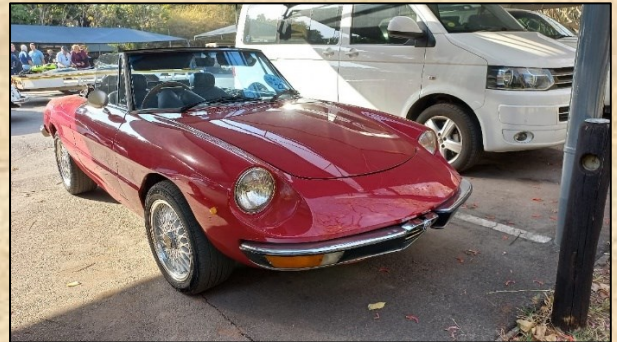


Die roete was 208 km lank en het ons gelei na Sabie, die Sudwalagrotte en Witrivier.

Ons het Herman Nel se museum "Ou Motor Hawe" besoek, en middagete daar geniet.



Ná ete het ons die ou motors en trekkers in die museum besigtig, en toe weer in die pad geval.





a-hoo-ah!

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MONTH EVENTS MAGNUM RALLY

Vervolg



Ná 'n lang dag op die pad was ons bly om terug te wees by Numbi Hotel.

Ons het ons "data loggers" ingehandig en met groot afwagting op ons uitslae gewag.





a-hoo-ah!

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MONTH EVENTS MAGNUM RALLY

Vervolg



Party was ingenome, en ander het gehoop op beter uitslae vir dag 2...

Ons het langs die swembad ontspan en die dag se roete bespreek. Aandete was om 7nm gereed.

Die kos was uit die boonste rakke!

Die roete was 238km lank.

Ons het Graskop, God's Window en Blyderivierpoort besoek. Middage was by Cannimambo Restaurant in Graskop.

Vrydag 16 Augustus

Die eerste deelnemers het om 8:30 weggespring.



Vriende het 'n pap wiel gekry - gelukkig by 'n punt waar ons gewag het vir 'n "Start of Regularity".



'n F1-onderhoudspan sou beswaarlik daardie wiel vinniger kon ruil! Ons kon betyds wegspring en het veilig by Hotel Numbi aangekom.

"Data loggers" is weer ingehandig, en uitslae is bestudeer. Weer eens het ons 'n heerlike aandete geniet, en almal is met propvol magies bed toe.



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

MONTH EVENTS MAGNUM RALLY

Vervolg



Saterdag 17 Augustus

Die eerste wiede het om 8:30 begin draai. Die roete was 185 km lank, en het ons geneem na Witrivier en Graskop.





a-hoo-ah!

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MONTH EVENTS MAGNUM RALLY

Vervolg



Terug in Hazyview het al die deelnemers middagete geëet by Pioneer's Grill, of by Topolini's. "Data loggers" is ingehandig, en almal het die uitslae aan etenstafel bespreek.

Die groot vraag op almal se lippe was:

"Wie is die algehele wenner?"





a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

MONTH EVENTS MAGNUM RALLY Vervolg



Terug by die hotel, was daar tyd om heerlik te ontspan en saam te kuier. Om 7nm was dit die Gala-ete en prysuitdeling in die saal. Voorgereg en sop is bedien.

Tussendeur was daar toesprake en bedankings, en weners vir elke kategorie is aangekondig.

Spesiale pryse is ook uitgedeel.



Die kos was weer eens uit die boonste rakke! Almal het heerlik geëet en lekker gesels. Die personeel van Hotel Numbi het vir ons gesing en gedans.



Sondag 18 Augustus

Ons het vir oulaas 'n heerlike ontbyt geniet. Almal was spyt dat die tyd so vinnig verby gevlieg het, en dat ons moes huiswaarts keer. Maar daar was beslis 'n lekker vooruitsig... Magnum Rally 2025!

Dit was voorwaar 'n wonderlike ervaring, en volgende jaar se Magnum Rally is reeds op ons kalenders geboek! Baie dankie aan die organiseerders en al die ander rolspelers vir julle harde werk - dit word beslis waardeer!

Ander interessanthede

Ons het 2 ander besienswaardighede besoek wat nie deel was van die Rally nie.

Op pad na Hazyview het ons by Joubert en Seuns Padstal gestop om na die groot versameling pragtig



gerestoureerde ossewaens te kyk. Die oudste ossewa in die versameling dateer terug na 1826. Vervoer het sederdien met rasse skrede verbeter en gemoderniseer!



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

MONTH EVENTS MAGNUM RALLY

Vervolg



Die ander besienswaardigheid is die motormuseum by die Casterbridge Lifestyle Centre in Witrivier.



Daar is 'n groot verskeidenheid ou motors, motorfietse, trekkers, houtmeubels, en selfs 'n Steynway vleuelklavier! 'n Baie unieke motor in die versameling is 'n MG Magna L-Type wat in 1937 aan die Grand Prix in Suid-Afrika deelgeneem het.

Magnum Rally 2025, hier kom ons...

2024 MAGNUM RALLY

**Compiled by: SAVVA Steward for Magnum Rally 2024
– Emil Kuschke**



The 2024 POMC Magnum Rally:

The first Magnum took place on the 6th of August 1980, started and finished at the Eastgate Shopping Centre in Germiston after making a quick visit to Nelspruit.

The 44th Magnum Vintage and Classic Motorcycle Rally and the 15th Magnum Vintage and Classic Motor Car Rally, took place, from Wednesday, 14th August to Sunday, 18th August 2024 at Hotel Numbi & Garden Suites, Hazyview.



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

2024 MAGNUM RALLY

**Compiled by: SAVVA Steward for Magnum Rally 2024
– Emil Kuschke**

Continue.....



On Wednesday, all participants gathered at Hotel Numbi for the traditional scrutineering, where they were in the capable hand of Tom Linley (Chief Scrutineer). Margie Buckan (Rally Secretary) and her team helped with the entry and admin matters and handing out the very nice rally numbers, supplied by Maizey Plastics in Pretoria. The most important item for the next day was also done by Margie and her team and that was handing out the route schedules for day one. (and two and three) Thanks to the POMC for supplying the branded reflector vests.

Not long after dark all competitors gathered in the Hotel conference room where Clerk of the Course, Leo Middelberg with the help of Tom Linley this time as Assistant CoC explained in detail the dos and don'ts for the next three days.

The first day took the competitors on route from Hazyview to Sudwala Caves, Herman Nel's beautiful motor museum near Brondal and back to Hotel Numbi in Hazyview a total of almost 210 km for the day. It was not long before Leon Stander (Chief Scorer) and Hannie Kuschke (Helper) had all the scores out for the day.

Day two was more of the same, from Hazyview to God's Window and lunch at Graskop and back to Numbi Hotel a total of just under 250 km. The scoring team did not disappoint and the scores were out in no time.

Day three, the last rally day and much shorter than the two previous days, the competitor started from the Numbi Hotel to Witrivier and Graskop with lunch at the Perry Bridge Shopping Centre in Hazyview. Only 160km for the day to make provision for the scores to get all the final results ready for the big gala evening and prize giving, where Alta Stander (Trophy Officer) was responsible for the setting out of trophies and the "well keeping" of all the Magnum Trophies.... and there are quite a lot of them.

All the time during the Rally, Steffan Stander (Club Steward) kept a watch full eye on all activities that everything goes according to the set norms and standards. This includes the 'minister of finance' for the rally Claude Stander (Treasurer)

Congratulations to all competitors from the youngest to the oldest. Remember if you entered the rally you are a winner!!!



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

2024 MAGNUM RALLY

Compiled by: SAVVA Steward for Magnum Rally 2024

Continue.....



A few interesting facts on the rally:

- The 44th Magnum Vintage and Classic Motorcycle Rally.
- 40 entries
- 7 first timers
- 3 lady drivers
- 487.95 km regularity
- 103.67 km non regularity
- 98 hidden controls
- 18 zero errors on control point by one competitor

Congratulations to Leo Middelberg and his team for organizing a superb rally, enjoyed by everyone.

Save the date for the best rally experience ever:

13th to 17th August 2025

16th Magnum Vintage and Classic Motor Car Rally and the 45th Magnum Vintage and Classic Motorcycle Rally

2024 Magnum Rally Results:

Score Group A: Motorcycles: Sealed Odo

1st Overall Magnum Airlines Trophy

- Gavin Walton

2nd Overall POMC Trophy

- Mike and Glenda Ward

3rd Overall SA Airways Trophy

- Neville Nicolau

Team Award Summerly Trophy

- **BM & Hen Team:** Neville Nicolau, Hans Coertse, Piet Coertse

Score Group C: Motorcycles and Cars: Open Odo

1st Overall Roger Pearce Trophy

- Pat Whelan & Arlett Baumann

2nd Overall Spotty Woodhead Trophy

- Mike & Victoria Venables

3rd Overall Adi Vd Berg Trophy

- Jaco du Plooy & Mikhael Venter

Team Award SARRA Trophy

- **TEAM FICK:** Laureen Fick & Zylde Kerslake, Denée & Willem (Jnr) Fick, Willem Fick & Troubel Diedericks

Score Group B: CARS: Sealed Odo.

1st Overall BMW Club Motors Trophy

- Christo and Lorna Ferreria

2nd Overall Connocks Trophy

- Guido and Karen Kaiser

3rd overall 1907/67 Benoni Trophy

- Yuvi Jasti

Team Award Ultimoil Throphy

- **TEAM AUSTIN:** Yuvi Jasti, Guido and Karen Kaiser, Peder Jensen & Brinlee Bontekoning

General Awards

Most Zero's

(Sealed Odo) Rutherford-Jones Trophy

- Gavin Walton

Oldest Finisher of

event (Over 70) Methusula Shield

- Christo Ferreira



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

2024 MAGNUM RALLY

Compiled by: SAVVA Steward for Magnum Rally 2024

Continue.....



Gavin Walton - 1st Overall Magnum Airlines Trophy



Christo and Lorna Ferreria - 1st Overall BMW Club Motors Trophy



Thank you Leo





a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

BIRTHDAY VERJAARSDAG



Congratulations to each and everyone. May your day and new year be blessed with new adventures.

02-Sep	Ernie	Jacobson
03-Sep	Victor	Coffen
08-Sep	Petro	van der Westhuizen
14-Sep	Lynn	Marques
14-Sep	Konrad	Giering
14-Sep	Michael	Taute
18-Sep	Roger	Houghton
25-Sep	Tinus	Steenkamp
25-Sep	Helen	Flynn
26-Sep	Eric	McQuillian
28-Sep	Alida	Boshoff
29-Sep	Marlene	Gous
30-Sep	Paulette	Janssens
30-Sep	Christo	Groenewald





a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 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. R220 000 neg. Call Retief at 0832689057





a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 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

For sale



1974 Austin 1800 mk 2

Contact Lieb Bosenger - Cell
082 4503 138.



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

FOR SALE



continue

TE KOOP



1960 Saab 96. Complete car. Bought as donor but should be rebuilt.



1960 Saab 96. Fully restored by Dries de Jager from Volksrust.



1967 VW BEETLE 1500 (disc brakes up front) Engine rebuilt by Bill Noble approximately 3000km ago.

Contact Christo Groenewald 0824500978



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024

POMC CONTAINER PARTS

The POMC recently cleaned up the container at the club. The following parts are available. Will sell by donations for the club.

Olie filters:

Z73 vir rwd Mazda 323 ChevLUV, Colt Galant, ens
Z123 Jeep Cherokee, Land Rover Defender, Cressida, Corolla etc
Z156 Opel Corsa B&C models & other Opels
Z159 Daihatsu Charade, Suzuki SJ series
G592 GMC, Massey Ferguson, John Deere
G910 Mercedes 280, 350, 420
GP236 Massey Ferguson
Z76 old Mazda, Honda ...
GP267 Peugeot 403 & 404.
Z271 Onbekend
Z92 Onbekend

Lug filters:

AG725 Chrysler Voyager, Golf1, Jetta1
AG148 Bmw 1/3/5/7
CA304 old Fords
AG308 Peugeot 404/504, Hillman Hunter etc.
CA185 Opel Corsa etc
AG725 Onbekend
AG432 Onbekend
AG363A Onbekend

Lede kan tydens byeenkomste in die stoor gaan kyk en vir Johan Leiding betaal.



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 2024



Veteran, Vintage and Classic Collector's Insurance Scheme

FOR THE MEMBERS OF THE SOUTHERN AFRICAN VETERAN AND VINTAGE ASSOCIATION

CLASSIC INSURANCE WITH UNIQUE FEATURES

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

* Terms and Conditions Apply

Puma Insurance Brokers Solutions for Specialist Motor Insurance

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

Puma Insurance Brokers



SAVVA
SOUTHERN AFRICAN
VETERAN & VINTAGE
ASSOCIATION



Cross Country
Insurance Consultants

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



VEHICLE REGISTRATIONS

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

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



a-hoo-ah!

POMC NEWSLETTER SEPTEMBER 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





a-hoo-ah!

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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



CIP badge
R100



Sleutel
R25



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