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POMC NEWSLETTER

October 2025





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POMC INFORMATION

GPS Co-ordinates for POMC:

S25 44.159 E28 18.652

Old Motor Club / Oumotorklub
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 the 1st Wednesday evening of each month.

Club meetings: 19:00 for 20:00

Voorblad:

1976 Rolls Royce Silver Shadow 1
Owner Lucas Potgieter

6 August 2025

WEDNESDAY MEETING:
Joe Palmer: Vehicle Fleet
Management: The Good,
the Bad and the Ugly

MEMBERSHIP ANNUAL FEE **SEPTEMBER – AUGUST**

POMC bank account:
Account name: POMC
Bank: Nedbank
Acc no: 1603 0550 96

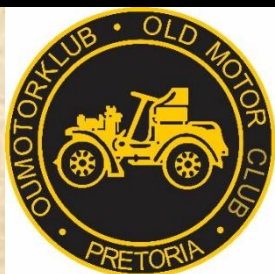
Reference: Name and Surname

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: 2025

Woensdagaande	2 ^e Sondag	Ander
8 January	12 January Bonnets-up	
5 February	9 February Bonnets-up	
5 March	9 March American Classic Day & Mini Auto Pretoria	
2 April	13 April Vintage & Veteran Day, Car & Bike Day	
7 May	No 2 nd Sunday	18 May Cars and bikes @ Loftus park
4 Junie	8 June British Classic Day & Mini Auto Pretoria	7 June Mamopoer Regularity Rally
2 July	13 July European Classic Day, Car & Bike day	
6 Aug	3 Augustus 2024 CARS IN THE PARK	13-17 August Magnum Regularity Rally
3 September	14 September – Young bloods at the club	
1 October	12 October Spring day Festival	
5 November – AGM	9 November Japanese Classic & Bike Day	tba Summer Regularity Rally
3 December	14 December Cars & Bikes @ the Club	



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CLUB MATTERS POMC COMMITTEE 2025



Voorsitter	Neil Stander	082 780 5333	neil@stander-za.com	
Ondervoorsitter	Isak Fischer	082 551 5305	fischer@vodamail.co.za	
Agendas & Minutes	Barry Groenewald	084 414 6144	Barry.Groenewald59@gmail.com	
Secretary Treasurer Presentations Newsletter	Taco Kamstra	082 770 8800	tacokamstra@gmail.com	
Cars in the Park and Events Coordinator	Frik Kraamwinkel	082 444 2954	frikkr@gmail.com	
Spares and dating	Johann Leiding	076 476 2252	Johann.leiding@gmail.com	
Additional Member	Danie Ferns	082 886 7935	Dferns33@gmail.com	
Additional Member	Christo Ferreira	082 779 5703	christo@blpta.co.za	
2 nd Sundays assistant	Mike Nienaber	082 904 4442	mike.nienaber12@gmail.com	
IT strategy & implementation	Lucas Potgieter	0837165949		



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Chairman Report

As we get closer to the end of our FY and start looking forward to the AGM in November I just want to reflect back to Cars in the Park.

The amount of positive feedback we have received after this year's event has been incredible. If we as a club look back at some years and the number of complaints and incidents we have had, to get to a stage where this year we only had one incident that has to be dealt with is truly an incredible achievement and sentiment to the organizing committee. This of course again goes by how well the event is organized and coordinated. Without singling out any one person I want to again thank each and every club member, and non-members, that made CIP such an awesome and successful event.

Those who attended the August second Sunday would have been privileged to experience the launch of our POMC "Young Bloods" program. Upfront a huge thank you must go to Mike, together with Marcel, for driving this initiative. We have had extensive congratulations from many people as well as the SAVVA committee personally congratulating us on the program and the fact that the POMC has taken a leading role in promoting the "Old Car movement" in SA. I guess the definition of "Old Cars" will still become a topic of lengthy discussions, all I can ask is that we all embrace this program together with Mike and his team to get the younger members involved in the restorations and preservation of the movement.

The SAVVA AGM was held on Saturday 20th August at the VVC clubhouse. Unfortunately, I could not attend but we were well represented by Frik, Johan and Mike. Mike was also given an opportunity to speak about our young bloods program and launch, and I am told this was very well received and praised by all at the meeting. More feedback on the SAVVA AGM to follow.

We look forward to seeing as many members as possible at our monthly meeting on the 1st of October, Joe will be chatting with us about Fleet Management. Bring along your picnic basket and enjoy a braai and some comradery before the meeting.

Happy classic motoring and keep the wheels rolling.

AHOOHA

Neil Stander: POMC Chairman





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New members.

Welcome at the POMC to our new members

Helgard	Joubert
Brenda	Keogh
Albie	Keogh
Armandt	Van Rooyen
Jaco	Mynhardt
Xandenè	Riekert
Eckardt	Riekert
Willie	Oosthuizen
Jaco	Snyders
Willem	Snyders
Johan	Van der Walt



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Lief en leed

Pieter Kuhn is na meer as 2 maande in ICU weer terug by die huis! Dit is baie verblydende nuus. Pieter is nog baie swak, maar hy lees en stuur alweer Whatsapps. Dus, dit is 'n goeie teken!

Ons wens Pieter alle sterkte toe met sy herstel.



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BIRTHDAYS

VERJAARSDAE

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

6 Okt	Reghard	Erasmus
10 okt	Seth	Phalatse
11 Okt	Annette	Thomas
12 Okt	Natie	Ferreira (Sinkhuisie)
12 Okt	Johann	Van Eijk
14 Okt	Danie	Ferns
12 Okt	Merwyn	Wolder
13 Okt	Douw	Steyn
18 Okt	Corrie	Kleingeld
18 Okt	Robert	Dadford
19 Okt	Alwyn	Kraamwinkel
19 Okt	Tobie	Marais
20 Okt	Marelize	Stokhof
22 Okt	Gloria	Bouwer
29 Okt	Graham	Blackbeard
29 Okt	Riekie	Barnard
29 Okt	Wimpie	Kotze
31 Okt	Giles	Millard



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POMC PAST EVENTS

Daantjie Badenhorst

Cars and Bikes at the Club 2025

The annual Cars and Bikes at the Club event of the Pretoria Old Motor Club was held at the club premises on **Sunday the 14th of September 2025**.

However, this was more than a club event. It was the formal launch of the Young Bloods initiative aimed at club members younger than thirty years. A few club members visited two technical high schools in Pretoria over the past week to introduce learners and educators to the programme, and several young members have since joined the club.

In order to train the young members in the restoration of a classic car, a 1982 VW Passat 1,6 GL was recently donated to the club. It was owned by one extended family throughout its life. On the 1st of July 1982, Gerhard van den Berg bought this white Passat from Lynnwood Volkswagen, which was situated in King's Highway, Lynnwood, next to the N1 highway, and its initial registration number was GYX 134 T. The Van den Berg family bought it as a replacement for a VW Beetle 1600. The Passat was frequently used for holiday trips and although it is a hatchback rather than a station wagon, the rear seats could be folded down and there was enough space for the children to sleep during long trips while a trailer was towed. The car developed gearbox trouble after four years but that was quickly fixed. The clutch gave up the ghost in 1988 during a trip to the Karoo. This meant that gears had to be changed without a clutch because of a deadline. The clutch was replaced by a mechanic next to the Bloemspruit Air Force Base in Bloemfontein. That was only a temporary solution and somebody said that the clutch might have come from a VW Kombi. Eventually, when they returned to Pretoria, a brand new clutch was fitted. The Passat was replaced by a VW Jetta CSX in 1998 but the car remained in the family. It became Gerhard's wife's car, after which his son took it over. He kept it until 2016 when he bought another vehicle and it stood under a carport for eight years until it was donated to the club.





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One of the youngest members of the club is Zak Jonker, an ex-learner of HTS John Vorster. His restoration project is a 1977 Toyota 1200 pick-up, one of the first to be manufactured in South Africa. At that stage, seat belts were not compulsory in pick-ups, so it was fitted without them. It has been in his extended family since new. It originally belonged to his great-grandfather and when he died in 1999, his grandfather took it over. It had stood under a fruit tree since 2021 and it was not properly maintained. Zak started restoring it soon after that but he admits that a lot of work still needs to be done.

He intends completing the paint job by the end of this year and in 2026 the interior will be restored. He promised to do a full presentation once the project has been completed.



A car that aroused a lot of interest was the solar-powered car built by the learners of HTS

John Vorster, under the leadership of Francois Stolp, who is an educator at the school. The car has taken part in a few challenges, including the Ilanga Cup in 2022 and 2023 and the Sasol Solar Challenge, which is held every two years. The learners are constantly learning as they go along and a lot of effort is put into improving and refining the car and some of the parents have also got involved. Some ex-learners have assisted in re-doing the wiring of the car. The idea is to empower the learners to assist with the transition to a future in which electric cars will become increasingly common.



MG returned to the South African market earlier this year after an absence of a few years and it looks like most models in the current range have been well-received. Although most people associate the marque with roadsters, a few performance-orientated sedans were also manufactured when the marque was still a part of British Motor Corporation (BMC) and British Leyland. One of these sedans was the Magnette, which has become a rare sight in South Africa. The former motorcycle racer Bobby Scott showed his 1958 MG ZB Magnette, which he bought two hears ago. This car was assembled in Durban from a completely knocked down kit. When Bobby bought it, it was a barn find which had gathered dust at the Rooiwal power station north of Pretoria. The car is still in an original condition.



The Mercedes-Benz Ponton range of the 1950's established the marque in South Africa and several club members own them. One of them is Manny de Araujo, who displayed his 1959 model 190. He has owned it for ten years and bought it from a man who lived in Cape Town. The interior of the car has been restored but otherwise it is original.





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Pieter Aldred is a true Alfa Romeo enthusiast and he owns several models. The car he displayed, was an immaculate 1973 Giulia 1600 Super. Because the Alfa Romeo factory in Brits was not yet completed at the time, this was one of the Alfa Romeo's that was manufactured in the Datsun/Nissan plant, not far from where the Alfa Romeo plant was built. The car has been painted in the teal blue colour that was very popular on Datsun models in those days.



One of the most popular cars in South Africa immediately after World War II was the Chevrolet Fleetline and Fleetmaster, which had two- and four-door bodyshells respectively. Kobus Pretorius owns a version of both and this time he displayed his 1948 Fleetmaster. This car was manufactured at the General Motors plant in Port Elizabeth and it is still in an original condition.



In the 1950's, before the "Japanese invasion", American pick-ups were top sellers in South Africa. One of the most popular models was the Chevrolet Apache, which was manufactured in the late 1950's. John Jacobs's 1959 Apache was on display; it is in an immaculate condition, and the only change that has been made, was that a Stepside body, instead of the more common Fleetside which was preferred by farmers, has been fitted. It is powered by the same 283 cubic inch (4,6 litre) V8 engine fitted to the last Studebaker Daytona.



In the late 1960's and early 1970's, Australian "Utes", which were pick-ups with unibody construction and based on popular Australian cars, were a common sight on South African roads. Initially there were only two of them available in South Africa; the Holden Belmont, which later became the Chevrolet El Camino in 1971 and the Ford Falcon Ute, which was called the Ranchero in South Africa. The first-generation Ranchero that was introduced in South Africa in 1969, was available in three versions; the XT was on the market in 1969 and was only available with a 3,6 litre six-cylinder engine. The XW was the facelifted version and although the 3,6 litre engine remained unchanged, a five-litre V8 was added. The final version was the XY, introduced in 1971. The capacity of the six-cylinder engine was increased to 4,1 litres. Because the V8 was so popular, it is hard to believe that any six-cylinder versions have survived, but there are still a few of them around. Robbie Walker owns a 1971 XY Ranchero 250 (4,1), with a three-speed manual transmission with a gear lever on the steering column (three-on-the-tree as the Australians call it). It has been resprayed and fitted with an aftermarket exhaust system and alloy rims but otherwise it is in an original condition.



The next event on the calendar will be held on the 12th of October at the club premises.



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Past events attended by POMC members



SAVVA AGM 20 September: Ons sal eersdaags terugvoer kry oor die besprekings en verwikkelings wat in die SAVVA AGM bespreek is

Piston Ring Swopmeet 21 September: Soos gewoonlik, het baie van ons lede die bekende “swot meet” bygewoon

Voortrekkermonument 24 September:

Verskeie POMC lede het hul ou motors op erfenisdag by die Voortrekkermonument uitgestal en twee keer “parade” gery verby die Paul Kruger standbeeld. Ons is in die koerant en deur ander bekende mense persoonlik bedank vir ons bydrae



Taco het in die een parade vir die akteurs wat Paul en Gezina Kruger voorgestel het, met sy Highwheeler deurgery.





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Bernie's Joint 27 September: Verskeie van ons lede het ook by Bernie's joint 'n draai gaan maak met hulle "American day"



Meer fotos en videos beskikbaar op die Whatsapp groep en BAIE fotos op Facebook- geneem deur Naresh Naran

Daantjie se Kerkbasaar 27 September : 'n mooi opkoms van POMK lede was by Daantjie se kerk se lentedag ons ou motors uitgestal het





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Great Train race 27 September: Talle POMK lede het dit bygewoon en 'n aantal lede het hulle ou motors daar uitgestal



Meer fotos en videos beskikbaar op die Whatsapp groep



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Distinguished Gentlemen Drive 28 September

Verskeie POMK lede het aan hierdie rit deelgeneem



Christo: 1980 Rolls Royce Silver Shadow II, Martin: 1974 Rolls Royce Silver Shadow I, Lucas: 1976 Rolls Royce Silver Shadow



Meer fotos en videos beskikbaar op die Whatsapp groep en BAIE fotos op Facebook- geneem deur Naresh Naran



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The story behind the 1946 Chevy Pickup

By Robert Dadford

1946 Chevrolet Pickup / LDV – acquired 1956



Four generations

L to R

1st Generation –Mother and original owner (photo)

2nd Generation – Robert Dadford (present owner)

3rd Generation – Jacqui and Cheugnette (daughters)

4th Generation – Mal'akiy / Meir (photo) / Miller (on lap) (grandsons)

erations had/have the privilege to enjoy the vehicle





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The story behind the 1946 Chevy Pickup (cont)

A farmer, van Zyl, in the Maritsane district, bought the new vehicle in 1946.

Sold it in 1956 to a Chevrolet dealership in Mafikeng.

As a family, we moved to a plot outside of Mafikeng, called Aslaagte.

We needed a pickup for daily use, thus my stepfather, who owned a 1939 Chrysler Royale, which was traded in on the 1946 Chevrolet pickup.

The date of the purchase / transaction was 26th October 1956

Trade-in value for the Chrysler Royale, £100.

Cost of the Chevrolet. £400.

Monthly repayments were made of. £15 and 10s over a period of 18months.

Original colour being chocolate brown and was resprayed to a light green colour.

Engine and chassis numbers were the same, being DAB447869.

Registration number CBN653

Living on a small holding outside of Mafikeng, my brothers and I learnt to drive on the vehicle, as the opportunity was there.

My parents moved back to Mafikeng in the mid-sixties, where the vehicle remained parked, unused for several years.

The vehicle was then relocated to Kimberley in the early eighties to my brother's residence.

My younger brother started the restoration process; however, it remained incomplete.

I acquired it in 1992, bringing it to Pretoria to resume the restoration process.

The first Cars in the Park, where I was able to show the pickup was in 1995.

Every year since then, barring last year, I have attended Cars in the Park



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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 does not take any responsibility of sale/wanted goods

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POMC CONTAINER PARTS

The POMC container at the clubhouse contains parts that you might be looking for.

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



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ONE ASPECT OF BRITISH LEYLAND THAT MADE IT INTO THE BIG TIME

By Roger Houghton

The British motor industry has been a melting pot of different brands for most of its existence. There are more than 80 motor companies and hundreds of models that have gone defunct over the years.

At one stage, in the second half of the 20th century, there was a big effort made to put this house into some kind of order. This was the founding of the British Motor Corporation (BMC) in 1952. At this stage Britain was the second biggest vehicle manufacturing country in the world, after the United States, and the biggest exporter.

Initially BMC consisted of Austin, Morris, MG, Riley and Wolseley cars and a range of Austin and Morris commercial vehicles. It soon expanded to include Austin Healey and the ultra-luxury Princess brand. Jaguar was added to the list of brand offerings in 1965 and, what was already a huge range, expanded exponentially, causing massive complexity in manufacturing and marketing.

The company changed its name to British Motor Holdings (BMH) soon after Jaguar became part of the behemoth. Of course, there was also a growing range of commercial vehicles on offer, including Nuffield tractors, which added to the complexity.

The next step came in 1968 when government pressure resulted in BMH merging with the Leyland Motor Company which consisted of Leyland trucks and buses as well as Land Rover and the up-market Rover and Triumph car brands. The new company became British Leyland. Then, in 1988, there was another major restructuring, and the company was first renamed the Austin Rover Group (ARG) and subsequently just the Rover Group, with a much slimmed down model range.

It was still not a success in terms of being a sustainable business and BMC was eventually sold to BMW with only the Mini brand name surviving the final collapse of what had once been a powerhouse in the British and global automotive world.

However, in all this turmoil there was one item of equipment that survived and that was the neat, electric adjuster for the exterior mirrors designed and developed by a team at the Austin Rover Group (ARG). First introduced when the Austin Montego arrived in 1984, it was destined for installation in several cars far above the status of the humble Montego.

The adjuster was so compact and dependable that it soon its way into other BMC cars, such as the Austin Maestro, Land Rover Discovery, Range Rover Classic, Rover 200, Rover 25 and the MG F and MG TF sports cars which used this adjuster until the model was run out in 2011

Importantly, the adjuster ended up on foreign shores too, being fitted to the Ferrari Testarossa, Maserati BiTurbo, and Ghibli II. It was even standard fitment on the dashboard of Jaguar's series of Group C racing sports cars in the 1980's





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MOTOR COMPANY MODEL CODES OFTEN HARD TO UNDERSTAND

By Roger Houghton

Motor enthusiasts and particularly those interested in classic cars, are often able to quote manufacturers' model codes when talking about specific car models, such as W124, E30 and 911. However, these codes are often difficult to understand, according to a recent article in Intercooler a British digital publication for enthusiasts.

The German manufacturers are probably the easiest to understand. Mercedes-Benz has used W (Wagen) for passenger cars since the 1920's. They also use S for estates and C for coupes, while V codes with three digits are allocated to long wheelbase limousines. The Porsche 911 has a multitude of internal codes, including 964, 993, 996, 997, 991, and 992.

BMW's system only began in 1960 when each project code started with an E (for "entwicklung" or development) followed by two digits. This continued until 2007 when it ended with the E93 for a 3 Series convertible. BMW then moved to F and G codes as the scope of its ranges grew.

Years ago, Fiat used an X followed by a numeral, with X0 for engines, X1 for cars and X2 for commercials. Strangely it then came up with X1/9 for a small, mid-engine sports car when it seemed they could not think of a name for it.

Jaguar had a similar system, using XJ for Experimental Jaguar followed by numerals, for each new project. XJ1 was a V12 engine for racing, while XJ4 was the code for a saloon car. When they got to XJ6 they used that to reflect the number of cylinders when the car went public. The XJ nomenclature was used until the 1990s when Jaguar switched to X and three numerals.

BMC, BMH, BL, Austin Rover, and the Rover Group were confusing enough as basically one company changed itself over the years, but the code names they used for their cars were just as confusing. The Amalgamated Drawing Office, formed with the merger of Austin and Morris to form BMC in 1952, used the obvious acronym, ADO, as its code.

However, it is strange that the 1961 Mini Cooper was ADO 50 while the 1971 Morris Marina was only ADO 28 after generally successive projects had climbed the numeral ladder, culminating in ADO 88 and ADO 99, where the numbers reflected the wheelbases of the Mini Metro and Maestro, respectively.

The large Rover of the mid-1970's that was popular with the British police, was codenamed SD1 to mark the first project from the Specialist Division, the internal name for the Rover and Triumph part of the British Leyland business. No other SD model made it into production. BL then used LC for Leyland Cars and AM for Austin Morris, a system later abandoned in favour of LM for Light Medium cars.

When Rover formed a partnership with Honda in the mid 1980's it gave the codename XX to the Rover 800 programme which was linked to the Honda Legend. The XX was followed by YY for the Rover 200 of 1989 which had links to the Honda Concerto. This latter project was later renamed AR8 and then just R8 to reflect the ever-changing name of the holding company.



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Then there is the oddball codename SK1 for the Civic-based Rover 600. The code-name came from the surnames of the Rover and Honda bosses who signed the deal, being George Simpson and Nobuhiko Kawamoto. Next up was the Rover 400, based on the Civic. It began as SK4 and changed to HH-R to include the Honda initial.

Now let's look at some other developments in the Rover Group of the 1990's. The MG F sports car, second generation Range Rover and Land Rover Freelander projects were known as PR3, 38A and CB40.

The MG F project was originally named ADO 21, but it was then changed to PR3 which was derived from the Rover Group's plan to revive the MG brand. The plan was called Phoenix Rising. Three different layouts were considered for the new sports car: front-engined FWD (PR1), front-engined RWD (PR2) and mid-engined (PR3). The last option won, and it was signed off as Phoenix Rising 3 or PR3 for short.

The second generation Range Rover was originally referred to as Project Pegasus but was renamed after the building in Solihull where the company executives were based. That was Block 38A. The Freelander's project name was similarly derived. It referred to the project team first met and this was Canley Building, Room 40, hence the codename for the model was CB40.

However, the team working on the updated Discovery II decided it should not be named after a building but was rather called Project Tempest. The Rover Group then used several names starting with T. These included Tex, Tomcat, Topaz, Tracer, and Troy, with the relevant models being Rover 400 Tourer, Rover 200 Coupe, Rover 100 Cabriolet, Rover 200 Cabriolet and Mini Cabriolet, respectively.

Ford of Britain and Europe used interesting names for its projects for many years. Most of them were women's named, but there was an interesting development in the early 1960s. Ford of Britain had got wind of a new small sedan being developed by Ford of Germany and Ford in Detroit, under the codename Cardinal, and was miffed. The British retaliated by naming its Cortina project Archbishop to outrank the Cardinal!

This was followed by Diana for a Mk2 version of the Capri, Brenda (Mk2 Escort), Linda (abandoned plan for a new Cortina), Eva (Mk2 Granada), Carla (Mk3 Capri), Teresa (updated 1980 Cortina), Erika (Mk3 Escort), Gloria (Mk2 Granada facelift), and Toni (Sierra).

The naming culture then changed to the heavens and models became Orion (facelift that changed Mk1 Fiesta into Mk2), Libra (Mk3 Fiesta), and Scorpio (Granada), which later became a model name and not just a codename.

In recent times Ford of Europe has adopted much more rational codenames, with them now referring to the car size and where they will be sold. For instance, the Mk3 Fiesta changed from Libra to BE-13, which stands for a B-segment car to be sold in Europe and the 13th project under this naming system. The first Mondeo was CDW-27 because it straddled C-and D-segments, was a World car and the 27th project under this naming system.

What makes this whole story of codenames interesting is that few of them make rational sense!



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REGALIA



A great opportunity to buy POMC gifts! You can order your Regalia with Hendrik **Byleveld 079 912 4145** The team added **4 NEW ITEMS** in their Regalia basket. This is an opportunity for all new members to get the Club's brand in their wardrobes. The existing members can add a new POMC brand shirt or hat in their club's collection.

All the logos are embroidered. All sizes available. Shirts are available in long- and short sleeves.





a-hoo-ah!

POMC NEWSLETTER

October 2025



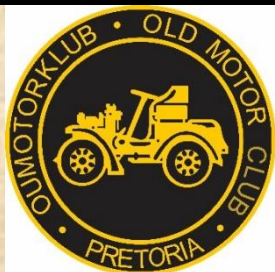
VEHICLE REGISTRATIONS



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

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





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POMC NEWSLETTER

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Future events 2025

	Second Sunday 12 January @ POMC Clubhouse	2025 Pretoria Old Motor Club home for enthusiasts interested in the preservation of older vehicles since 1966 POMC Clubhouse c/o Keuning street & Fred Davey avenue Silverton Info: www.pomc.co.za www.facebook.com/POMCclub 082 770 8800 / 082 444 2954	Cars & Bikes @ the Club 14 December @ POMC Clubhouse			
	Bonnets-up 9 February @ POMC Clubhouse		JAPANESE Classic Car and Bike Day plus Mini Auto Pretoria 9 November @ POMC Clubhouse			
	AMERICAN Classic Car and Bike Day plus Mini Auto Pretoria 9 March @ POMC Clubhouse		SUMMER Regularity Rally TBA Pretoria			
	PRE WAR (WW2) Car and Bike Day 13 April @ POMC Clubhouse		SPRING DAY FESTIVAL classic cars, bikes, trucks, stationary engine and super car day 12 October @ POMC Clubhouse			
	CARS at Loftus Park 25 May @ LOFTUS PARK Arcadia	EUROPEAN Classic Car and Bike Day 13 July @ POMC Clubhouse	SAVVA MAGNUM Regularity Rally 13 to 17 August Hotel Numbi & Garden Suites Hazyview Mpumalanga			
	BRITISH Classic Car and Bike Day plus Mini Auto Pretoria 8 June @ POMC Clubhouse				CARS in the PARK 3 August @ Zwartkops Raceway	YOUNG BLOODS at the CLUB 14 September @ POMC Clubhouse
MAMPOER Regularity Rally 7 June @ Willem Prinsloo Museum						

FCK fotos



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POMC NEWSLETTER

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Future Events 2026 : POMC

Provisional list. Some dates and the Loftus venue might change



Second Sunday
11 January
@ POMC Clubhouse



Bonnets-up
8 February
@ POMC Clubhouse



AMERICAN Classic
Car and Bike Day
plus Mini Auto Pretoria
8 March
@ POMC Clubhouse



Vintage and Veteran
Car and Bike Day
12 April
@ POMC Clubhouse



CARS at the Mall
31 May
@ LOFTUS PARK
Arcadia



MAMPOER
Regularity Rally
6 June
@ Willem Prinsloo Museum



BRITISH Classic
Car and Bike Day
plus Mini Auto Pretoria
14 June
@ POMC Clubhouse



EUROPEAN Classic
Car and Bike Day
12 July
@ POMC Clubhouse



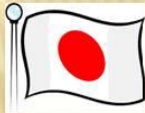
**PRETORIA OLD MOTOR CLUB
CARS in the PARK**
2 August
@ Zwartkops Raceway



SAVVA MAGNUM
Regularity Rally
12 to 16 August
Hotel Numbi & Garden Suites
Hazyview
Mpumalanga



YOUNG BLOODS at the CLUB
13 September
@ POMC Clubhouse



JAPANESE Classic
Car and Bike Day
plus Mini Auto Pretoria
8 November
@ POMC Clubhouse



SUMMER
Regularity Rally
TBA
Pretoria



SPRING DAY FESTIVAL
classic cars, bikes, trucks,
stationary engine and super car day
11 October
@ POMC Clubhouse



Cars & Bikes @ the Club
13 December
@ POMC Clubhouse



2026

Pretoria Old Motor Club
home for enthusiasts
interested in the preservation
of older vehicles
since 1966

POMC Clubhouse
c/o Keuning street & Fred Davey avenue
Silverton
Info: www.pomc.co.za
www.facebook.com/POMCclub
082 770 8800 / 082 444 2954

FCK fotos



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YOUNG BLOODS YB INITIATIVE

Revving up the next generation of classic car enthusiasts



WHAT IS YOUNG BLOODS?

YB is more than a club – it's a movement. We're sparking passion and passing the torch of classic motoring to the next generation. Whether you're into engine restoration or just love the lines of a vintage ride, this is your space to learn, build, and belong.



OUR MISSION

- ♥ Ignite lifelong passion for classic cars
- 🔧 Teach hands-on restoration & mechanical skills
- 🤝 Build bridges with POMC & the greater car community



WHO CAN JOIN?

AGE FOCUS: 18-30

Younger? Join select events with adult supervision.

Older? You're welcome too – just know this is *youth-led* and youth-focused.



WHERE IT ALL HAPPENS

POMC Clubhouse

- Restoration Projects
- Technical Workshops
- Strategy & Planning Sessions

READY TO JOIN THE MOVEMENT?

Whether you're hands-on or just curious, YB is your starting line. Come for the cars – stay for the community.



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Future Events: other clubs

LKM
LAVENDER KONTREI MARK

CLASSIC CAR & BIKE DAY

1 NOV
09:00-15:00
R20pp
Kinders 0/12 & Pensioenrisse GRATIS

Enige Classics Welkom!

Live Entertainment vanaf 11:00

UNIEKE KUNSVLYT, VARS PRODUKTE, DEKOR & MEER!
Heerlike Kosse, Craft Biere & Gratis Kinderaktiwiteite.

MONSTER TRUCK & MINI MONSTER TRUCKS

www.lavenderkontreimark.co.za

LKM (Lavender Kontrei Mark) sal as 'n Fun Run georganiseer word



a-hoo-ah!

POMC NEWSLETTER

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Hi all,

Hope to see you all on 1 October, **Wednesday evening at 20h00 at our clubhouse!**

Looking forward to listen to Joe Palmer “**Vehicle Fleet Management: The Good, the Bad and the Ugly**”. Tydens die aanbieding sal Joe aan ons meedeel watter motors die beste en betroubaarste motors is asook die wat minder betroubaar is en watter motors goedkoper of duurder is om te onderhou.

Warm regards,
Taco Kamstra
Editor/Secretary