

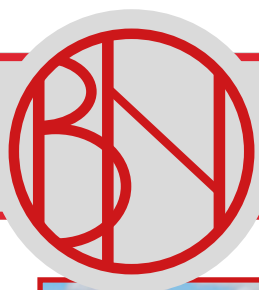
email: editor@vvc.co.za • website: www.vvc.co.za

THE **VVC** VIEW



Cover pic: An Alfisiti at the Clubhouse – pic Aubrey Malden





EXCEPTIONAL CARS OFFERED FOR SALE



1965 Jaguar MK2 3.8



1958 MGA Twin Cam



1957 Austin Healey 100/6



1966 Jaguar Etype Roadster



1970 Cadillac Fleetwood Eldorado 8.2L



1968 Mercedes Benz 280SE Auto



1934 Aston Martin 1500 mk2



1968 Valiant Barracuda



1977 VW Beetle 1600 SP



1988 Porsche 944 Turbo

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EDITORIAL

Brian Askew



GREETINGS FROM THE DAM

2022 is a year with a couple of important centenaries to interest you. The first – and most straightforward is that of the Austin Seven. The Seven was designed, prototyped and launched one hundred years ago. It was marketed as “The Motor for the Million – so cheap to run it makes walking foolish.”



We begin the tale of the Seven in this issue.

The second anniversary is a bit more contentious – at least for some.

I quote: “To trace the birth of this British company, we must go back to the northern seaside town of Blackpool. Here a young motorcycle enthusiast by the name of Bill Lyons, not yet 21 years of age, met William Walmsley, who was building a rather stylish sidecar which he was attaching to reconditioned motor cycles.



Young Lyons immediately displayed the two traits that would be his greatest qualities for the next 50 years or so. His business acumen shrewdly espied a good commercial opportunity and his eye for style appreciated the attractive appearance of these normally mundane creations. He felt there was great potential if the activity could be organised along business lines and production increased to make the operation viable.

As soon as William Lyons came of age, the Swallow Sidecar Company was formed in September 1922, with a bank overdraft of £1,000.”

This from Jaguar’s website a couple of years ago.

Now, however, their website states: “Since the first Jaguar car was produced in 1935, we have pushed the boundaries of what is possible, inspired by our founder, Sir William Lyons. He insisted that every car the company produced combined performance and beauty like no other. His uncompromising vision set new benchmarks that we still live by.”

This is reinforced by the seats in new Jaguars having a small leather tag attached which reads “Jaguar. Est 1935.”

This, as you may know by now, is a hobby horse of mine. I would like the centenary party is 2022 – and not have to wait another decade or more. I will bring the story of Jaguar’s – er, Swallow Sidecars’ – genesis to you during the year.

EDITORIAL

Brian Askew



On to our View. You may remember I asked for some volunteers to give us stories on their favourite cars to share with you? The result was amazing.



Ah, well.

Thanks are due this issue to Roger Houghton for his DJ Update, Aubrey Malden for the gallery and cover picture and, of course, to the usual team. Joe Gates kindly sent me the following – from a January 18th letter to the editor of The Daily Telegraph.

SIR – In 1978 I became the owner of a dilapidated Morris Traveller, Rosie.

One day I noticed the son of our landlord walking round the car. Next time he brought a magnifying glass and camera, so I asked him what was so interesting. It transpired that he was a university mycology professor, and Rosie was home to moulds and fungi on her woodwork that he hadn't seen before. He wanted to take samples.

Rosie became the subject of university lectures, and ended her days housing chickens.

Chris Hardy
Lytham St Annes, Lancashire

And hot off the press, a picture of the VVC breakfast at Thyme on Nicol on Sunday 13th February. Thanks to Hentie Erasmus



Stay safe and enjoy your motoring.

Brian

FROM THE CHAIRMAN'S DESK

Brian Noik



FROM THE CHAIR

I recently got the opportunity to drive the New 2022 Porsche Taycan full Electric car. I can only describe driving this car as piloting the Starship Enterprise. It is dead silent, vibration free and comfortable. Fast does not even begin to de-scribe this car - a 0 -100 time of 3.6 seconds. If you miss the sound of your engine noise, the car can be set to give off a futuristic hum, which I found intriguing and enjoyable. As a modern transport appliance (no oil change, no servicing, no dealership visits) I don't think anything could rival the convenience of this. The price, however, is eye watering.

What does this have to do with old cars? Many of us own various eras of cars, I have in my ga-rage 1910's, 1920's and the 1960's, I enjoy each of these vehicles for different reasons. My 1913 Buick is hard work, at 30kms/h average, one needs a lot of time for a drive. My 1928 Rolls-Royce is smooth and being a closed car is com-fortable and great for a family outing. The Morris Minor is fun, and I very much enjoy this car for short trips and it often becomes a love hate rela-tionship.

Which brings me to a point, most of us just choose the modern appliance, with the Aircon, the comfortable seats, and faster travel time to and from the club, or event which allows us to get home quicker to carry on with our busy lives. I am also guilty of this.

My appeal to members - please try and bring your oldest car or motorbike to the club, these cars are being forgotten and we need to bring out the older cars if you have one, Any old car is welcome, try not bring your modern appliance on a club Sunday!

There is a trend locally and internationally with many classic cars being converted to electric cars. I believe a lot of game reserves are converting their off-road game viewing vehicles to electric motors.

Last month was a fantastic turnout. The Alfa Romeo club in attendance and filled the front lawn, and VVC enjoying our usual parking. The club house is now used at least twice a week.

Members are also encouraged to bring an un-usual and interesting item for display.

I am happy to report after some discussions the Monday Club will be continuing their duties and fund-raising initiatives. The ladies have appealed for volunteer help on a Sunday from members. If you can help with serving tea etc, please make yourself known. We will be giving the ladies some much-deserved time off in the future with some planned events (Wheels and Waffles at the club on the 24th of April - we will have freshly made Belgium waffles, and then Cars and Crum-pets in the near future)

Guido would also like some volunteers for bar duty, even if it is for 30 minutes so he can have a walk around.

The DJ is on the 11th to the 13th of March, please come along and support the riders at the Start which is at Hillcrest corner, (first rider de-parts at 06:00 Friday) and finish at Benoni North-erns sports club at around 14:00 Saturday. We have over 100 entries for this premier motoring event. Thanks to Clerk of the Course, Hylton Alli-son and his team: Peter An-eck-Hahn, (Peter has been involved in forty-seven DJS as both com-petitor and organiser), Gwyneth Cronje and Gavin Allison.

On Sunday the 8th of April we will be having a club fun run and picnic and maybe a short set of motor-ing games and a driving skill competition. Watch this space!

The theme on Sunday is pre-1937 DJ Bikes.

Brian

NEW MEMBERS

Karen Kaiser



NEW MEMBERS FOR THE MARCH 2022 NEWSLETTER

This month I welcome: Frans and Cornelia van Rensburg from Parkhurst, Alan and Sue Holloway from Pretoria as well as Tony and Tracy Benetti from Midrand. They bring bikes (DJ) Alfa and Jaguar to the VVC stable.

Unfortunately I have still got some members who have not yet paid the subscriptions. Please if you are in doubt give me a call or send an e-mail and I will check. If you do not wish to remain members please notify me (I do not like to write this but I also acknowledge that life continues to change). THANK YOU to all the members who have paid the 2021/22 Subscriptions. **If you for some reason did not receive an e-mail with a renewal form please contact me.** For ordinary membership – emailed newsletter the fee is R380. For country membership – e-mailed newsletter the subscription will be R300. For ordinary membership – printed newsletter the fee will be R555 and R475 for country membership.

The Banking details are: The Vintage and Veteran Club, Nedbank Benmore Gardens, Branch Code 197305 Account number 1973038617. Please use your name or membership number as reference.

The Chairman's Tea was held at the clubhouse on the 12th of February – I hope you all received the invitation. It was a lovely afternoon and the members brought fantastic snacks and cakes. THANK YOU to all who participated.

The "Milkbar" is open every Friday evening from around 17.30 for a relaxed social gathering. Here we also celebrate birthdays.



On the 11th and 12th of March the annual DJ rally will take place. The event starts on the 11th of March from Hillcrest and the riders are expected to start coming into the finish at the Northern Sports Club, Benoni from around 14.00 on the 12th of March. I am sure they riders would appreciate if you could be present when they arrive back.

Karen Kaiser

BIRTHDAYS

Karen Kaiser



Happy
BIRTHDAY

MARCH 2022



Tony Watson (3)
James McGee (20)
Howard Freeman (24)
Phillip Gordon (14)
Derek Heard (6)
Roy Jones (24)
KC Saayman (1)
Hamish Morrison (10)
Ron Wheeldon (21)
Harry Calver (22)
Michael Stephanou (5)

Happy
BIRTHDAY

MARCH 2022

William Hebenton (5)
Piet van Vuuren (22)
Murray Kotze (13)
Patrick Weech (24)
Bert Lopes (18)
David Cutter (26)
Richard Gundersen (7)
Neville Bensted-Smith (25)
Andrew Konig (19)
Noel Fordred (2)
Gavin Brown (22)



**The "Milk Bar" has reopened - See you on Friday evenings
for a few rounds!**

EVENTS



2022 CALENDAR OF EVENTS

(Subject to amendment - See Magazine, Website, and noticeboard for current information)

February

Sunday 27th DJ Bikes

March

11th to 13th March DJ Durban to Johannesburg Commemorative Rally

Sunday 27th March Vintage and Veteran Cars and Bikes

April

Saturday 8th Picnic Day and Fun Run - details to be advised.

Sunday 24th Wheels and Waffles

May

Friday 13th Beer and Wine tasting afternoon at the VVC

Sunday 29th Post 45 Cars

June

Sunday 26th German cars

July

Sunday 31st Italian Day

August

10-14th Magnum Rally

Sunday 28th Annual General Meeting and your Favourite Car/Bike

September

Sunday 25th American Cars and Buick, Cadillac and Oldsmobile Club

October

8 – 9th VVC Fun Run

Sunday 30th Bike Day with the VMC and CMC

November

Sunday 27th Sports Cars and Motor Bikes

VVC JANUARY 2021



VVC JANUARY 2021



NURSING THOUGHTS

Anne Askew



SOME SAFETY TIPS

So last month I looked at some safety equipment that you may find useful in your garages. This month, I have found an article on injuries that may afflict you, posted by the grandly titled National Automotive, Roads, and Fuel Association (NARFA). Of New Hampshire, US.



NARFA note that there are several injury exposures that auto mechanics and technicians experience during their normal work day. According to a recent annual US report, mechanics had 13 150 nonfatal occupational injuries and illnesses, due to being exposed to dangerous machinery, tools, chemicals, and a strenuous work environment.

Here are the five most common types of injuries in the industry and solutions.

1) Strains, Sprains, Tears

This is the leading cause of injury for mechanics in the workshop. Overexertion injuries are related to pulling, lifting, pushing, holding, carrying and throwing. The causes of stress type injuries can be caused by improper lifting, manually lifting heavy objects, no breaks, and repetitive tasks.



Safe work practices that can be implemented to help mitigate these types of strain type exposures include:

Implementing a 10 minute "stretch and flex" program before the workday begins. This will help loosen up muscles and better prepare the body to handle the physical demand of the day.

Remember to lift with your knees and not your back, and to keep the load close to your body. (That might work for the younger club members. Ed)

Use mechanical lifting equipment, such as a dolly or a hoist, especially when the load is 25 kg or more.

Take shorts breaks throughout the day to give your body a break and stretch if needed.

2) Eye Injuries

Mechanics work under bonnets and under vehicles, with hazardous chemicals, and dangerous equipment. Whether it's working underneath a car and being exposed to rust particles and other debris, or welding and being exposed to sparks, or using a grinder and being exposed to flying particles, there are many ways you can get an eye injury.

NURSING THOUGHTS

Anne Askew



The best prevention against eye injuries is to wear safety glasses. This is a no-brainer, but be sure to choose glasses that are suitable for yourself.

3) Chemical Burns

Located within your garages there are all types of hazardous chemicals that you can be exposed to.

The chemical exposure can cause serious injury in the form of skin irritation, chemical burns, fire or poisoning.

The best approach here is to learn how to take appropriate action if exposure to a chemical occurs. Before that exposure. All chemicals should be labelled, with product identifier, signal word, hazard statement(s), precautionary statement(s) and pictogram(s) if necessary.

4) Loss of Limb or Digit

Mechanics, at home or work, use power tools and equipment, such as grinders and electric metal shears, etc., which presents the danger of loss of limb or digit.

The following practices can help prevent these types of injuries.

Learn to follow proper equipment operating procedures.

Keep all protective guards in place.

Wear all essential PPE while using the particular tool / equipment.

Routinely inspect power tools to ensure they are in proper working condition with no defects.

5) Slips, Trips, Falls

Your garage presents several exposures which can lead to slips, trips, and falls. Oil changes, transmission flushes and other routine vehicle maintenance procedures that involve slippery or greasy fluids can make the floor slick, increasing the risk of accidents. Also, the presence of hoses and electrical cords running through the shop and storage in walking paths can present trip hazards as well.



The answer here is good housekeeping:

Ensure there is no storage or debris in your route to the coffee machine – and keep that route in good order.

All spills should be cleaned up immediately.

Hoses and electrical cords should be coiled up if not in use.

Stay safe in your workshops and have a great 2022

Anne

"Safely Cared For"

Sister Anne Askew

Cell: +27 82 604 5806

Email: anne@sisteranne.co.za

Website: www.sisteranne.co.za



WHAT'S IN THE TOOL BOX TODAY?



Aubrey Malden

BUYING A CAR WITH NO PAPERS?

Have you spotted a car that looks too good to be true, with the only caveat being that it comes "without papers"? In most cases, it's best to steer clear of any car that doesn't come with registration papers, but there are a handful of exceptions, says Jeff Osborne of Gumtree South Africa. "You may be able to, for example, buy a car and rebuild it legally. You could also re-register the car. But in 99% of cases, you will find these purchases are more trouble than they are worth."

Firstly, before you even make a decision about buying the car or not, you will need a police clearance certificate to make sure that the vehicle is not stolen. This will be an extremely tricky and lengthy process without registration papers, but is still possible. If you do buy a vehicle without clearance, you will be liable for hefty fines as it is illegal to buy stolen goods. The onus is on you as the buyer to ensure that the seller is the lawful owner.



"If the owner has merely lost his papers, he can apply for a duplicate for a minimal fee. He should also be able to point you in the direction of the last owner with registration paper. It may take detective work, but it's much better than getting on the wrong side of the law," says Osborne.

Once you've determined that the car has not been stolen, you will need to get it weighed at a weighing station and complete a road worthy for re-registration.

You may also rebuild a car and register it. "This is the route you would usually take with a classic car or a Code 3 car (i.e. an insurance write-off). You will need to present receipts for engines, the chassis, the labour and all other parts. The expenses of a rebuild can be significant."

In order to re-register a car using various new parts, you will need a duly completed application form RLV, a SA ID and an affidavit form SOA stating which parts were used, where they were acquired and with the receipts attached.

In the event of a Code 3 or unfit vehicle that has been deregistered, the deregistration certificate or evidence of the vehicle being permanently unfit for use needs to be attached. "You will also need a police clearance certificate and mass measuring certificate."

The process can be extremely lengthy and time intensive. "Expect to stand in a lot of queues and to spend a lot of time and money," says Osborne. "If you are buying a rare classic without papers in order to rebuild it as a passion project, it is feasible. But if you are eyeing a second-hand car without papers because it's extremely cheap and seems like a bargain – it's probably going to result in a major headache very soon after purchasing it."

Osborne says that it's important to insist on all the relevant paperwork when buying a second-hand car. "There are great bargains out there, but it's important to perform due diligence. A lower price is not worth the risk of a fine and possible jail time because you cannot get the car registered or cleared."

Women on Wheels - via Gumtree South Africa

DJ UPDATE

DJ UPDATE 15.02.2022

Over 100 entries have been received for the Durban to Johannesburg.

- Oldest bike competing is a 1918 Harley Davidson.
- All plans are running well, and final regs will go out this week.
- Welcome cocktail party - Wednesday March 9th evening at 6pm at VCC club in Kloof
- Documentation and registration on Thursday 10th from 10am to 4pm at the underground parking at Hillcrest corner.
- The start is at Hillcrest corner on Friday 11th - first bike away at 6:01am.
- The overnight stop is at Majuba lodge in Newcastle, first bike away at 6:01am
- Finish at Benoni Northerns sports club on Saturday 12th from around 2pm onwards.
- Prize giving Sunday the 13th at 8am at Ascot Mews in Alberton.

All Enquires to Hylton Alisson on 078-234-7114

DJ UPDATE

BINDER FAMILY PLANS TO TAKE PART IN 2022 DJ RALLY FOR CLASSIC MOTORCYCLES

Trevor Binder and his two famous sons, MotoGP racers Brad and Darryn, plan to take part in the 2022 DJ regularity rally for pre-war and vintage classic motorcycles, which will take competitors from Durban to Johannesburg on 11-12 March. The two racers intend returning to their home in South Africa after the opening round of the MotoGP World Championship on 6 March in Qatar and will then fly to Indonesia after the DJ for the first race on a new track which takes place on 20 March.

Brad Binder, who has already won two MotoGPs, will again be riding for Red Bull KTM this year, while his brother, Darryn, has been signed up by Malaysian-based RNF Racing (formerly Petronas) to ride a Yamaha in his first year in MotoGP.

"We are delighted that the family will take part in this year's event after all three rode in the 2020 DJ Rally," said Hylton Allison, who is filling the important role of clerk of the course for the first time.

All three Binders qualified as finishers in 2020, the last time the DJ Rally was held, as the 2021 event had to be cancelled due to Covid-19. Darryn, who was then racing in Moto3, fared best on this occasion, finishing 43rd on a 1928 BMW R52, with father Trevor 44th on his 1925 Indian Scout while Brad took 54th place on a 1935 Sunbeam. Brad had several problems on the ride which required roadside repairs, but he showed determination in getting to the finish which ended in the rain in Hillcrest.

Hylton Allison says that the organisation of this year's event is well advanced, and entries are streaming in. "Hopefully we will have a field of about 100 motorcycles taking up the challenge of riding at set average speeds on a route that follows similar roads that were used when this event was a

road race between Durban and Johannesburg from 1913 to 1936. It is for this reason that competing motorcycles must be 1936 or earlier models."

Entries for the 2022 DJ Rally close on 31 January. The event will start at the Hillcrest Corner Shopping Mall outside Durban on 11 March and finish the following day at the Benoni Northern Sports Club in Benoni after an overnight stop in Newcastle. For more information and to find an entry form go to the DJ Rally website, www.djrally.co.za.

Clerk of the Course Hylton Allison can be contacted on 078-234-7144 or coc@djrally.co.za

Roger Houghton



AUSTIN SEVEN



A BRIEF HISTORY OF THE AUSTIN 7

It is the centenary of the iconic Austin Seven this year. We bring you its story:

Introduction

The Austin 7, when it was first introduced in 1922, represented the freedom of the open road, the ability to go to places you simply couldn't get to on public transport, it was the opening up of a whole new world for people who could afford one. It was sort of like Britain's equivalent of the American Model T Ford, except a little smaller, and a little cheaper to run, but still loads of fun.

Herbert Austin, 1st Baron Austin

Herbert Austin was born in Britain in 1866 and in 1884 traveled by ship via Cape Hope to Australia where he worked in industrial settings in the city of Melbourne, particularly in the improving the design and manufacture of shearing equipment.

He joined the The Wolseley Sheep Shearing Machine Company in the city of Sydney and worked there until 1893 when he returned to Britain when that company relocated its manufacturing operations there.



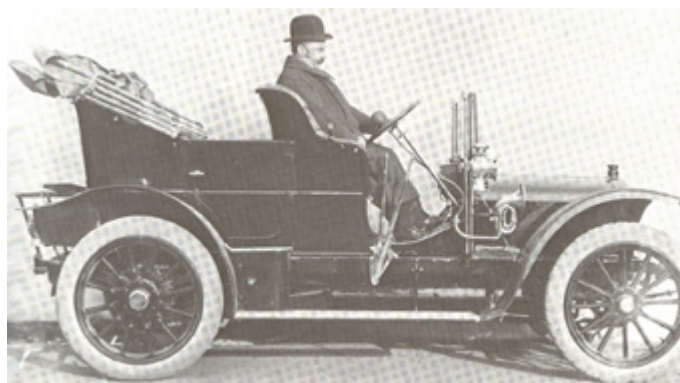
Austin Seven 'Ruby' Saloon

In Britain the original owner of the The Wolseley Sheep Shearing Machine Company left in 1894 so

Herbert Austin took over operations and he set up manufacturing of shearing equipment that year purchasing factory premises in Aston, Birmingham.

It was in this new factory that Herbert Austin initially branched out into bicycle manufacture, and then turned his hand to the idea of building motor cars. His first cars were three wheel motorized tricycles which were sold under the Wolseley name.

In 1905 Herbert Austin went out on his own and established his own Austin motor company at Longbridge, which would later become part of the City of Birmingham. Prior to the First World War Herbert Austin offered no less than seventeen models in his automobile line-up.



Herbert Austin Model 18-24 1908

The First World War was to prove very trying for Herbert and his wife Helen. Their only son was killed in action in France in 1915.

The Austin factory was turned over to munitions production for the duration of the war and after the war's end it proved to be very difficult to get back into the car manufacturing business, to the extent that the company was placed in receivership in 1921.

The threat of company bankruptcy spurred Herbert Austin into looking for the right solution. He could see that there would be a future in motor car manufacture, Ford's Model T was evidence of that, but

AUSTIN SEVEN

that the existing manufacturers were either making quite large automobiles, or they were making small cycle cars.

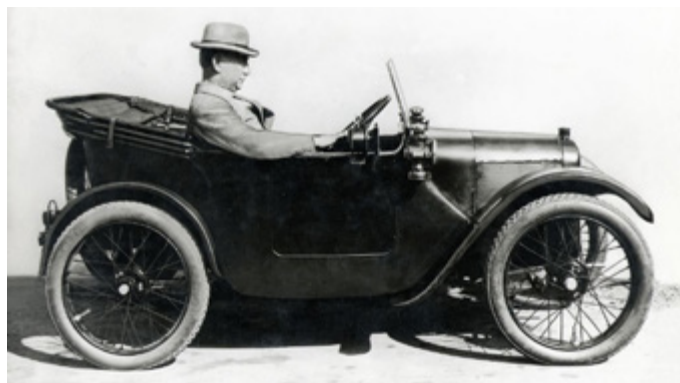
Herbert Austin determined to build a “real car” that was small enough, and inexpensive enough for people in the middle and professional classes to afford. The idea for the Austin 7 was born. Curiously this history would partly repeat itself in the years after the Second World War and result in the creation of the Austin/Morris Mini.

The Austin 7 is Born

Herbert Austin could not convince the receiver of his Austin Motor Company to invest in his idea to build a small “real car” at a low enough price that many people would be able to afford it. So, what does an enterprising visionary do when the bean counters say no? He goes ahead and does the project in secret, away from their critical eyes.

Herbert Austin set up a drawing office in the billiard room of his home and he quietly recruited a young seventeen-year-old draftsman named Stanley Edge to work there. He also obtained the services of a number of people with expertise in car design to assist. Herbert Austin was a largely self-taught engineer, in some respects a bit like Henry Ford, but he understood that he’d need sound advice to ensure the project was going to succeed.

Austin had all sorts of ideas as to what this new small car should be like. He thought of using a rear mounted radial engine, he thought of setting the four wheels in a diamond configuration instead of the conventional wheel at each corner concept. He was talked out of the radical design ideas and persuaded to keep the new car’s design conventional and simple.



Herbert Austin in an Austin 7

Stanley Edge set to work in consultation with Austin and his advisors on the new design. The engine was based on the existing Austin 20hp side-valve but scaled down to 696cc capacity providing an RAC rating of 7.2hp. The engine block was of cast iron as was the detachable cylinder head, while the crankcase was made of aluminium.

Stanley Edge had initially favoured using a three main bearing crankshaft with a roller bearing at the rear and ball bearings at the front and centre. It was decided to keep the engine as simple as possible however and so the early version was made with two main bearings, roller at the rear and ball bearing at the front, with splash lubrication.



Austin 7 Seven

AUSTIN SEVEN

Edge also designed the three-speed gearbox and clutch, while Herbert Austin busied himself with the design of the chassis and body. Austin used an "A" frame chassis with outriggers, the engine sitting between the frames at the apex of the "A" and with the front axle suspended by a transverse leaf spring.

A torque tube delivered engine power from the gearbox to the rear axle which was suspended by leaf springs. Steering was by worm and wheel, and the car featured brakes on all four wheels but with a unique catch – the foot-brake operated the rear brakes and a handbrake operated the front, in the motorcycle-style.

This may seem like odd thinking but it needs to be seen in the light of preferred British driving practice of the era. A good driver was expected not to need to use the brakes much at all but instead was to use the gearbox to slow the car. If the brakes of a vehicle are not up to the task of stopping it repeatedly this makes sense, and it was thought that this practice would save brake linings and therefore money.

So, the driver of an Austin 7 would expect to use the foot-brake (rear brakes) with a "heel and toe" gear-change down through the box to slow the car down, interspersed with use of the handbrake (front brakes). The control layout of the Austin 7 was in the modern style with the clutch pedal to the left, brake pedal in the centre, and accelerator to the right. It was the first mass produced car to use this layout.



Austin 7 controls

Herbert Austin's team built three prototype Austin 7's and showed them to the management at Austin Motor Company, and then to the British public in 1922. Herbert Austin had financed the creation of the new car himself and so had sensibly patented his innovations in his own name. This meant that he was able to charge Austin Motor Company royalties on the use of those patents of two guineas per car.



Austin 7 engine

Jon Branch / Silodrome



CLASSIC CAR CENTRE

We Restore, We Buy, We Sell



1977 Mercedes Benz 450SL



1968 Mercedes Benz 280 SL
Pagoda



1987 BMW 318i E30



1962 Jaguar E-Type Series 1
3.8 Roadster

A few of our selection

of vehicles available.



1966 Jaguar S-Type 3.8

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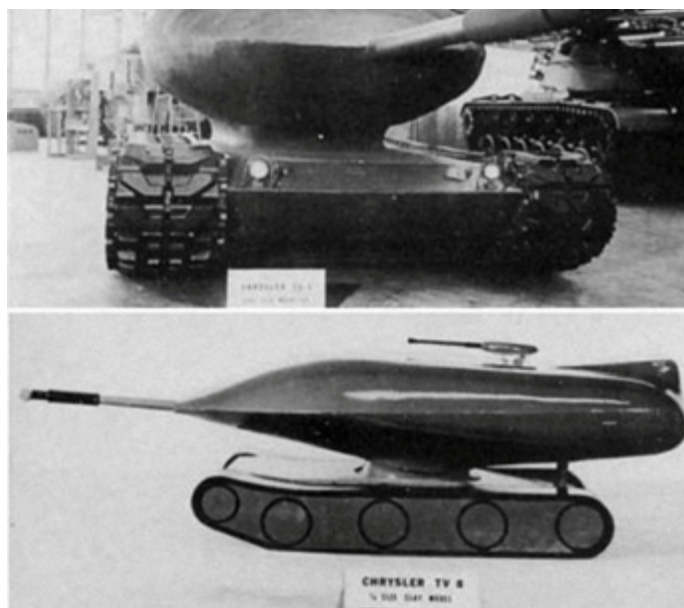
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NUKE TANK

CHRYSLER'S NUCLEAR-POWERED TANK

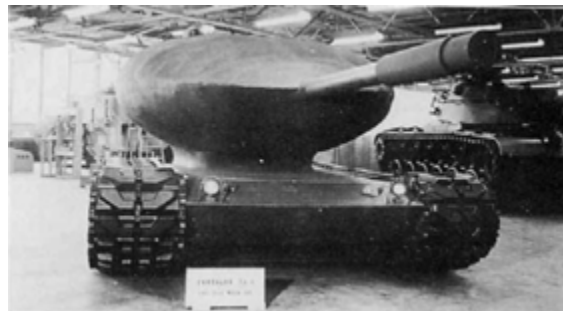
The Height of Atomic Age Optimism

The 1950s were unquestionably the best era to be an atomic-energy booster. With the American government scrambling to find new uses for the nuclear genie it had unleashed, the United States threw enormous sums of money at programs both military (nuclear submarines, ballistic missiles, atomic aircraft) and civilian (power reactors, plus Operation Plowshare's reservoir-digging and gas-mining demolition munitions).



The cash flew fast and loose and into the hands of any almost any individual or corporation that could assemble a credible presentation for harnessing the power of the atom. One of the beneficiaries was Chrysler, a major industrial partner for the American military. The carmaker had previously helped develop technologies as diverse as tanks, Redstone missiles, radar-guided artillery, aircraft engines, and even uranium enrichment for the production of the nation's first atomic weapons.

In that light, Chrysler elected to combine two of its previous dalliances—army tanks and nuclear fission—into a single effort that perfectly encapsulated the spirit of the time. The Chrysler TV-8 was a 25-ton tank



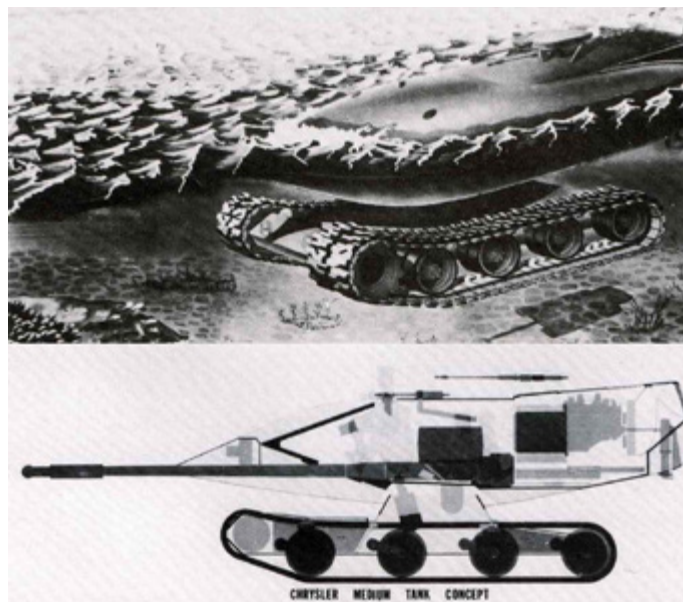
that could roll on treads or jet through the water, all while lobbing 90-mm munitions at the enemy.

Oh: And it was powered by a nuclear reactor.

A nuclear-powered what?

Anyone with even a casual interest in military history knows where this story is going. No army has ever deployed a land vehicle motivated by nuclear power, let alone squeezed a functional reactor into a package as tight as the inside of a tank. Back in 1955, however, no one at either Chrysler or the Defence Department had reason to think the idea wouldn't work. As such, when the automaker proposed the TV-8 as part of its ASTRON project, few batted an eye. Nuclear power was simply one of a few mooted powertrain options.

ASTRON was part of an effort to predict the tank of the future by giving arms designers free reign to assemble whatever they felt was most effective on the battlefield, without any constraints based on past tank designs, production requirements, or weapons and crew needs. The program produced a number of tank designs of varying size, but the TV-8 was by far the most unusual.



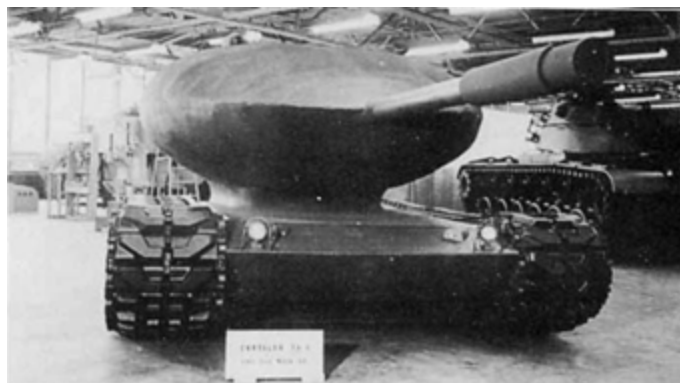
NUKE TANK

To start with, the TV-8 put absolutely everything—engine, armament, crew—into its turret. The chassis below was significantly lighter and more compact than usual. Where traditional tank design generally split the load between the two sections, the TV-8's turret weighed 15 tons. It rested upon a treaded platform that checked in at just 10 tons. The full assembly weighed slightly more than half of a similarly sized Sherman tank of the era.

Part of the logic behind this top-heavy focus had to do with giving the turret a shape that could better withstand the blast wave of a wartime nuclear explosion. Instead of the square-and-flat armour of other tanks, the TV-8's turret was podlike and rounded, with a lighter skin wrapped around a heavily protected inner core. The sharper profile was thought to help the tank deflect incoming shells. The turret was also water-tight, with an outside video feed for navigation, and buoyant enough to float. In the latter case, the turret could remain mobile, pushed along by a water jet.

Of course, the truly wild part of the TV-8 had to do with its insistence on adopting nuclear power for propulsion. On paper, a nuclear reactor has a lot to like in wartime, but the most crucial strategic aspect is how the device effectively never needs refuelling. A weapon that could operate on the battlefield virtually indefinitely, unhitched from a diesel-fuel supply chain, would be a revolution in armoured cavalry.

Like most nuke-friendly projects of the time, Chrysler decided to keep the atomic aspects of the TV-8 theoretical as well, at least until it had buy-in from the Army and the okay for production. Although the prototype featured the same pair of electric drive motors intended for nuclear-equipped models, it was initially powered by a 300-hp V-8. The engine, configured as a generator, was cribbed from Chrysler's automotive division (a turbine was also on the drawing board).



Unfortunately, there was a fatal flaw in Chrysler's nuke-tank plan—one that applied to nearly every similar project of the time. Little if any thought was apparently given to the dangers associated with the TV-8 taking a direct hit from enemy artillery, particularly in its reactor, which lived in the rear, where the armor shape was unlikely to provide enough protection. In the event that an atomic tank exploded, the vehicle would at the very least shower the immediate area with highly radioactive fuel and debris, potentially contaminating nearby soldiers and equipment as well as rendering a significant part of the surrounding land unsafe for hundreds or even thousands of years.

Finally, there was the complicated question of what to do with a battle-damaged nuclear tank: take it back to the depot, where it had the potential to irradiate soldiers and mechanics? Abandon it in the field and simply take the loss?

Multiply either of these questions by the number of tanks in a wartime or even peacetime army (and their respective maintenance needs), and the picture grows more than a little foreboding.

Fortunately for the world at large, Chrysler never had to answer the question. In testing, the Army determined that the TV-8 didn't offer performance or strategic potential above what was already in the arsenal, nuclear range notwithstanding. Two years after that first prototype was built, the program was

NUKE TANK

shut down. Chrysler wasn't out of the tank game—15 years later, it helped develop the M1 Abrams main battle tank, a design still in use—but it was definitely done with trying to stuff atomic energy where it clearly didn't belong.



Nor was Chrysler the only automotive titan to push the 1950s atomic agenda. Ford famously produced several scale prototypes of the Nucleon, a show car that linked a nuclear reactor to an electric drivetrain. The company never actually built the reactor, however, realizing that both safety issues and thermal inefficiencies associated with the powertrain's steam turbine were impractical. Not that this stopped Dearborn from investigating a similar idea with the Seattle-ite XXI of the early 1960s, a concept vehicle that also touted a vapourware nuclear power plant.



By the 1970s, enthusiasm for splitting the atom outside a military context had significantly quieted. The civilian population increasingly focused on the health and environmental fallout from the initial nuclear boom. Having transitioned from whiz-bang technology to malevolent Cold War spectre, nuclear power meant ideas like the TV-8 and the Nucleon no longer caught the public's imagination in the same way. To this day, the dream of a nuclear land vehicle remains unrealized, and as the world increasingly shifts to renewable energy sources, it seems unlikely to ever see reality.

Benjamin Hunting / Hagertys

DEUX CHEVEAUX



SEVEN DECADES OF THE CITROEN 2CV

Part II

It is now more than three decades since the final Citroën 2CV was assembled in Portugal. And one day, when the internal combustion engine has finally ground to a halt, and motoring as we know it today is the subject of a documentary on the History Channel, the 2CV will be remembered as one of the most innovative and important vehicles of the 20th century.

In its day, the 2CV – or Deux Chevaux – was no less ground-breaking or forward-thinking than the technologies being used to forge an autonomous and connected future for the automobile. So, as we mark the anniversary of the ending of 2CV production, let's take a basket of eggs across a ploughed field to celebrate the life of the 'tin snail' after the second World War.

Early sales

Sales commenced in 1949, with 876 cars built before the end of the year. Citroën increased the price, but that did little to deter would-be owners, and the waiting list grew to 18 months. Citroën prioritised deserving customers, such as doctors, midwives and vets, but as per the original design brief, winegrowers, farmers and smallholders were also given special treatment. Not even deep pockets or influence could allow anyone to jump the queue.



Citroën 2CV AZ

The 2CV's success was no accident. Here was a car utterly in-tune with its audience and socioeconomics of its home nation. These were the days before the advent of the autoroute, with much of France consisting of widely scattered villages and market towns. As a cheap runabout, it appealed to the income-starved population, while its simple design meant that it could be maintained by the network of rural mechanics. In 1954, the AZ joined the range, featuring a larger version of the 425cc engine and a centrifugal clutch.



Citroën 2CV AZL

In 1945, the range was extended with the introduction of the AZL, with the 'L' standing for Luxe. If the idea of a luxury Citroën 2CV sounds like a contradiction in terms, the AZL was hardly dripping in excess. A demister for the driver's side, seats covered in plasticised cotton, a larger rear window and chrome detailing strips were about as luxurious as things got in a 2CV. Buyers paid a 40,000 francs premium on top of the 352,000 francs for a basic 2CV.

DEUX CHEVEAUX



Citroën 2CV AZLP

The 2CV AZLP arrived in 1958, and with it came the introduction of a new metal boot lid. The original full-length canvas and roll-up boot cover remained on sale until 1967, but the majority of owners opted for the security of a lockable boot. This is a 1959 2CV AZLP fitted with a number of options, including extra headlights. It sold at an Artcurial auction for some R300 000 in 2017.



Citroën 2CV 4x4 Sahara

The Citroën 2CV 4x4 – or Sahara – was a truly remarkable machine, not least because of the second engine and gearbox mounted in the boot. With both engines running, the 2CV 4x4 could reach a top speed of 62mph, while its low weight and 50/50 weight distribution delivered mountain goat-like climbing skills. It wasn't cheap, which meant only 693 were ever built, while its intended use means

that very few are left. This thing is cool in a way that a modern crossover can only dream of.



Citroën 2CV facelift

A cow, a French farmer, milk churns, a cow pat and a Citroën 2CV: there's something reassuringly authentic about this photo. Of note is the fact that this a facelifted 2CV, introduced in 1960. A new grille and bonnet were the most visual changes, while the engine and interior were left unchanged. But more changes were to come, with Régie about to unleash the 2CV's first genuine rival...



Find out about the 2CV's rival next issue.

Acknowledgments: Citroën: Daring to be Different, by John Reynolds; Citroenet.org.uk; Ran When Parked; Le Double Chevron.

Motoring Research

TECHNICAL TIP



SAVVA TECHNICAL TIP 173 - BATTERY STORAGE (The following interesting historical article was sent in by Dane Fraser – thanks Dane!)

Question: “Why do they say not to put a car battery on a concrete floor?”

The caveat not to put an automobile battery on a concrete floor is a LOT OLDER than the people realize. Although inapplicable to today’s polypropylene battery cases, the warning used to be sensible. And, before either polypropylene or hard rubber were used for battery cases, those cases used to be made out of WOOD and used a rubber liner called a jar. Really.

A 1922–1923 catalogue from the Chicago Automobile Supply Warehouse shows batteries in the 19-teens and 1920’s were rebuildable. And they were expensive. Adjusted for inflation to 2018 dollars, a battery for a Ford T would cost you \$274. A battery for a Mitchell Light Six would cost you \$848. Thus, rebuilding them made sense.

One could buy replacement lead plates, treated wood separators, positive and negative plate straps (which electrically connected and placed a terminal on plate groups), cell connectors, covers, carboys of battery acid, terminal molds, battery “jars”, and wood battery cases. You could also buy battery paint, molds for terminals (which you would pour from molten lead), and battery steamers. The latter were devices used to disassemble batteries for rebuilding.

One could buy replacement lead plates, treated wood separators, positive and negative plate straps (which electrically connected and placed a terminal on plate groups), cell connectors, covers, carboys of battery acid, terminal molds, battery “jars”, and wood battery cases. You could also buy battery paint, molds for terminals (which you would pour from molten lead), and battery steamers. The latter were devices used to disassemble batteries for rebuilding.

These wooden cases would, of course, be porous and could become electrically conductive if the electrolyte leaked through or around the rubber battery jar or through the battery cover which was sealed with tar, or leaked through the vents, or if electrolyte or distilled water were spilled on the battery.

But there was another, and probably much more important, reason why mechanics were warned not to place these wood cased automobile storage batteries directly on concrete floors: Uninsulated concrete wicks moisture up from the earth beneath the floor. It is always somewhat wet. And WOOD MOVES as it absorbs or loses moisture from or to the surrounding environment.

It moves A LOT! If placed directly on a damp concrete floor the bottom of that wood battery case would begin to absorb moisture. It would then begin to expand, but the expansion would be differential and uneven. The bottom side of the case in direct contact with the concrete would expand, in a dimension perpendicular to the grain, more than the interior side of the base. The battery’s base would thus become convex rather than flat, stressing and then breaking the tongue and groove joint with the battery end pieces. The expansion of the base would then push out the sides of the battery case, breaking the joints between the sides and the ends. The battery case would, thus, self-destruct, simply because of differential moisture absorption, BECAUSE IT WAS PLACED ON A CONCRETE FLOOR.

Considering how expensive these batteries were at the time wooden battery cases were used, how tedious the rebuilding process was, and how much damage could be caused to the car by leakage of battery acid, it is much more likely that wooden battery case failure, rather than electrolyte seepage and accidental electrical discharge, was the primary reason mechanics were instructed to not place an automobile battery directly on a concrete floor.

CLASSIFIED

THE FOR SALE TABLE

Don't forget there is a table at the back of the hall for items members would like to dispose of. Please label items clearly with contact details and price. Please remove unsold items after 3 months.

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All correspondence to the club should also be addressed to: info@vvc.co.za

PLEASE NOTE

Deadline for articles for the next issue is the **7th of the previous month**

Please do keep your articles coming in. Your contributions are appreciated!

When submitting photographs please ensure that they are high resolution, to do justice to the pictures, particularly in the printed version.

VINTAGE AND VETERAN CLUB ANNUAL SUBSCRIPTION 2019/2020

Joining Fee: R125.00 (including Name Badge) Extra name badges R60.00

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VVC SUPPLIERS

RECOMMENDED SUPPLIERS

We are drawing up a list of recommended suppliers, please feel free to add to this list or make recommendations, notify me on chairman@vvc.co.za

Body repairs and painting

*Shield Panelbeaters, Manny Bairos (084) 506 7237,

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 * Charles Goodman (082) 449 6901
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LEAVE THEM LAUGHING



A TALE OF GANDHI – AND A BAD PUN



When Mahatma Gandhi was studying law in London, a professor named Peters had a bad attitude ... but student Gandhi never lowered his head and they met very often.

One day Peters was having lunch at the university canteen, Gandhi came with his tray and sat down next to him.

The very arrogant professor said to him, "Student Gandhi, you don't understand!" "Pig" and "bird" don't sit down to eat together."

Gandhi replies, "Be calm, Professor, I will fly!"

And the situation has changed. Professor Peters, filled with rage, because he understood that the student had called him "Pig", decided to take revenge on the next exam ...

But the student answers all the questions brilliantly.

Then the teacher asks him the following question: "Gandhi, if you walk down the street and find two bags, one with wisdom and the other with money, which of the two will you take?"

Gandhi replied without hesitation, "Probably the money, Professor."

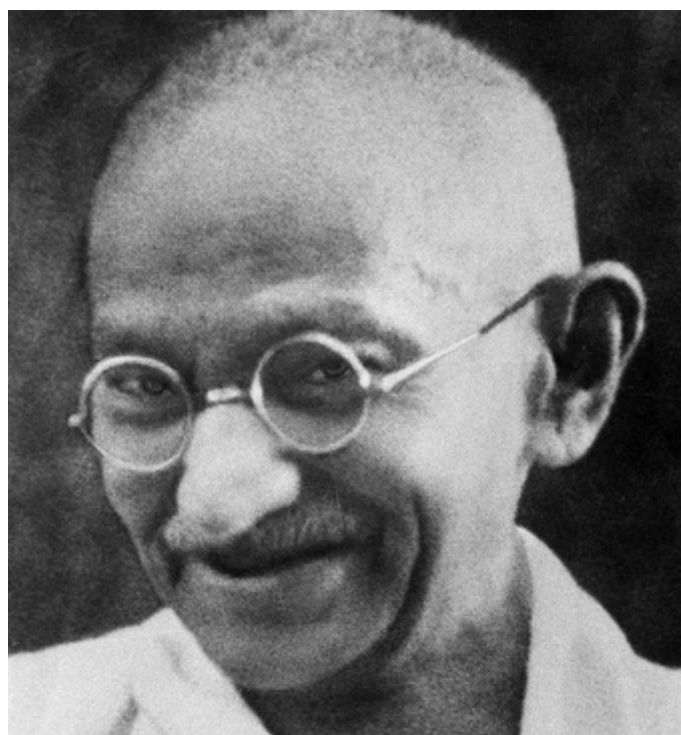
The smiling teacher tells him, "I would grab wisdom in your place, don't you think?"

Gandhi replies, "Everyone takes what they don't have, Professor."

The already hysterical professor writes "IDIOT" on the exam sheet and returns it to the young man. Gandhi takes the sheet and sits down ... after a few minutes he turns to the teacher and says, "Professor Peters, you signed the sheet, but you didn't write my grade ..."

Mahatma Gandhi walked barefoot most of the time, which produced an impressive set of calluses on his feet. He also ate little, which made him frail and with his odd diet he suffered from bad breath.

This made him a super calloused fragile mystic hexed by halitosis.



NOTICE BOARD

BRAAI

Braai fires are lit on Club Sundays and members are welcome to bring and Braai

EVENTS

The events are published in the newsletter every month and will also be announced at the Sunday Club meeting held on the last Sunday of every month. There is a breakfast meet on the 2nd Sunday of the month at various venues around Johannesburg. These are truly enjoyable and kindly arranged by John Hassal. If you would like to be on the invite list for these please send John an email on: jh29@pixie.co.za or Karen on: karennkaiser@gmail.com

FACEBOOK

Note that you can also join the club's Facebook: The Vintage and Veteran Club VVC. It is a closed group. If you join, Paul will accept you as a member. There is a lot of other interesting content posted from around the world. Karen Kaiser.

SHIRTS AND REGALIA

Wearing a club shirt. There is a blue short-sleeve shirt with the VVC badge above the pocket and also white polo shirt with the VVC badge. They will be on sale at the Sunday Club meetings.

There is – ready for winter – a club sweater with the logo on it. R300.

Also, check our cabinet by the bar entrance for VVC badges to enhance your classic car and person.

If you would like to place an order kindly contact Karen on: karennkaiser@gmail.com

The club encourages you to make use of the newsletter to move some of the belongings you have accumulated. With so many members sizing down and moving you are welcome to advertise here. Remember "one man's junk..."



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