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POMC NEWSLETTER

January 2026





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Chairman Report

Neil Happy New Year to each and every one of our POMC members and all your loved ones. May 2026 be a prosperous and successful classic car year for us all.

Those that attended the year end function will agree with me it was once again a huge success. There really is nothing more gratifying than sitting under our shaded trees overlooking our well-manicured grounds, thanks Frik and team, with fellow POMC members enjoying the year behind us. A big thank you to all who contributed in the organising making this such a special day.

As we start the year and we look forward to some highlights we have to focus on the 60 years celebration of the POMC and our Young Bloods initiative.

A reminder that the date for our 60-year celebration is the 11th of April with the venue still to be confirmed. As mentioned, it will be a glamorous affair with a Black-Tie theme and we look forward to an evening of Glitz and Glamour, celebrating the past 60 years of the best Classic Car Club in South Africa. (Even if I must say so 😊). Please pencil this into your diaries for the year we look forward to hosting as many members as possible to enjoy the evening with us.

Mike and his team will continue the momentum we achieved with the Young Bloods in 2026 looking at even greater activity with the next generation of Classic Car enthusiasts. We will share more about the activities we have planned but those that feel they would want to get more involved with the initiative please chat to Mike and his team and offer your support and knowledge. Any suggestions here are welcome that you feel could contribute to the program in any way.

Our first monthly meeting takes place on the 7th January and we look forward to seeing as many members as possible there. Bring along your "Chop" and enjoy a braai before the meeting.

Let's get the cobwebs off our cars for Bonnets Up on the 11th January and start off the year with a bang filling up the club grounds and enjoy the day with fellow POMC and Non POMC members.

Happy classic motoring in 2026 and keep the wheels rolling.

AHOOHA

Neil





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No raffle was held at our previous meeting

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 146144



New Members:

Rudolf	Mare
Bernard	Barnard
Eduan	Naude
Coert	Steynberg
Dawie	Steynfaardt
Jacques	du Plessis
Shaun	Mitchell

Lief en leed

Barry Groenewald het laasmaand sy skouer beseer en daarna geval en ligamente geskeur en is geopereer. Hy kan darem weer sy motor bestuur maar verduur nog baie pyn



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BIRTHDAYS

VERJAARSDAE

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

1 Januarie	Jaco (Petrus)	du Plooy
3 Januarie	Doeke	Tromp
4 Januarie	Annalien	Marais
6 Januarie	Donovan	Ackhurst
12 Januarie	Jan	Snyman
14 January	Hannes	Steyn
15 Januarie	Maartin	Kamper
18 Januarie	Deon	Van Wyk
19 Januarie	Chris	Snykers
20 Januarie	Stefan	Buys
21 Januarie	Faan	du Toit
23 Januarie	Johannes	van Velden
25 Januarie	Jannie	Rossouw
26 Januarie	Bruce	Leslie
27 Januarie	Charles	van Staden
28 Januarie	Charlotte	De Waal
30 Januarie	John Lucius	Ford



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POMC PAST EVENTS

Daantjie Badenhorst

POMC Cars at the Club 2025

The Pretoria Old Motor Club held the final event of 2025 on Sunday the 14th of December 2025.

Despite the possible threat of rain, Cars at the Club was well-attended and a wide variety of cars was on display. The oldest car that attended the event was a 1929 Chevrolet AC International Phaeton, owned by Jan Burger. Jan has owned this car for 40 years and it is still in an original condition.



The VW Karmann-Ghia is a popular car among enthusiasts and several club members are owners of this classic model. Jacques du Plessis displayed his 1966 model; perhaps one of the first to be fitted with disc brakes. The original 1,5 litre engine was replaced by a 1,6 litre twin-port engine and its electrical system has been upgraded from six to twelve volts



In 1974, the first of a series of limited VW Beetle models was introduced to South Africa. The Fun Bug was a sporty version of the 1600 L; it was mechanically the same but it was only available in red, yellow and gold with black stripes. Its distinctive interior features were black vinyl seats with front head restraints, a black padded dashboard, a three-spoke steering wheel and a rev counter. Just over a thousand were manufactured and it has become one of the most sought-after Beetle models manufactured in South Africa. Leo Middelberg displayed his Fun Bug; he is still looking for the original steering wheel and the rev counter is also missing. The Fun Bug was replaced by the more luxurious Lux Bug for the 1975 model year.





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Towards the end of 1971, Leykor, who was the South African arm of British Leyland at the time, came up with a surprise. The Italian designer Giovanni Michelotti, who designed Triumph models like the 2000, the Herald, the Dolomite and the TR 4, submitted a design to British Leyland as a possible replacement for the BMC 1100/1300 range. When the design was rejected, Leykor decided to put it into production and called the Austin Apache. Bill Sales knows the Apache well; his mother owned one with an automatic transmission and his first car, which he bought when he was an apprentice, was a 1974 model TC. The TC was added to the range in 1973 and had a number of features which distinguished it from the standard models. It was powered by a twin-carburettor version of the 1 275 cm³ engine that was also fitted to the Mini GTS, and it had Rostyle wheels and a vinyl roof. Its interior features were a three-spoke sports steering wheel and a full instrument cluster which included a rev counter. The Apache, especially the TC, is a rare sight nowadays but Bill bought another 1974 model TC in 2021. This car has been resprayed in its original colour but the upholstery, which was a combination of vinyl and brushed nylon, has been replaced by vinyl.



A very rare car in South Africa is the Maserati 3200 GT, but Natie Ferreira displayed his 2001 model, which is in an original condition. He owns the Sinkhuisie antique shop that is featured in the television series Fanaties which can be seen on kykNet.



The Alfa Romeo Spider has been featured in several movies in South Africa and overseas over the years and a number of them have been imported. In 1975, the 2000 Spider was imported to South Africa with right hand drive for the first time. Aidan Morrow displayed his 1975 Spider, which he has owned since 2019. His family are all Alfa Romeo enthusiasts and they have owned several models. He has cut out some rust and completed the restoration project in 2024.





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The Chevrolet Camaro was not available in large numbers in South Africa but a few left-hand-drive models were imported in 1995. Taco Kamstra has owned his 1995 Z/28 for fifteen years, and he has kept it in an original condition. He owns another Camaro and it was heavily modified but that car taught him the hard way that it is better to keep it original.



The original BMW 5-Series was popular when it was new, but most have been neglected or messed up and therefore it has become rare. Kobus Ebersohn has owned his original 528i Executive for about a year. It had stood for fifteen years before Kobus bought it, and it has only done 115 000 genuine kilometres. He has cut out and repaired some rust and repaired the central locking and electric windows.



The Toyota Corolla became the top-selling car in South Africa in 1982, and the following year, a version of the 1,8 SE Liftback that became a collector's item was introduced. The TRD, which stood for Toyota Racing Developments, had a white bodywork with red stripes and a black and red interior. Under the bonnet was a more powerful version of the 1,8 litre engine with twin Dellorto carburettors. Dirk van Vuuren's TRD has been in his family since it was a year old; the first owner had it for a year before it was sold to Dirk's father.



Although the Ford 1 Tonner bakkie, based on the Cortina Mark 4 and Mark 5, was very popular in South Africa, few are still around, and those that have survived, have been messed up or exported to the United Kingdom. Rudolf Maree owns an original 1981 model 3000L that has been resprayed in its original Signal Red colour. Its load area has been rubberised and its vinyl upholstery has been replaced by cloth, although the door panels are still original. It was a barn find which he bought about nine years ago.



This was the last event on the Pretoria Old Motor Club calendar for 2025. The club will celebrate its 60th anniversary in 2026, and the first event of the year will take place at the club premises on Sunday the 11th of January.

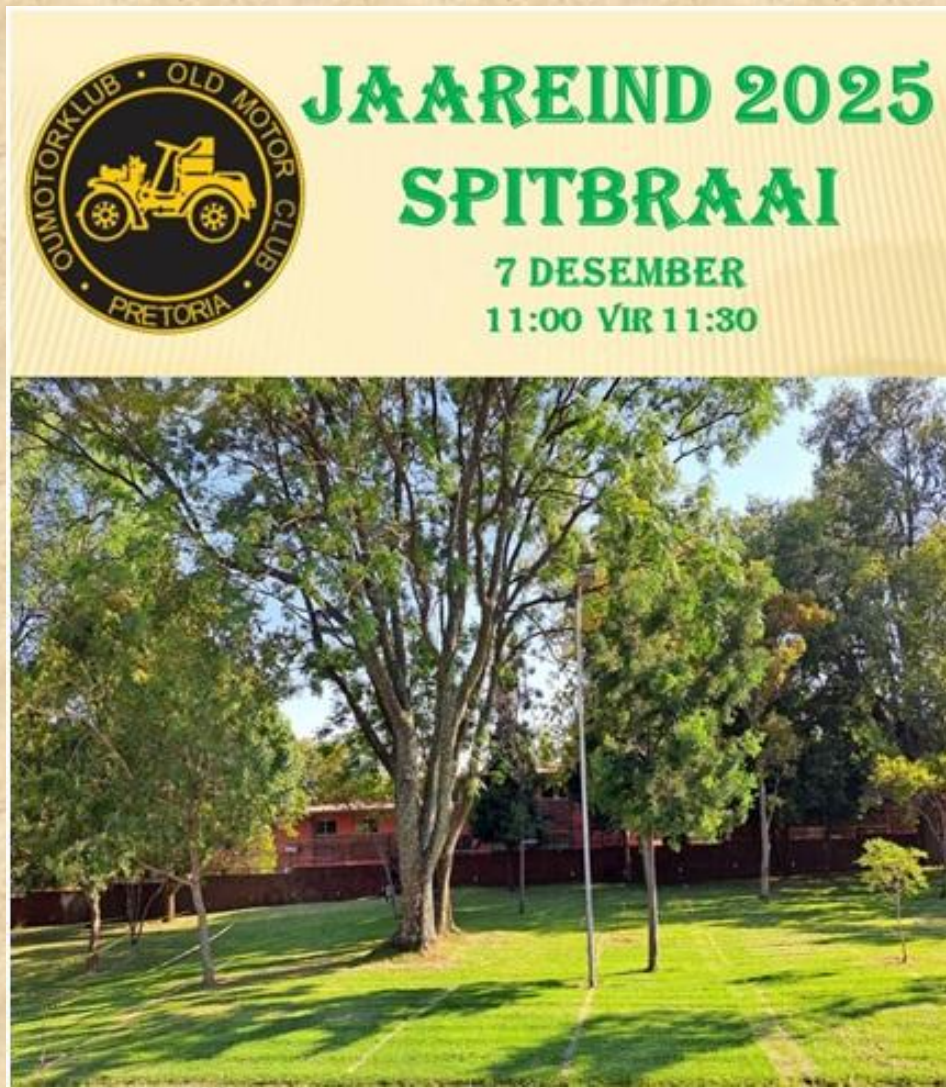


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POMC: Past events



'n Groot getal POMC lede het op 7 Desember by die klubhuis bymekaar gekom vir ons jaareind spitbraai. Frik en sy familie en van ons lede het baie tyd en moeite gedoen om dit te reël. Die tafels was gedek in die saal ingeval dit sou reën. Maar op 'n stadium het die weer goed gelyk en al die gedekte tafels is buite toe geskuif en weer gedek. Die kos was weereens uitstekend en lede het lekker gekuier. 'n Baie groot danke aan Frik en al sy helpers om dit weereens vir ons gereël het.



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'n Gesellige atmosfeer buite onder die koelgebome



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POMC Future events 2026

- Member meeting Wednesday 7 January 20h00
- 2Nd Sunday 11 Januarie



POMC BONNETS-UP

11 January
9:00 till 14:00
@
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

POMC 60 jaar bestaansjaar funksie

Die kommitee beoog om op 11 April 2026 ons klub se 60^{ste} bestaansjaar te vier. Dit gaan 'n "black tie event" wees

Inligting sal verskaf word soos wat die reelings in plek val



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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



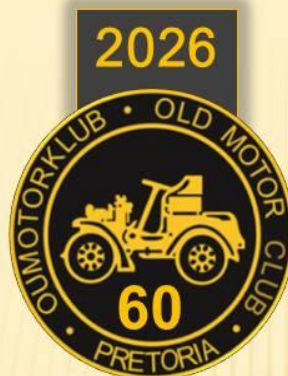
MAMPOER
Regularity Rally
6 June
@ Willem Prinsloo Museum



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
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



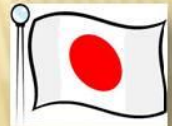
PRETORIA OLD MOTOR CLUB
CARS in the PARK

2 August
@
Zwartkops Raceway

Cars & Bikes @ the Club
13 December
@ 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



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



YOUNG BLOODS at the CLUB
13 September
@ POMC Clubhouse

FCK fotos



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Summer Rally

At this stage the Summer rally has been replaced by the pre-DJ on 8 February



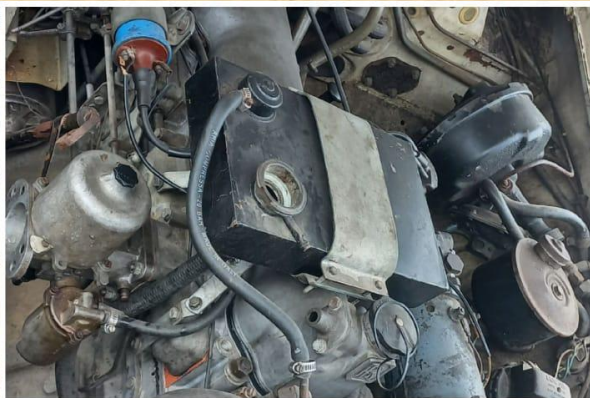
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Cars, parts, odds and ends etc. are listed in our monthly newsletter.

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



Van den Plas. Motor is in Palaborwa. Enige realistiese aanbod sal aanvaar word. Taco het meer besonderhede



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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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MG TF: mid-engined MX-5 beater is a £2k bargain (in the UK)

“MG'S FACELIFTED F HAS A GREAT STORY, IS FANTASTIC VALUE AND ISN'T QUITE AS UNRELIABLE AS YOU THINK”

By [Richard Bremner](#) - AUTOCAR

Not a fashionable ride right now, the MG TF, which is why you can install yourself in a runner for under £2000. And less still, if you're willing to take on one needing a little work.

The TF, you'll recall, was [MG](#) Rover's 2002 facelift of the 1995 MG F, and a surprisingly extensive rework it was, too. Not many cars undergo a change of springing medium part-way through their lives. The MG F's springs were Hydragas, so bumps were absorbed by nitrogen spheres, and fluid interconnection and clever valving provided the damping effect. The F had a remarkable ride and impressive handling as a result, but the cost of manufacturing these complex units in fairly low quantities eventually made a switch to conventional coil springs and dampers desirable.

The TF's ride was never quite as good as the Hydragas F managed and it was made worse by the fact that the optional, stiffer sports suspension pack was inadvertently built into 1000s of TFs. But there were upsides to this update, not the least being a bodysheet that was 20% stiffer, sharper handling and a more connected feel via the electric power steering. MG Rover design chief Peter Stevens took the chance to update the MG's look, too, reshaping it for a slightly more aggressive flavour.

Most obvious was the grille, now presenting body-coloured horizontal slots rather than the more traditional two-piece mesh grille, while the air intakes aft of the rear doors were reshaped with sharper, more defined lines, as were the bumpers, whose air intakes and extractors looked more business-like. The headlight internals were updated with small, circular lenses that were trendy at the time and the engine lid's lip spoiler was more emphatically sculpted.

Inside, all was much the same, except that the seats were part-trimmed with a faux Alcantara suede that had the durability of a cheap T-shirt, the grey material soon resembling wet mouse fur. But that slightly unsavoury detail would emerge later.

When it was launched, the TF was considered to be an astute update of Britain's best-selling sports car – yes, the MG F consistently outsold the [Mazda MX-5](#) – and, indeed, in facelifted form, MG's two-seater continued to hold the title.

It's one reason why they are so cheap now: there are plenty of them, they have long been cheap enough to be used as a household's second or third car, receiving minimal maintenance, and this in turn has accelerated the race to the bottom and a quickening attrition rate.



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There are other reasons, of course, most infamously the head gasket troubles of the all-alloy K-Series engine, which will almost certainly undergo at least one off-with-its-head moment during the car's life. The MG F and TF are more prone to this failure than the front-drive Rovers for which the engine was designed. That's largely a result of the challenges of cooling a power unit deliberately designed to run with less coolant, to save weight and speed warm-up, being amplified by sandwiching it in the middle of the car. This failing certainly depresses prices but also means there are bargains to be had because people are put off, despite there being plenty of specialists who can fix MG Fs for sensible money.

The K-Series is worth the trouble, too. It's keen, revvy and powerful for its size and it delivers unexpectedly strong high-rev zest in VVC form. Perfect for a sports car, in fact, which is why Lotus used it for the Elise.

The TF still produces a great drive even by today's standards, the unusual balance of both the F and its update making it one of the safest-handling mid-engined cars ever built. Which is why the post-MG-Rover-collapse SAIC reissue of the car in 2007 did not mean that it was totally outclassed, dynamically at least. SAIC improved and updated the car during its life, tweaking the suspension, updating the instruments and painting it in bolder, more modern colours. There was a sought-after limited edition, too.

That wasn't enough to arrest its decline, though, the ageing, cramped interior taking it out of contention for most buyers. Production finally ended in 2011, after an impressive 16-year run, less the two-year pause following MG Rover's collapse.

The late, SAIC-built cars, of which there are far fewer, command the highest prices and very low-mileage examples are nudging £7000. But shop carefully and you can have yourself a thoroughly enjoyable sports car for the price of a few PCP payments.

- ***Reprinted from Autocar***





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LATE CHRIS REA WAS A TRUE MOTORSPORT ENTHUSIAST

By Roger Houghton

Chris Rea, the famous English singer and songwriter, who passed away on 22 December 2025, at the age of 74, was a keen motoring and motor sport enthusiast. I had the pleasure of meeting him at the Goodwood Revival in 2009 where he was racing a 1955 Lotus 6 Ford - the forerunner of the more famous Lotus 7- in the Madgwick Cup for classic pre-1966 sports cars with engines under 2-litres.

Rea finisher 11th out of a field of 30 cars in the 13-lap race around the famous Goodwood circuit,



Chris Rea seen with Roger Houghton at the 2009 Goodwood Revival.



Roger Houghton's Millennium, 7 which forged his interest in similar Lotus sportcars and led to him seeking out Chris Rea and his Lotus 6 in the Goodwood Revival paddock.

The reason I approached him in the pits was that I had just had a Millennium 7 – similar in appearance to a Lotus 7- built for me in South Africa by Chris Carstens and his team in Kempton Park, hence my interest in Rea's Lotus 6. (A similar Lotus 6 Ford had been owned by Toby van Reenen, a fellow member of the Pretoria Motor Club who raced it in the early days of the new Kyalami circuit in the 1960's).

What shocked me during the short time I spent with the singer at Goodwood was the way he was surreptitiously smoking Marlboro cigarettes in the paddock, which was a non-smoking area. He held the cigarette backwards in his cupped hand and kept swinging it to and fro to disperse the telltale smoke. I certainly had not expected a man whose voice was his fortune to be an inveterate smoker. I have subsequently learned he quit smoking after suffering a stroke in 2016. He was also battling cancer at that time.



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Early in his career Rea had considered journalism as a career, seeing himself writing about racing cars! The whim soon passed and he concentrated his talents on music but retained his interest in motor racing.

He raced many different cars during his career, including a Lotus 23B, 1964 Lotus Elan 26R, Lola Mk 1, and a 1987 Caterham 7, of which a picture featured on the cover of one of his albums, *Auberge*). He also owned the [Ferrari 330](#) which was used as a donor car for the replica [Ferrari 250 Le Mans](#) used in the 1996 movie [La Passione](#). In the latter stages of his racing career, he settled for competing in a 1957 Morris Minor 1000 in British Police livery!

However, his real racing passion was the restored replica Ferrari Dino 156 Shark Nose Formula 1 car he had built using some salvaged components such as the engines and transmission with frame and bodywork made from sketches and photographs. The car had the choice of the 65 degree and 120 degree V6 engines. The task took 22 years and the car, which was a tribute to American world champion Phil Hill, first appeared at the 2017 Goodwill Festival of Speed where it was driven up the Hill by Phil Hill's son, Derek.

Rea's motor racing interests included attending Formula 1 races when his schedule allowed. His involvement in F1 included being a member of the Jordan team's pit crew at the 1995 Monaco Grand Prix. Team owner Eddie Jordan, himself a musician, even gave Chris a drive in one of his Formula 1 cars! The popular song *Saudade* was a tribute to one his heroes, three-time world champion Ayrton Senna.

The British rock legend was a significant supporter of various charities including Refuge, which cares for people suffering from domestic violence, and the NSPCC (National Society for the Prevention of Cruelty to Children) as well as several organisations supporting cancer research as he was a personal sufferer of this disease. His support included donating the proceeds from auctioning two of his personal cars to charities. These were the 1987 Caterham 7, which raised £11 500 for the NSPCC and a 1989 Rover Mini which had been electrified by Recharge. The latter raised £25 000 for Refuge..



Chris Rea in his 1955 Lotus 6 Ford on his way to the start of the Madgwick Cup race



Chris Rea's 1987 Caterham 7 which he auctioned for the NSPCC charity.



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Chris Rea's electrified 1989 Mini which he auctioned for the Refuge charity.



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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.





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VEHICLE REGISTRATIONS



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

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





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Future events- other clubs:

★ ★ ★ ★ ★

GEORGE
OLD CAR
SHOW

★ ★ ★ ★ ★

 *George
Old Car Show 2026*

PIONEERS OF MOTORING



SATURDAY 14 FEB

 **EDEN TECHNICAL HIGH SCHOOL**

9AM - 5PM

WWW.SCOCC.CO.ZA **iTickets**



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LAVENDER KONTREI MARK

**CLASSIC CAR
& BIKE DAY**

28 Feb
13 June
1 Aug
31 Oct





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Hi all,

Hope to see you all on 7 January, **Wednesday evening at 20h00 at our clubhouse!**

Joe Palmer will do a presentation about his tour through Namibia and the old cars he has seen there

Voorspoedige 2026.

Warm regards,
Taco Kamstra
Editor/Secretary