

THE VVC VIEW

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



USE YOUR CARS

SPEED CLASSIC - CAPE TOWN

**CLASSIC VEHICLES GAIN IN
NUMBERS AND VALUE**

CLUBHOUSE: 3 ATHOL OAKLANDS ROAD, OAKLANDS, JOHANNESBURG.



EXCEPTIONAL CARS OFFERED FOR SALE



1935 Austin 10 Colyn Cabrio



1962 Mini 850



1967 Alfa Duetto Spider



1927 Dunell Motorbike



Chevy Firenza "CanAm"



1938 Chevrolet Roadster



1954 Jaguar XK120 Drophead



Chevy Firenza "CanAm"



1963 Austin Cooper

DELIVERING YOUR DREAMS ONE CAR AT A TIME.

Brian Noik :: Tel: 082 416 9584 :: www.oldcars.co.za :: brian@noik.co.za

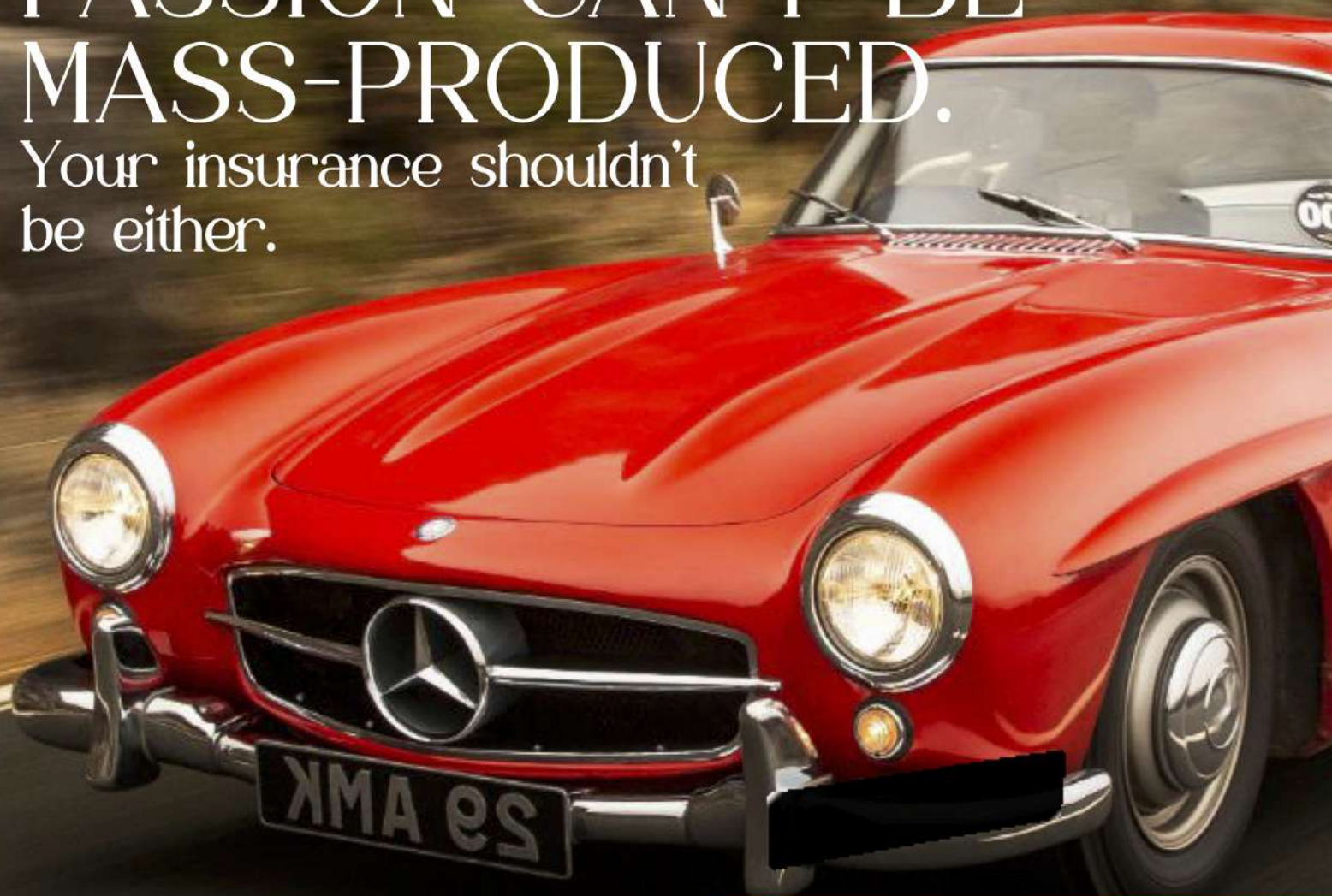
Follow me on [facebook](#) [twitter](#) [instagram](#) using @oldcarssa

Are you selling an exceptional car? Call us!



²PASSION CAN'T BE MASS-PRODUCED.

Your insurance shouldn't
be either.



Coverage as individual as your
collection — from classic cars to rare
bikes and rugged 4x4s.

Whether you're showing, storing, or
cruising, we protect more than metal
— we protect meaning.

**Tailored for Collectors.
Trusted by Enthusiasts.**

**SCAN THE QR CODE, AND SIGN UP
FOR A FREE CONSULTATION.**



— INSURANCE —



011 885 6600

admin@roxsure.co.za

www.roxsure.co.za

CVC Insurance is a product of Roxsure Insurance Brokers (FSP No. 8765) Underwritten by Infiniti Insurance Limited (FSP No. 35914) a licensed Non-Life Insurer and Authorised Financial Service Provider.

FROM THE EDITORS DESK

Steffan Liebenberg

Dear Reader,

As we draw the curtain on another year, it is with both gratitude and a heavy heart that we reflect on the months gone by. Sadly, we have lost several cherished members of our community, and their absence is deeply felt. This month, we wish to extend our heartfelt condolences to the family and friends of Mr. Mervin Middlewick, who passed away on the 16th of November. Mervin's presence, kindness, and passion for classic cars will long be remembered.

Our most recent club gathering at the end of October, British Car and Bike Day, was blessed with a stunning array of English machinery—an impressive line-up that delighted both long-time enthusiasts and the younger generation. Despite the challenges posed by road closures due to G20 summit preparations, we enjoyed an encouraging turnout, and it was great to see some new faces and cars.

A sincere thank-you goes out to Patrick Gearing for his inspiring article encouraging us all to get out and use our cars—the way they were intended. Our regular contributor, Mr. Roger Houghton, provides valuable insight with his assessment of UK classic car values, while Mr. Brian Askew shares his views on the inaugural Speed Classic held in Cape-Town.

On a personal note, I want to extend my appreciation to Brian Noik, whose significant commitment of time, energy, and resources has helped keep the V.V.C. flag flying high. My best wishes also go to the new members of the committee. May your term bring fresh enthusiasm, unity, and continued growth for the club.



To the editorial team—thank you for your dedication throughout the year. In particular, Mr. Weslee Lauder deserves special mention for his tireless work and unwavering support in bringing this magazine to life each and every month. And to all our contributors, whether you shared stories, jokes, photographs, or anecdotes: this publication exists because of you.

As we approach the festive season, I wish each of you peace, rest, and cherished moments with loved ones. May the new year bring good health, happiness, and renewed vigour for all that awaits us in 2026.

Kind Regards

Steffan



CHAIRMAN'S CHATTER

Brian Noik



I can hardly believe this is the final newsletter of the year.

I would like to update members on our administrative and compliance position. Following the tragedy in July, we were required to bring the Club fully in line with current legal entity and FICA requirements. Historically, the V.V.C has operated as a constitutional club, with our bank account classified under "Stokvel/Club" rules. The bank subsequently restricted access to our accounts until we aligned ourselves with the updated legal framework.

To comply, we have established a Non-Profit Company (NPC) with directors carrying full fiduciary responsibility under the Companies Act. The current directors are Paul Koski, Patrick Gearing, and me.

The bank also requires three signatories, with any two needed to authorise transactions. This entire process has taken several months, involving extensive advice and professional opinions, as these requirements are relatively new for clubs and associations. In time, I believe most clubs will be required to follow similar compliance procedures.

We are hopeful that, after many months of back-and-forth, we have finally met all the necessary criteria and should regain full access to our accounts in the coming week.

Moving Forward

The next step will be transitioning the Club from a purely constitutional entity into one with a formal Rule Book that sets out our structure, operations, and procedures. Jullian Wills will be leading this process, and we will also be consulting with legal professionals, as this is new territory for us.

In addition, legislation now requires strict adherence to the POPI Act (a requirement in place since approximately 2020). Jullian is preparing a Memorandum of Agreement (MOA) and POPI Policy for the Club. These will be circulated—along with the draft Rule Book—for member comment in the coming months.

If any members have experience in this field, your guidance would be greatly appreciated.

We want to ensure the Club is fully compliant with all legal, banking, and data-protection responsibilities. The regulatory environment has become extremely strict, and we need to keep pace.

Club Activities

The 2026 V.V.C Event Calendar is on page 9

Martin Kaiser is coordinating this year's D-J Rally, together with the team he has assembled. Regulations and entry forms should be released in the coming weeks.

House Keeping

As many of you know, our long-serving Membership Secretary, the late Karen Kaiser, sadly passed away earlier this year. Her passing left a significant gap in our administrative processes, and despite our best efforts, several membership records and payments were left incomplete or unclear.

Over the past weeks, we have carefully reviewed all available documents, bank statements, and historical records. During this process, we identified that your membership subscription for the current year has not yet been received.

It is completely understandable that, during the transition following Karen's passing, some payments may have been delayed, misallocated, or believed to have been processed. We are therefore reaching out with this note to gently request your assistance in updating your subscription.

How to Settle Your Subscription

You are welcome to pay online using our secure credit card link:

EFT to the Club account VINTAGE AND VETERAN CLUB NEDBANK, BENMORE GARDENS, BRANCH 197305, Account No: 1973 038 617, but please send a proof of payment to accounts@vvc.co.za

**You can also make secure
online payments at:**

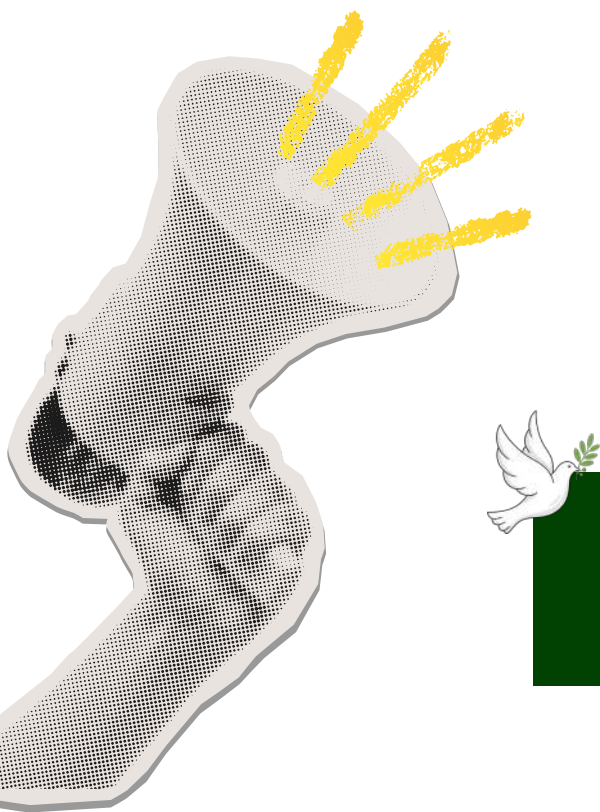
pay.yoco.com/vvc

Alternatively, if you have already made payment, please e-mail us the proof of payment so we can update our records accordingly.

Our aim is simply to bring the membership register fully up to date so that we may continue maintaining the high standards of administration that Karen always upheld for the club.

Should you have any questions, uncertainties, or need clarification, please do not hesitate to contact us — we're here to assist wherever we can.

Thank you for your understanding, patience, and continued support of the club.



On a very sad note, I am deeply saddened to hear of Mervyn Middlewick's passing. All round nice guy.



Thank you

My sincere thanks to every member for your continued support of the Club.

Thank you to the Committee for your dedication and hard work, and a special thank-you to Steffan for producing our excellent newsletters throughout the year.

To those celebrating, I wish you a Merry Christmas and a Happy New Year.

For those who don't, may you enjoy a restful and peaceful year-end break.

Please travel safely on our roads.

Warm Regards,

Brian



HAPPY
Birthday
DECEMBER 2025

CHARLES GOODMAN (3)
NOEL MCINTOSH (28)
GEOFFREY CLARK (22)
JACK ROSEWITZ (2)
CHESTER CHANDLER (21)
VIC CAMPHER (3)
GRANT BIDDULPH (11)
GREGORY HEARD (21)
GARY DIXON (8)
IAN MIDDLETON (9)
HLONI MATSELA (24)
GERALD HABIG (25)

STEFANO DUGANZICH (5)
NICK SHEWARD (5)
HOWARD BATES (4)
DAVID HARDING (24)
WILFRED MOLE (5)
STEFFAN LIEBENBERG (31)
ERIC ACKROYD (17)
DAVID LOEWENTHAL (26)
ANGELA LAWLOR (17)
ROBERT HOWIE (7)
GRAHAM DUXBURY (1)
GERRALD BURRELL (9)

MEMBER MATTERS

NEW MEMBERS

This month, we extend a warm welcome to the following new members (and our apologies — we are still catching up on administrative tasks!):

Adrian Whines, Bradley Van Aaddt, Brendan Smith, Ronald Daintree, Derek Boyle

MEMBERS NAME BADGES

New member name badges — as well as replacement badges ordered by current members — have been placed on the badge board at the front of the clubhouse.

CLUB FEES

A reminder that outstanding membership fees are now due. For members who have not yet paid, this will be your final newsletter until subscriptions are settled.

Please make your payment to ensure uninterrupted membership.

There are still several unallocated payments on our statement. If you have paid but have not seen your subscription updated, kindly send us your proof of payment. Unfortunately, payments labelled only as “SUBS” cannot be allocated.

PAYMENTS

We have acquired an additional credit card machine, which will help reduce the Sunday bottleneck. The Club will be gradually moving away from cash to improve security, reduce costs, and streamline efficiency—in line with the growing preference for digital payments.



**You can also make secure
online payments at:**

pay.yoco.com/vvc

BAR CARDS AND BAR CREDIT

If you would like to make use of a bar card, please speak to the barman on duty or any committee member, who will be happy to explain how the system works.

CALENDAR OF EVENTS

January	25th	VVC Sunday Club Meeting
	8th	VVC Club Breakfast
	12th–13th	Vetour SCCOC Prince Albert
February	14th	George Old Car Show SCCOC George
	15th–18th	Escape Tour/Rally SCCOC George/Addo Elephant
	22nd	VVC Sunday Club Meeting – Motorcycle day and Pre 1937 D-J Motorcycles
	8th	VVC Club Breakfast
March	13th–14th	VVC D-J Motorcycle Rally
	29th	VVC Sunday Club Meeting – Veteran and Vintage cars
	12th	VVC Club Breakfast
April	26th	VVC Sunday Club Meeting - American car day
	10th	VVC Club Breakfast
	21st–23rd	Natal Classic Rally – Car + Motorcycle rally – Drakensville CMCN
May	31st	50th Cars in the Park – VSCC Pietermaritzburg
	31st	VVC Sunday Club Meeting – Italian cars
	14th	VVC Club Breakfast
June	28th	VVC Sunday Club Meeting and BOOT SALE
	12th	VVC Club Breakfast
July	26th	VVC Sunday Club Meeting – French Day
	2nd	Cars in the Park – POMC – Zwartkops Raceway
	9th	VVC Club Breakfast
August	30th	VVC Sunday Club Meeting – Annual General Meeting

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

1st Sunday of the Month: JHMT and CMC Meet

1st Saturday of the Month: MG car club (at V.V.C club house)

2nd Sunday of the Month: Alfa Romeo Club (at V.V.C club house) HTA, Centenary & POMC 3rd

Saturday of the Month: Triumph club (at V.V.C club house)

3rd Sunday of the Month: Piston Ring Meet

4th Saturday of the Month: VMC Meet (at V.V.C club house)

Last Sunday of the Month: The Vintage and Veteran club Meet

Every Friday night, drinks at V.V.C Clubhouse



friday nights at



**THE
MILK BAR**

**cold beer.
loud laughs.
tap in.**

YOU ARE INVITED TO
THE V.V.C.

CHRISTMAS SPIT BRAAI



SUNDAY
12:30 PM 30 2025
NOVEMBER

R225 PER PERSON:
[PAY.YOCO.COM/VVC](https://pay.yoco.com/VVC)



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

VVC MONTHLY BREAKFAST BRIEF

SUNDAY - 9 NOVEMBER 2025

THYME RESTAURANT – PNP ON WINNIE MANDELA DRIVE

Sooo, we shared our table, breaking bread and a few eggs on Sunday morning, 9th November at 8:30 a.m.

What a pleasant surprise – great! We had an unexpected turnout of VVC members AND their wonderful cars.

We had expected a reduced VVC Monthly Breakfast Group attendance, due to the Armistice Day memorial activities planned at the War Museum. This was to be followed by lunch for those who joined their mates after a drive from the Museum to our VVC Clubhouse.

PLUS, there was an MGCC Lunch to distract the MG members, encouraging them to join their MGCC friends at the German Club.

AND that just takes into account three car events on Sunday 9th November—there were no doubt many other car club events over the same weekend—no doubt filling and satisfying other areas of motoring interest.



Thankfully, there is still space enough on our planet for all of us to exist, enjoy, and even share our love and interest in our respective Veteran, Vintage, and Classic cars and clubs.

We had a diverse number of more than the all-too-often collection of MGs in attendance, which we have become accustomed to welcoming and expect to see at our VVC Monthly Breakfasts.

Three different Model A Fords were the standout collection together - at the end of the parking lot, dedicated to our favourite VVC vehicles.

AND then we had the others—Jags, MG BGT, TF, TD & TC's, Citroën, Merc all spotless and proudly looking up at the friendly old Fords.

This was the last VVC Monthly Breakfast for 2025.

Why the last? Well, we have learned from previous experience that December and January VVC breakfasts are not well attended, due mainly to family distractions, understandably of greater importance.



Our next VVC Monthly Breakfast will be on Sunday 8th February 2026. See note below.

We were pleased to host a much larger attendance than expected for our November Breakfast.

This, in spite of our breakfast date on the 2nd Sunday of the month, coincided with the Commemoration of Armistice Day in remembrance of the lives sadly lost during the 1st World War—11th November 1918.

The 'War of Wars' was to have been the end of all wars

Thanks are due to Mrs. Watson for supplying the lapel Poppies.

We met at the PnP – Thyme Restaurant for breakfast. Earlier than usual, to facilitate the possibility for those who wanted to leave early to join the Commemoration starting at the War Museum.

We were pleased to see that the VVC membership was well represented with a number of earlier vehicles — 3 x Model A Fords, 2 x MG TCs PLUS the usual enthusiastically presented members' cars.

See the attached 'Gallery' showing the cars.

Wishing all our VVC Monthly Breakfast Group members and all the Veteran Vintage Club members a wonderful and safe festive season, in addition to a classic, healthy and fun-filled 2026.

OUR Next VVC MONTHLY BREAKFAST WILL BE ON 8TH February 2026 at The Gault Restaurant in Kyalami.

Take care. See you there.

Wulf & John.





GALLERY NOVEMBER 2025



























FUEL UP

3 LEVUBU RD, EMMARENTIA



**FINGERS
CROSSED**
HAND ROASTED COFFEE

 @fingerscrossedcoffee

 www.fingerscrossed.coffee

The Location

It sounded beguiling when I read the initial press releases for Speed Classic Cape Town. I quote from their media release: "Sip premium wines and savour world-class cuisine to the roar of nearly 150 iconic cars, as Cape Town hosts the inaugural Speed Classic Cape Town this October, blending luxury lifestyle with motorsport."

On 25 and 26 October, Philip Kgosana Drive will transform into a racetrack with high-octane hillclimb action. The Classics will race on Saturday, 25 October, in a showcase of rare motoring icons, while modern supercars will battle it out for the King of the Mountain title on Sunday, 26 October.

For those seeking the ultimate race weekend experience, the premium hospitality lounge offers unrivalled viewing access. With only metres away from the track and big screens showing every angle of the action, guests will enjoy a front-row view paired with five-star service. Expect a full open bar of premium beverages, barista coffee, and gourmet dining throughout the day.

Further investigation showed that the event organisers planned to attract "High net worth individuals (HNWIs)" to watch two days of downtown motor racing – thereby improving the city's tourism industry – together with its cash flow.

I have had many labels during my stay on this planet – but HNWI has not featured so far in the list. Clinton Laurens – he of Laude Classic Cars – has been active in the genesis of the Speed Classics project for the last couple of years. They are the purveyors of high-quality British classic cars, investment cars, and sports cars in Cape Town. So, I asked Clinton how an HNWI might attend the hillclimb. The answer was a media pass – and a pit lane access permit. He kindly pointed me to the media application portal and also provided me with a pit lane access permit. Job done – many thanks, Mr Laurens.

SPEED CLASSIC – CAPE TOWN



By Brian Askew

The Location

I have often wondered about the naming – and renaming – of roads in our country, so I looked up details on the renaming of this part of the M3. Philip Kgosana (1936–2017) was a leader of the Pan Africanist Congress. He is known for leading a demonstration at the age of 23 in 1960, in which 30,000 protestors opposing the country's pass laws marched from Langa to Cape Town. A section of the expressway into Cape Town was renamed Philip Kgosana Drive in his honour, as this formed part of his 1960 march. It was previously known as De Waal Drive, after Nicolaas de Waal, a former Administrator of the Cape Province who initiated its construction in the early 1900s.

A Jaguar Plan

As a Jaguar enthusiast, I saw that there were two entrants from that marque for the Speed Classic. There was a C-Type "Sportsman" replica and there was Thundercat. Thundercat, owned and driven by Clinton Laurens, is a 1984 XJ-S Coupe, whose creation was inspired by Tom Walkinshaw modified Jaguars that ran the 1985 James Hardie 1000 (now Bathurst 1000) in Australia—achieving a 1-2 finish. She has competed in the Simola Hill Climb and raced at the Killarney circuit north of Cape Town.

Clinton had invited race driver Jan Lammers to visit from the Netherlands and pilot Thundercat up the hill. Jan, born in June 1956, is most notable for winning the 1988 24 Hours of Le Mans world endurance race for Silk Cut Jaguar/TWR. He spent four seasons in Formula One racing, from 1979 through 1982, for the F1 teams of Shadow, ATS, Ensign, and Theodore, respectively.



The Event Schedule

The Speed Classic ran over three days. On the Friday came registration and scrutineering, as well as check-in for us press folks. On the Classic Car Saturday, we were invited to join a celebration of automotive heritage and to see timeless masterpieces in motion as they graced the hill climb course up Philip Kgosana Drive. There were three practices and three qualifying sessions followed by class finals and the championship shoot-out.

King of the Mountain Sunday was where we witnessed modern marvels of speed, precision and engineering battle against the clock for the ultimate title and glory. The schedule was similar to the previous day, with three practice sessions and three qualifying runs. These were next followed by class finals. The day rounded off with three shootouts: Road and Super Car Shootout, Modified Saloon Car Shootout and the Single Seater and Sports Car Shootout.



The Entries

Classic Saturday had around 48 entries. The cars ranged from an Alfa GTV, Lola T70 Replicas, some Mark 1 Ford Escorts, a bundle of BMWs and a passel of Porsches. At the serious end of the spectrum were a March 79A and a Chevron B19. The pièce de résistance, however, was Harry Taylor's Bentley 4.5 Litre Le Mans. Most of the drivers were from South Africa – but a group of five competitors was there from Switzerland.

King Sunday has a most exotic entry list of 64 different vehicles. Folk were not afraid to compete in seriously expensive kit – such as a Lamborghini Aventador or a Ferrari 458 Speciale. Many Mustangs, more Porsches, Mazdas, plenty of BMWs – oh, and two McLaren 720s. Nissans would, however, turn out to be the ones to beat. One bewinged GTR R35, the eventual winner, strongly resembled a picnic table that someone has managed to squeeze a car through.



The Hill Cimb

I duly arrived in the fair Cape the prior Thursday and settled into my temporary accommodation at Disa Park. For those who live in Gauteng, they are the three iconic towers at the foot of Table Mountain, which used to be called the “Three Pepper Pots” – and now have a far less salubrious name. On Friday morning, I collected my accreditation as editor of the local Jaguar Magazine media representative and walked over to Laude to see how Thundercat was faring.

After a much-needed cappuccino, the sound of an unsilenced V-12 filled the showroom, and Thundercat set off down Buitengracht Street for the Dyno – followed by a worried-looking soul carrying the alloy boot lid. A brief chat with Jan confirmed he was pleased to be in Cape Town – and should have brought his wife with him to share the experience. Sadly, Thundercat did not survive the Dyno run-up and was not able to make scrutineering.

Classic Saturday dawned windy and bright. An early stroll down to the pits area, collecting my yellow media vest – this, it turned out, gets you into most places in the venue. I settled into a photo op just behind the start line and the action began. The Saturday – indeed the whole event – was well organised, the crowds were well behaved and there was a variety of cars to please any petrolhead. The photographic opportunities on the climb itself were very limited due to the Formula 1 style safety fencing. However, there was no problem catching the cars on the return run – on the downhill lane of Philip Kgosana Drive.

So, would you invite a celebrated race driver to pilot your car at the Speed Classic without a plan B? Of course not. There was a Porsche 911 as a back-up for Lammers to drive. I watched it set off, but later found Jan sitting gloomily in the refreshment area. The clutch on the 911 has failed, bringing his weekend to a sad conclusion.





Speed Classic Describes the day thus:

"From single seaters steeped in racing history to modified road cars, motorsport fans witnessed a classic car spectacle on the first day of Speed Classic Cape Town. Cars reached top speeds of up to 220 km/h, with Charles Arton in his 1979 March 79A setting a winning time of 40.143 along the 1.8 km track to claim the inaugural Classic Champion title.

"Beyond expectations is the simple answer for today. This is going to be a great event, and I am extremely proud to be the first Classic Champion at Speed Classic Cape Town," says Arton. "I just feel like a weight has been lifted today. When you drive in an event like this, there are a lot of expectations and it is extremely stressful, so when you are finally able to win it, it is such a joy!"

Arton was followed by Franco Scribante in his Chevron B19, who set a time of 40.362 in the Classic Champion finale. Scribante had broken the 40-second mark in his Class Finals run, which set the grid for the Classic Champion shootout. However, Arton was able to come out ahead of Scribante in the day's final run. The podium was rounded out by James Temple, who clocked 43.245 in his Shelby Daytona Coupe.

Sunday was another – for Cape Town – fine day. I wandered down to the venue entrance via the local Bootleggers coffee shop. It was much busier than Saturday, but still there was space for an 18-200 mm lens here and there.

Again, from Speed Classic:

"Pure speed took centre stage in Cape Town this weekend as close to 80 supercars and hillclimb monsters battled it out under the shadow of Table Mountain to claim the inaugural King of the Mountain title at Speed Classic Cape Town. On Sunday 26 October, a closed-off Philip Kgosana Drive echoed with the roars of everything from modern Ferraris, McLarens and Lamborghinis to modified single-seaters and saloon cars with over 1000hp, going head-to-head on the 1.8km track.





After a day of intense hillclimb racing that saw cars clock top speeds of nearly 240 km/h, Franco Scribante came out on top in the final King of the Mountain showdown in his 2018 Nissan GTR R35. Scribante set a time of 35.260 seconds, 0.599 seconds ahead of Reghard Roets in second place with a time of 35.859 seconds, driving a 2014 Nissan GTR R35. The podium was completed by Dawie Joubert, who set a time of 37.407 in his Lotus Exige.

Scribante, who had to settle for second place on Classic Car Saturday, says, "It was a really great day for us. We were absolutely nowhere when we got to the Class Finals, so I knew we would have to dig deep. But I didn't know if it would be enough, so it was a miracle that it all came together for the final run and I cannot wait to be back again next year."

And the same goes for your humble scribe.















CLASSIC VEHICLES IN UK GAINING IN NUMBERS AND VALUE

By Roger Houghton
(Member of the FBHVC)



Historic cars and motorcycles in the United Kingdom continue to grow in number and value, while providing a significant boost to the economy – estimated at £7.3 billion annually – and providing more than 34,000 skilled jobs. The survey reported that the average owner spent £4,567 a year on their vehicles, resulting in a total spend of £3.2 billion a year.

This is all detailed in the results of a recent national survey by the Federation of British Historic Vehicle Clubs (FBHVC). The organisation classifies cars and motorcycles 30 years and older as “Historic” while those aged between 20 and 30 years are given the new classification of “Youngtimers”. One third of the surveyed participants owned a Youngtimer.

The survey, which is conducted every five years, is reputedly the largest and most comprehensive of its kind in the world. This year it received input from 19,900 owners, enthusiasts, businesses, clubs, and members of the public, with the FBHVC representing 500 member clubs, 51 museums, and hundreds of individual members enthusiastic about older vehicles. (In the UK, this includes buses, coaches, lorries, agricultural machinery, military vehicles, or steam vehicles).

Unfortunately, the motor clubs in South Africa do not have the resources to conduct a survey of this nature, but here we have a serious problem with a depleting number of historic vehicles as many are shipped out of the country for sale. Unfortunately, this includes many of particular significance and thereby highly valuable.

It is nevertheless interesting to learn about the growth being experienced by the historic vehicle movement in the UK.

According to the Driver and Vehicle Licensing Agency (DVLA), the number of historic vehicles registered in the UK currently stands at 1,934,178. There are an estimated 609,777 historic vehicle owners in the UK (up from 683,967 in 2020), with 9.7 million people in the UK who would like to own a historic vehicle. It is interesting to note that 88% of the owners of these vehicles belong to a motor club, with 20% of club members attending 10 or more events in a year.

**The estimated
value of the
historic vehicle
“fleet” in the UK
has risen from
£25.8 billion in 2020
to £35.1 billion in
2025.**

A total of 4.3 million people said they had attended an historic vehicle event in the past year – a 100% increase over the data in the 2020 survey.

The movement supports 2,700 specialist businesses, collectively employing 34,500 people, across maintenance, restoration, parts supply, museums, and events. Nearly half of these businesses now offer apprenticeship programmes to pass on vital heritage skills.

Despite their visibility, historic vehicles account for only 0,2% of all miles driven in the UK annually, with the average historic vehicle travelling just 837 miles a year.

The average age of owners of historic vehicles has risen to 66, highlighting the importance of encouraging younger enthusiasts. Encouragingly, the under 35s now show the most significant growth in interest in historic vehicles, while the “Youngtimer” category (vehicles aged 20-29 years) now offers an accessible entry point for new enthusiasts.

**A total of
496 females
participated in
the survey. They
owned an average
of 2.4 vehicles
each, with an
average value of
their collections
being £60 971.
Their favourite car
brands were
Morris, MG, Austin,
Ford, and Triumph,
while the most
popular
motorcycle brands
were Triumph and
Honda.**

Respondents over 75 years of age said that Jaguar and MG are their favourite car brands, while Jaguar is also the most popular car brand among the Youngtimers, with 13% of the total. It is followed by MG, Mercedes-Benz, Land Rover, and BMW. Ford is the most popular brand with those under 35 years of age. It is followed by Audi, Mazda, Peugeot, Mini, and Subaru.

The survey showed that in terms of Youngtimer motorcycles Honda was a clear winner with 20% of the total. It was followed by Yamaha, Triumph, Suzuki, Harley-Davidson, Kawasaki, BMW, and Ducati.





S.J. LIEBENBERG & ASSOCIATES

THE CLASSIC MERCEDES-BENZ SPECIALISTS



1969 Mercedes-Benz 280SL "Pagoda"

LHD roadster finished in seafoam white with cherry red leather upholstery and black soft top. Equipped with automatic transmission and power assisted steering.



2010 Mercedes-Benz SLS AMG Gullwing

49k kms with FSH. A future classic finished in Designo Mystic white with black leather/Alcantara interior.



1989 Mercedes-Benz 300SL R107

A low mileage SA delivered example with FSH since new. A/C, e/w and speed control. A very desirable version of the evergreen R107 series.



1958 Mercedes-Benz 190SL LHD

This fully restored example is finished in Anthracite grey with tan leather interior and black soft top. A matching numbers car in exceptional all-round condition.



1992 Mercedes-Benz 560SEL

This V126 is finished in smoke silver with mushroom interior and walnut accents. A superb example with FSH and low mileage.



1974 Mercedes-Benz 350SE Auto

Finished in seafoam white with tan leather interior. This stately car has been well maintained and drives exceptionally well.



1970 Mercedes-Benz 300SEL 6.3

Widely regarded as the first super saloon. This rare RHD example is finished in Lapis Blue with contrasting light grey leather interior and macassar ebony wood accents. A truly magnificent example.



VEHICLE VAULT

DEDICATED

VEHICLE STORAGE

FROM ONLY R1595-00 INCL VAT

STATE OF THE ART FACILITIES

24/7 SECURE ACCESS | FACIAL RECOGNITION + 2FA ENTRY

OFF-SITE CCTV & 24H SECURITY | FIRE SPRINKLER SYSTEM | PEST CONTROL

COMPLIMENTARY REFRESHMENTS | ON-SITE COFFEE SHOP & GYM

CLOSE TO GAUTRAIN BUS ROUTE | DISCREET SUBURBAN LOCATION

CONTACT US FOR A TOUR OF THE FACILITY
(082) 416 9584

WWW.VEHICLEVAULT.CO.ZA



CLASSIC CARS

Tailored insurance for your classic car

- Agreed value policy
- Value appreciation
- Depreciation settlement*
- Dedicated claims response
- Track day insurance

*We will pay you the difference in value from the original agreed value to the new depreciated value following an accident and restoration.



itoo.co.za
0861 00 4866

Instagram Facebook Twitter
@itooartinsure

Rosso SPORT AUTO

Ferrari Service | Sales | Valuations | Storage



18 Ealing Crescent, Bryanston
011 568 8224

info@rossosport.co.za
rossosport.co.za

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.

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.

INSTAGRAM

@vintageandveteranclub

MEMBERS BADGES

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

To order replacement badges please ask a member of the committee

CLASSIFIEDS

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.



VVC social and chat group

WhatsApp group



THIS IS A BARBIE QUEUE



**ALWAYS
LEAVE THEM
LAUGHING!**

THIS IS A BRAAI



We are getting there!



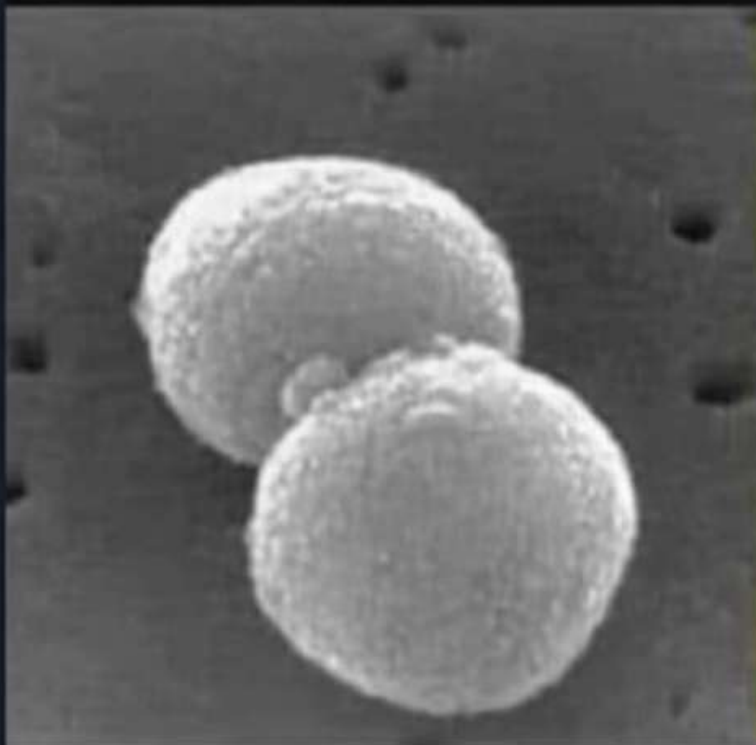
**NASA is launching a
satellite to say sorry to
the aliens.**

**They're calling it the
Apollo G.**

**BRUCE LEE
WAS FAST
BUT HIS BROTHER
SUDDEN
WAS FASTER**

© 2024 SignPuns LLC

KNOW THE DIFFERENCE



DIPLOCOCCUS

- very small
- causes gonorrhea



DIPLODOCUS

- very big
- does not cause gonorrhea



ROUTE 101 CLASSIC CAR CENTRE

WE BUY, WE SELL, WE RESTORE



1967 VOLVO 122 S.

Price: R 150 000.



1987 JAGUAR XJSC V12.

Price: R200 000.



1984 FORD SIERRA XR 6.

Price: R 145 000.



1965 MG 1100.

Price: R 75 000.



1965 FORD CORTINA GT.

Price: R 190 000.



1972 JAGUAR E – TYPE.

SERIES 3 V12 AUTO.

Price: R 995 000.

Contact us for more details:

Landline: 011 397 1207

Jeffrey: 082 755 8503

sales@route101ccc.co.za



Visit our website on:

www.route101ccc.co.za

We do:

Classic car trading

Classic car spares

Restorations

Service and maintenance



route101ccc



Route101 Classic Car Centre



6 Oscar street, Hughes, Boksburg

USE YOUR CARS!

Clubs exist to preserve old motor cars. Patrick Gearing is grateful they provide all manner of excuses to do so.

Apart from the opportunity to spend time with like-minded people to discuss this passion we all hold close to our hearts, clubs provide a critical recipe for the successful ownership of classic cars: plenty of excuses to get out and use them.

Because I swear they break parked-up in the garage. Just when you're celebrating the latest blast around the block in what you've now assumed to be an on-the-button classic, it inexplicably fails to proceed for the next milk errand.

Kind of like that one hallelujah putt on the back nine that made the long-walk-ruined resemble a round of golf and has you coming back for more next week.

But much like golf, practice makes owning and running a classic car that much more enjoyable. Our old cars prefer being used and are the better for it. It's finding the excuse to use it that seems to be more of a challenge to sway us away from the lazy, predictability of the modern daily starting every time.

A recent run with some mates to Mpumalanga provided the best opportunity to celebrate 70 years of the Alfa Romeo Giulietta Spider on some fantastic driving roads with superb scenery. The idea of open-top motoring through twisty tree-lined passes sounded like classic utopia. Until I made a list of things that needed fettling on my car.

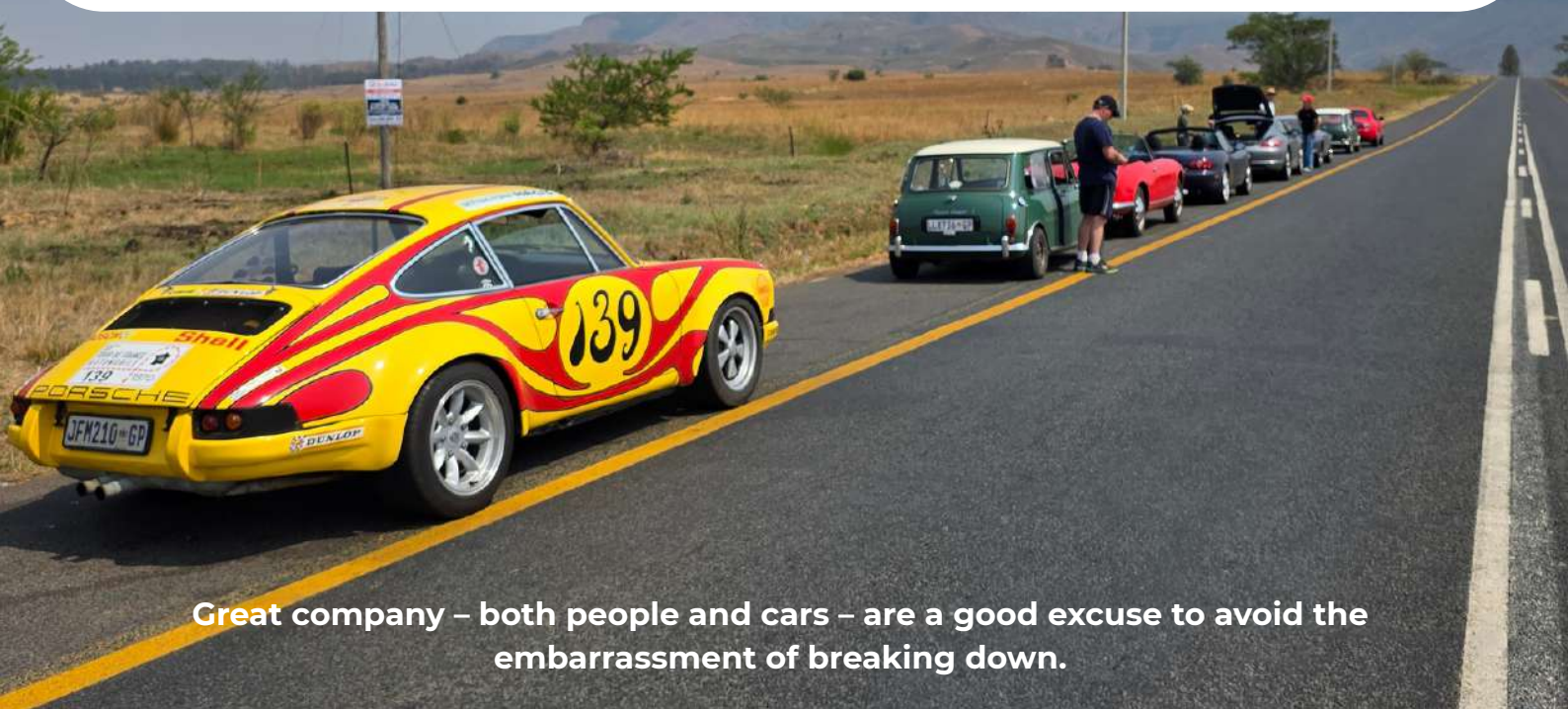


Nothing like a deadline to sort your car out.



When you've owned a car for 30 years, you simply live with some of its foibles and drive around others. But 1600 km in two days is a different prospect. And after 30 years of ownership, the one thing I have learned is that I don't enjoy working on the side of the road!

With the event deadline looming, the list was put into action. Evidently, droop straps should be replaced every 65 years. An exhaust system has provided good service after 30 years. New rubber donuts and a balanced propshaft actually make a difference. And an auto-electrician is a much brighter spark than I am when it comes to actually making all those switches do what they're supposed to do.



Great company – both people and cars – are a good excuse to avoid the embarrassment of breaking down.

The result? An experience much closer to that utopian ideal experience because the car actually worked. I didn't have to compromise or worry about what was going to break next. Nor was I embarrassed by having to load it on the back-up trailer. The car – simply – is in better condition and that much more enjoyable for it.



Were it not for the deadline, I would no doubt have procrastinated all those maintenance items into neverland and cursed it next time it didn't start for club Sunday. Truth be told, it just went better and better all weekend, relishing being used. It idled better, stopped better, revved better, and put a better smile on my face.

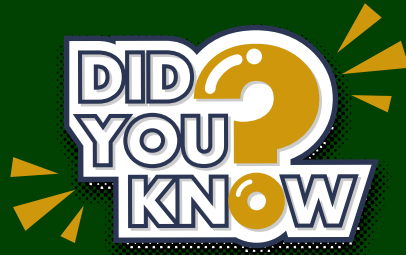
Get out and use your cars!



Driving utopia: top down in a reliable classic on a great road.



1600km in two days in a 65-year old car. Bring it on



**RECORD-BREAKING FLIGHT TO SOUTH AFRICA
IN 1931 – WITH KIMBERLEY-BORN CO-PILOT
AND TWO BOTTLE-FED LION CUBS...**



Your RECORD-BREAKING FLIGHT TO SOUTH AFRICA IN 1931 – with KIMBERLEY-born co-pilot and TWO BOTTLE-FED LION CUBS...

Twenty-year-old pilot and aviator Miss PEGGY SALAMAN (1910-1990), with Kimberley-born GORDON STORE, MVO OBE (1906-1993), as her co-pilot and navigator, set off from an aerodrome in Kent, England, in a De Havilland Puss Moth aircraft named “Good Hope”, on 30 October 1931, and landed in Cape Town five days, six hours and 40 minutes later – more than a day faster than any previous flight.

Salaman set off for Cape Town just a few months after she had qualified as a pilot. The aeroplane “Good Hope” was a birthday present from her mother (her father a wealthy London businessman), with daughter Peggy’s farewell being: “Cheerio mummy, I am determined to do or die and believe me I’m going to do.”

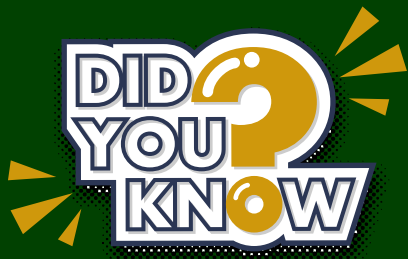
Gordon Store, son of Albert Store, a well-known Kimberley citizen, having been educated at Kimberley Boys’ High School, and qualified as a pilot at the De Havilland School, flew as her co-pilot and navigator. In addition, she had picked up a pair of bottle-fed lion cubs to whom she had taken a shine in Juba, in South Sudan.

The 7050 mile journey brought Salaman instant fame once the challenge – the breaking of the speed record – was achieved, though it was not without difficulties. One occasion is recounted of a forced overnight landing where there was in fact no viable ‘airstrip’ for take-off – before, that is, Store had cleared the vegetation with a machete, and Salaman “felled several trees with her revolver.”

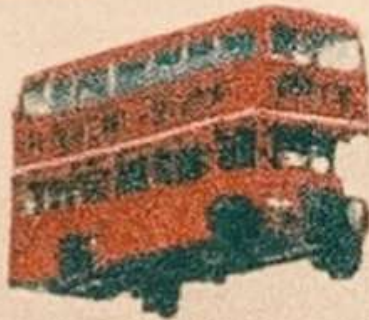
Store remained in South Africa, later flying Imperial Airways’ African and Empire routes, and still later operating the first regular transatlantic services. He was also for a time a private pilot for Her Majesty Queen Elizabeth II.

In the photograph Peggy Salaman and Gordon Store pose with the single-engine “Good Hope”.





FLYING BUS

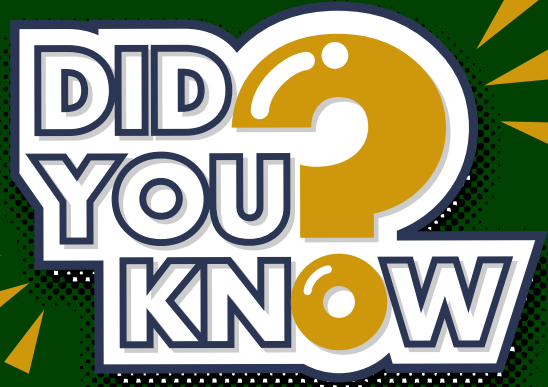


On December 30, 1952, a London double-decker bus—Route No. 78—was crossing Tower Bridge when the roadway began to rise unexpectedly. The driver, Albert Gunter, realised that if he stopped, the bus would plunge into the Thames. Instead, he made a split-second decision: he accelerated.

With 20 terrified passengers on board, the red Routemaster leaped across a three-foot gap as the bridge continued to lift. The front wheels landed safely on the opposite side, though the impact broke the suspension and injured Gunter's leg. Miraculously, everyone survived with only minor injuries.

Albert was later rewarded with a £10 bonus for his bravery — roughly £400 today — and became a London legend. His daring leap remains one of the most extraordinary moments in public transport history.

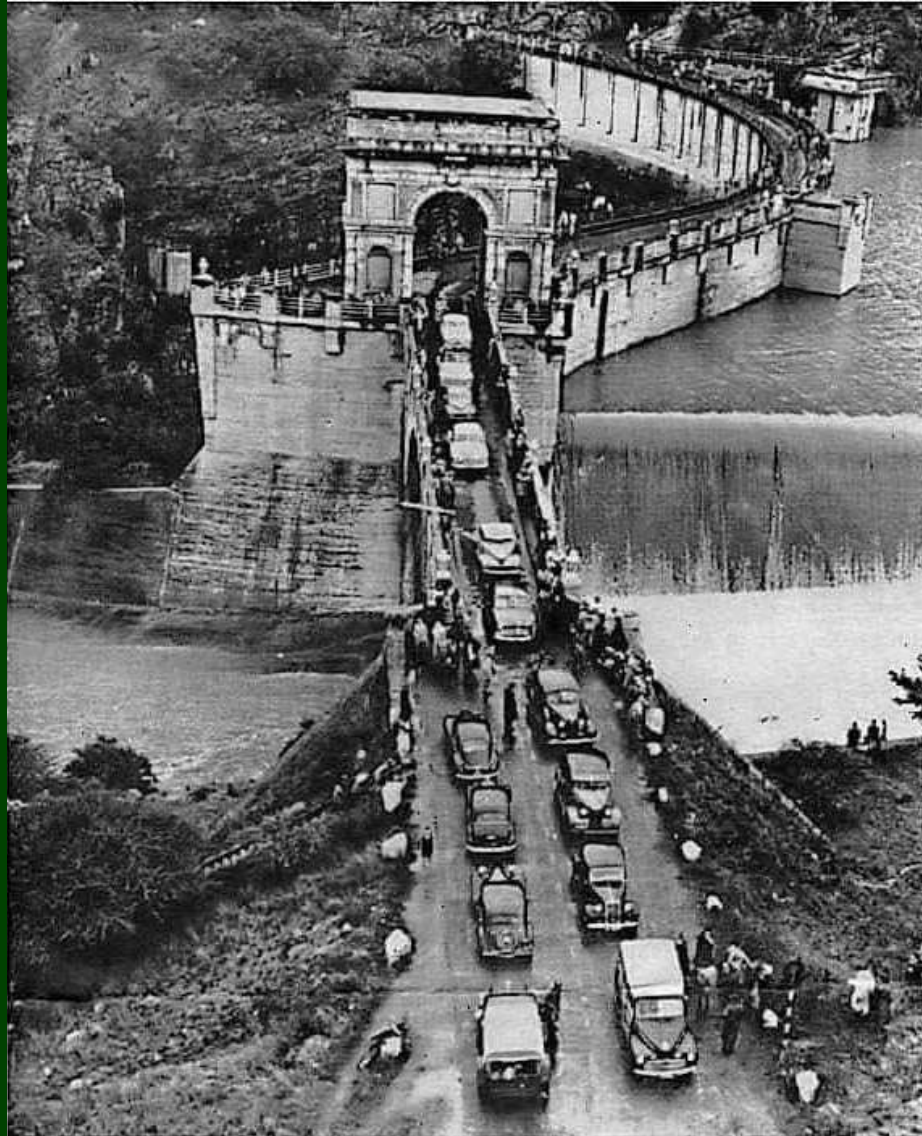
HARTEBEESPORT DAM



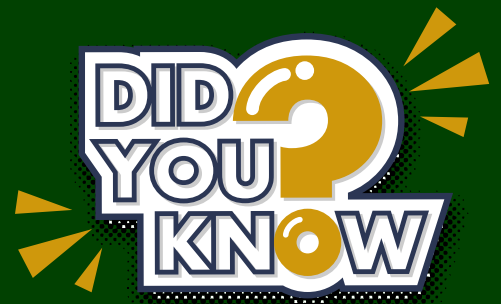
Hartbeespoort Dam was completed in 1923 after decades of planning and construction. The dam is located on the Crocodile River in the North West and serves as a water supply and recreational site.

Just minutes earlier, their Soyuz rocket malfunctioned during its ascent to space. The mission was immediately aborted, sending their capsule on an emergency ballistic trajectory back down.

The land where the dam now stands was once part of the farm Grootplaas Rust en Vrede, associated with Andries Pretorius, a prominent figure in early South African history. In the late 19th century, General Hendrik Schoeman, owner of the nearby Hartbeespoort farm, envisioned a dam to manage the river's water for local communities. Construction began in 1896 but was repeatedly delayed due to financial difficulties and the Anglo-Boer War.



HARTEBEESPORT DAM



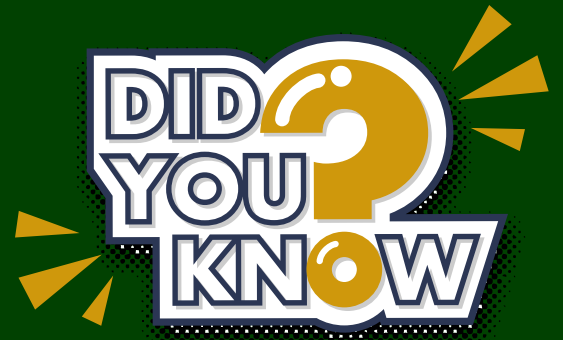
In 1905, the dam wall location was moved to its current position between two mountains. Swedish engineer August Karlson initially oversaw the construction, but after repeated setbacks, F.W. Scott completed the project in 1923.

The final dam wall is 149 m wide and 59.4 m high, with a capacity of approximately 195 million cubic meters. A road built across the dam connected Pretoria to Rustenburg. The dam's name reflects the local area and the hartbees antelope common in the region.

The surrounding area has historical significance. During the Anglo-Boer War, the region saw military activity, and some remnants of trenches remain. Archaeological finds indicate Iron Age settlements and iron smelting furnaces in the vicinity.



Hartbeespoort Dam Flood, Department of Water Affairs and Forestry

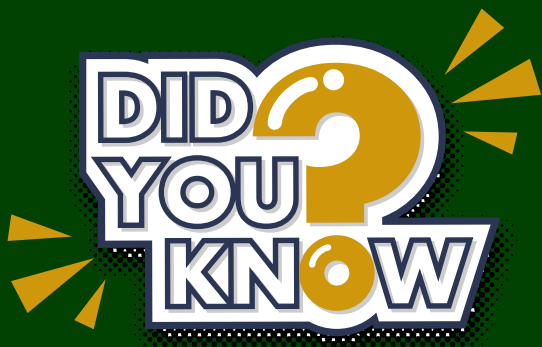


VOYAGER 1

Far beyond the planets, more than 15 billion miles from home, Voyager 1 still sails through the cosmic dark — a lone messenger from 1977. Launched when disco ruled the radio, it carries less memory than a single smartphone photo, stores data on an 8-track tape system, and runs on FORTRAN code written before most of today's engineers were born.

Its endurance comes from tough, radiation-hardened parts, a minimalist design with fewer failure points, and redundant systems ready to take over when one falters. The spacecraft also holds the famous Golden Record, a time capsule of Earth's music, greetings, and sounds, meant for any distant civilisation that might find it.





ZIL VS. MERC 600

In the USSR, where all technology was copied or stolen, engineers from the ZIL factory (the one that makes limousines for the head of state and government) bought a W100 to study. Note "проба" on the first licence plate, meaning "test" or "research", as well as a wire and some kind of device for the rear left wheel of the car. The W100 changed its licence plate a few times during its stay in the USSR.

No doubt, most of what they learned about the W100 was incorporated into the ZIL T14, introduced in 1970 (last picture).



pablo clark
RACING WITH NGK



itoo

EasyEquities

LIQUI
MOLY

autoZONE

NGK
SPARK PLUGS

PIRELLI



PIT CREW CHALLENGE

- TEAM BUILDING / CORPORATE EVENTS
- SPECIAL EVENTS / BIRTHDAY PARTIES
- GIRLS AND BOYS OF ALL AGES
- CLASSIC / RACE CAR DRIVE
- AT OUR KYALAMI PREMISES

WILLIAM@PABLOCLARK.COM
WWW.PABLOCLARK.COM
011 440 8350



Veteran, Vintage and Classic Collector's Insurance Scheme

FOR THE MEMBERS OF THE SOUTH AFRICAN VETERAN AND VINTAGE ASSOCIATION

CLASSIC INSURANCE WITH UNIQUE FEATURES

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

Puma Insurance Brokers

Solutions for Specialist Motor Insurance

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

Puma Insurance Brokers



SAVVA
SOUTHERN AFRICAN
VETERAN & VINTAGE
ASSOCIATION



Cross Country

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



Turn the Sun into the Solution!

The Solar Ray's next generation solar water heaters are designed and engineered to maximise solar absorption, delivering free hot water to your home.



**Stainless Steel
Storage
Tanks**



sessa
SUSTAINABLE ENERGY SOCIETY
SOLAR WATER HEATING



Solar Ray's wide range of Solar Water Heating Systems will add value to any home and save you money every month! This, combined with the strength of our Stainless Steel storage tanks, will give you the peace of mind that you've purchased a quality South African manufactured product, backed-up with all the warranties you deserve.

SOLAR RAY

✉ info@solararray.co.za www.solararray.co.za ☎ 011 065 6500

🏠 3 Monza Close, Kyalami Business Park, Johannesburg



NATURAL HONEY

FOR SALE

CALL WULF 079-507-9488

6 VOLT BATTERIES FOR SALE

082-880-1815



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



MAIZEY'S SUPPLIER OF THE FOLLOWING PRODUCT RANGES:

Signage Materials & Substrates
Large Format Digital Print Media
POP Solutions - Banner Stands/Frames
Aluminium Sign Systems
LED's for Signage & Displays
Engineering and Industrial Plastics
Rod / Sheet / Tube / Machined Parts

086 1100 420
nat.sales@maizey.co.za
www.maizey.co.za
www.maizeyonline.co.za

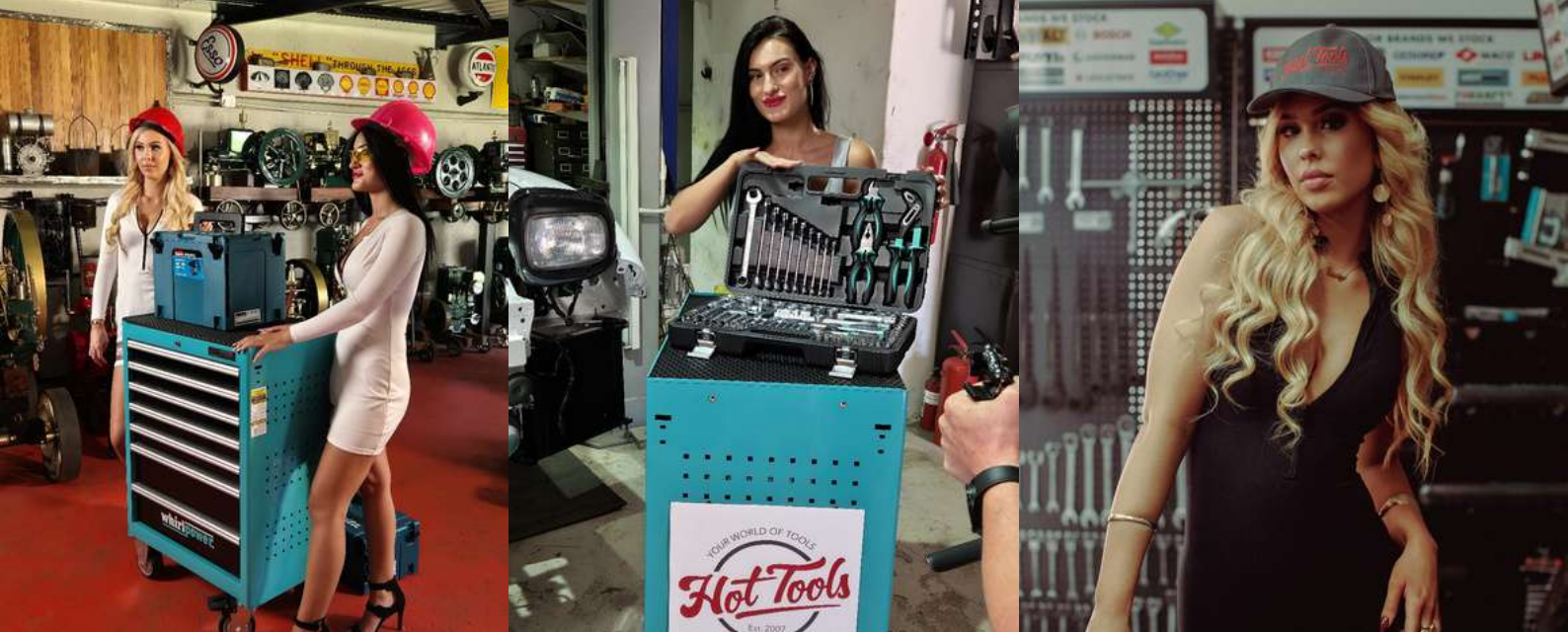


**SO YOU ARE GOING TO COURT,
GOOD LUCK WITH THAT!**



**Expedited
Arbitration and Mediation
Services**

www.arbitrate.co.za
011 442 6662
paul@arbitrate.co.za



Hot Tools

Est. 2007

**Get the right tools for the job!
We deliver.**

Visit our showroom in Edenvale!

Try us for any tool trolleys, hand tools, power tools, soldering equipment and measuring equipment, gloves, overalls, as well as all related consumables.

Dedicated onsite factory making rucksacks and toolbags for technicians. Agents for Bosch, Ryobi, Makita, DeWalt, Weller, Magnum, etc.

011 452 4446



www.hottools.co.za

SALES@HOTTOOLS.CO.ZA

WANTED

A pair of bucket seats to suit a 1934 Austin Seven Opal two seater - any condition.

Please contact Geoff Bowers 083 658 7195

Knysna

FOR SALE



4 x new OEM Mahle pistons for a 2 litre BMW M10 engine with the 121 or 121Ti cylinder head (typically pre-1972 BMW 2002). New and in the original packaging. 89.48mm second oversize. Landed cost to import would be approx. R25 000. I would like R15 000.

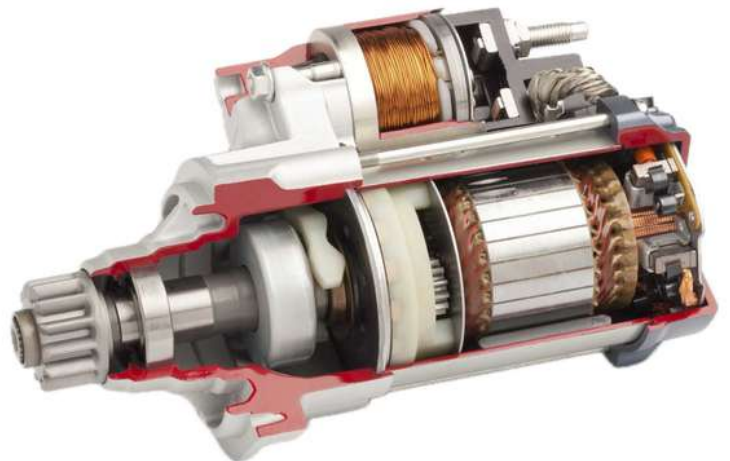
Contact Philip Vermeulen | 0825523385 | philv@iafrica.com

Can ship anywhere in SA

1 x new Powerlite high torque Race Gear Reduction starter motor for 105 series Alfa Romeo. This 8-tooth starter is as new with a few small scratches on it from when I fitted it, but realised it was the wrong starter. My landed cost was over R8 000. I would be happy with R5 000.

Contact Philip Vermeulen | 0825523385 | philv@iafrica.com

Can ship anywhere in SA





BIG BARN FIND!!

Sylvan Garage (t/a Jeff's Jags) is a specialist company usually dealing exclusively in all pre-woke, non-electric, classic Jaguars and Daimlers based in Johannesburg South Africa, where our "Jaguar Exchange" has a selection of classic Jaguar Cars on display here. We are also happy to arrange export of any of these cars to anywhere in the world!

However, we unusually have uncovered a collection of interesting "between the Wars" and just post-WWII British cars that we think might be of interest to VVC Members! Please see the list below - all cars being RHD – but in various conditions from virtually on the road to requiring very extensive restoration. For our usual collection of classic Jaguars please check out our website www.jeffsjags.co.za

-
- 1946 Standard 14 Drophead Coupe 1.5 litre side-valve – extremely rare car
 - 1946 Austin 10 van - ex-AA Cape Town - very rare
 - 1946 Austin 8 van
 - 1932 Hillman 12 saloon - bare bones, but the drive train is in it
 - 1946 Austin 8 4-door saloon
 - 1946 Austin 10 4-door saloon - very complete and original
 - 1946 Austin 8 saloon - restored years ago - not very well, but a sound car
 - 1946 Austin 12 saloon - very nice and complete
 - 1946/7 Austin 16 - first OHV car, with 2 spare engines and gearboxes
 - 1939 Austin 18 "Iver" –very complete and original
 - 1934 Austin 18 "York" - very complete and original - gorgeous car with cloth roof and "smokers hatch", but needs some TLC!
 - 1949 Triumph Roadster - dicky seat with its own little windscreen! Only 4,500 made - pretty complete
 - 1948 Daimler DE7 ex-Rhodesia - complete, excellent, one of only 29 ever built with the Windover body - 7-seater limo with glass partition, all aluminium coach-built on wooden frame, 4.1 litre straight six WW2 Daimler armoured car engine - car is beautiful and was on the road not long ago!
 - 1946 Daimler DE36 Limo - one of only 5 ordered by King George VI of England for the Royal Tour of South Africa and only 3 remain in existence. Has a 5.5 litre straight 8 engine, pretty well complete, lots of pictures and history from the Royal Tour)
 - 1935 Austin 7 "Nippy" - red with boat tail - restored and lovely!
 - Another Austin 7 Nippy - complete but needs total restoration.
 - 1932 Austin 7 "RN" saloon - complete and close to restored
 - 1934 Austin 7 "AH" 4-seater drop-head tourer - terrific condition!
 - 1933 Austin 10 saloon
 - 1929 Austin AS Tourer
 - 1932 Austin 7 "RN"
 - 1933 "RP"
 - 1934 "RP" van
 - 1934 Ruby Mark One - very nice and four of them available!
 - 1936 Austin 2-seater "Opal"
 - 1936 Mark 2 Ruby
 - 1937 Austin Heavy 12

For pictures, full details and prices of any of these cars please contact Geoff Connor on 0729346966 or geoffconnor@rocketmail.com or visit us at Jeff's Jags, Unit 5, 105 Nagington Road, Wadeville 1422, Johannesburg – although all of the above cars are off-site.

CLASSIC CAR STORAGE



*Brytons Removals
of South Africa*



CLASSIC CARS R600 - R750 PM

Brytons Removals of SA specializes in secure storage solutions exclusively for classic cars. Our fully enclosed, lockable facilities deliver top-tier protection against theft, damage, and the elements.

Completely off the grid with solar power and borehole water, we offer convenient services including classic car washing and smart battery charging. Whether you're seeking long-term or temporary storage, our solutions provide peace of mind and unmatched care for your classic car



Completely Enclosed
Facility



Secured Doors



Fire Protection
System



Alarm System &
CCTV Cameras



24h Armed
Response



100% Green &
off the grid

CONTACT US !  **+27 11 392 3962**  **brytons@brytons.co.za**  **www.brytons.co.za**

VVC COMMITTEE FOR 2024/2025

Chairman/Dating Officer	Brian Noik	chairman@vvc.co.za	082 416 9584
Vice Chairman / D-J Event 2026	Martin Kaiser	Martin.kaiser@menofmetal.co.za	074 563 4061
Finance / Associate Club Liaison	Patrick Gearing	patrick@vvc.co.za	082 337 7072
Memberships		accounts@vvc.co.za	
Event secretary , SAVVA Delegate	Peter Aneck-Hahn	aneck-hahn@mweb.co.za	083 250 5440
Treasurer	Paul Koski	paul@koski.co.za	082 442 6662
Editor	Steffan Liebenberg	editor@vvc.co.za	083 996 6407
	Julian Wills	julianw@iafrica.com	082 490 6132
	Wulf Krahmann	wulf.krahmann@gmail.com	079 507 9488

CORRESPONDENCE

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

PLEASE NOTE: Deadlines for the 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 2024/2025

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

ANNUAL SUBSCRIPTIONS:

Ordinary Members:

R525 including monthly emailed Newsletter

Honorary Life Members: FREE

Country Members: (outside of Gauteng)

R510 including monthly printed Newsletter

R350 including monthly emailed Newsletter

BANKING DETAILS:

VINTAGE AND VETERAN CLUB,
NEDBANK,
BENMORE GARDENS,
BRANCH 197305,
Account No: 1973 038 617

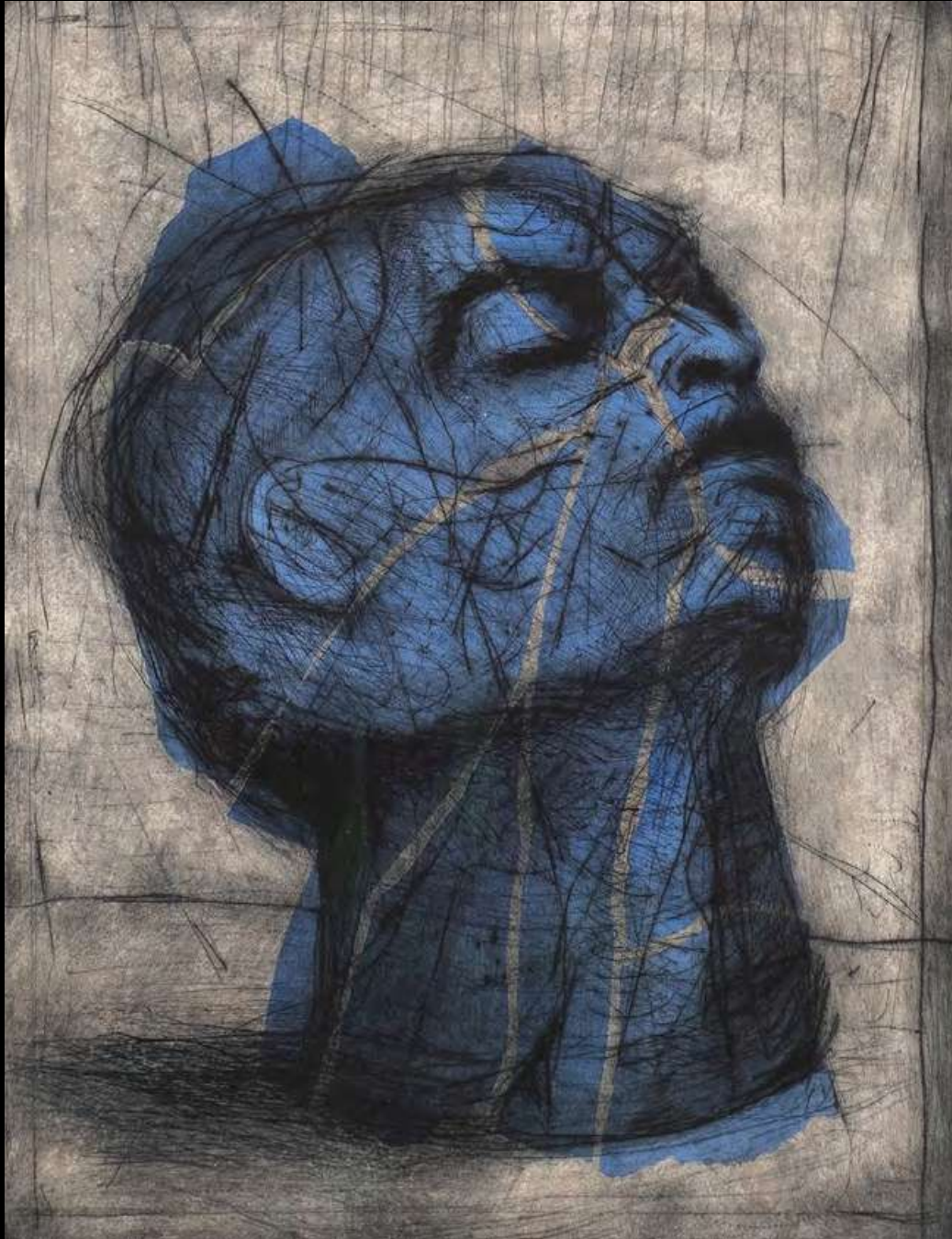
Affiliated to SAVVA

www.vvc.co.za •

3 Athol Oaklands Road, Oaklands, Johannesburg.

This Newsletter, together with our website - www.vvc.co.za - comprise the official voice of the Vintage and Veteran Club.

Disclaimers: The views expressed herein, unless specifically originating from the committee as a whole, do not necessarily reflect those of the Club. The printing of any advertisements does not necessarily imply approval or recommendatins by the Club, and no responsibility can be accepted for the quality of service supplied from our advertisers.



William Kentridge, *Blue Head*, 1993 - 1998
SOLD FOR R2,048,400

Build Timeless Collections.
Create Lasting Value.

CAPE TOWN

37A Somerset Road, De Waterkant, Cape Town
+27 21 418 0765 | ct@aspireart.net

JOHANNESBURG

32 Bolton Road, Parkwood, Johannesburg
+27 10 109 7989 | jhb@aspireart.net

