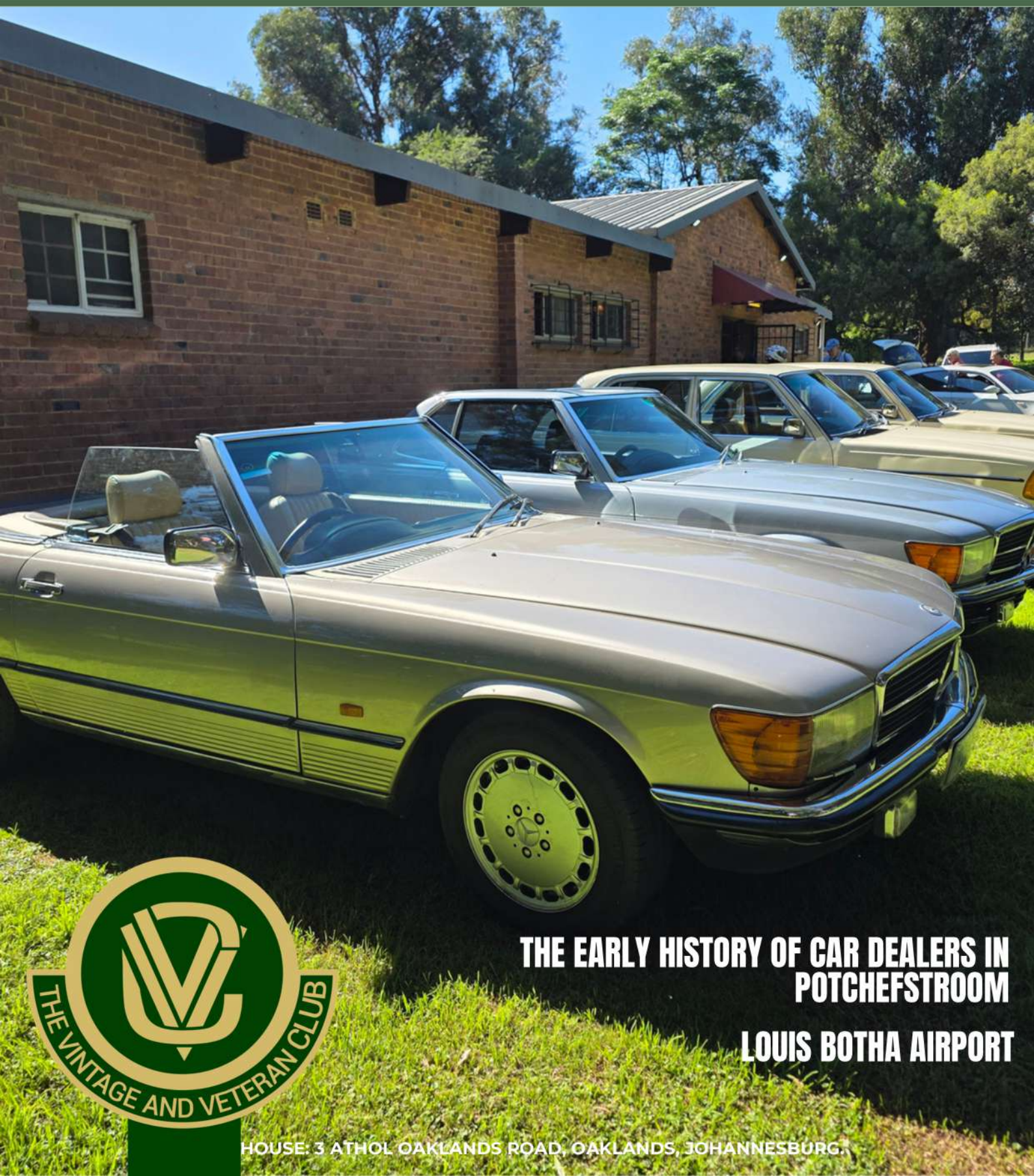


ISSUE 04 | APR/MAY 2026

THE V.V.C.VIEW

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



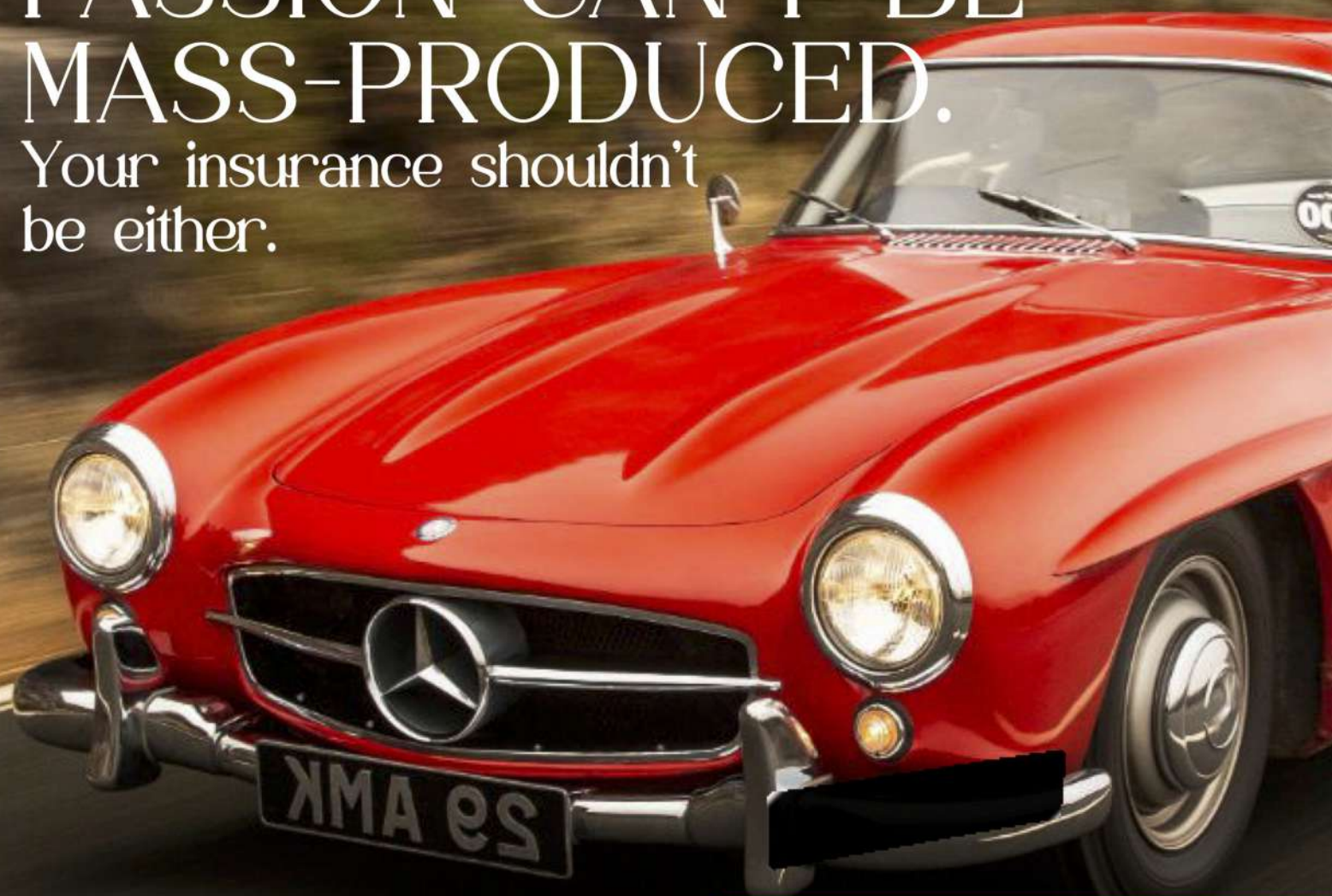
**THE EARLY HISTORY OF CAR DEALERS IN
POTCHEFSTROOM**

LOUIS BOTHA AIRPORT

HOUSE: 3 ATHOL OAKLANDS ROAD, OAKLANDS, JOHANNESBURG.

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CRAIGARY ENTERPRISES CC

FROM THE EDITORS DESK

Steffan Liebenberg

Dear Reader,

Welcome to our May edition of "The View." I hope you find the articles as interesting and informative as I did. We are fortunate to have such a richly documented history of early motoring in South Africa, and what a privilege it is to know that some of the cars from this era have survived and are in the capable hands of our members!

My family and I have just returned from a very enjoyable holiday in New Zealand. We saw truly spectacular sights—from giant redwoods to geysers spraying boiling water into the air and crystal-clear waterfalls. Beyond these natural wonders, we spotted a lovely array of classic cars all around the country. Near the wine region of the North Island, Napier is known as the Art Deco capital of the world. To complement the beautiful architecture, we saw many pre-war cars taking tourists on sightseeing trips when the weather allowed.

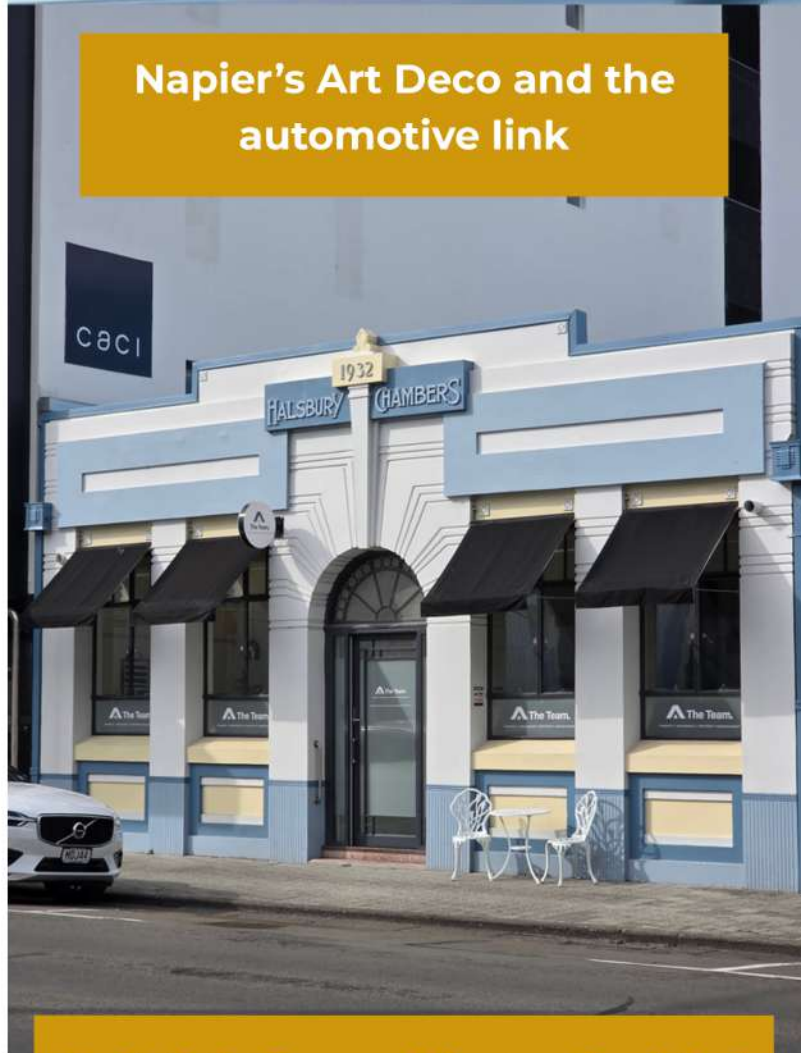
If you have a favorite South African motoring snippet, a restoration story, or a Napier anecdote to share, please send it on for next month's edition.

Happy Motoring,

Steffan



Napier's Art Deco and the automotive link



Napier's Art Deco architecture flourished after the 1931 earthquake, giving the city a distinctive, cohesive look that pairs surprisingly well with vintage cars.

The same era that shaped elegant storefronts and stylized façades also influenced automobile design, inspiring streamlined forms and chrome accents that echo in modern restorations.

life Pharmacy Napier City

Today, Napier hosts the World Art Deco Weekend, where vintage cars and holidaymakers mingle, offering a living link between architectural beauty and automotive heritage.

If you're ever in Napier, consider a pre-war car tour to experience the city's Deco charm with an auto-history twist.





CHAIRMANS CHATTER

Brian Noik

This week I heard of the passing of Roy Lyons. Roy and his father, Viv, were early V.V.C. members and were very active in the club (and the D-J).

Although he lived in Australia for many years, Roy still kept in touch with many V.V.C. members.

Condolences to his family and friends.

Happy 60th Anniversary to POMC from all of us at the V.V.C. Congratulations on this milestone.

Thanks to Alwyn Stephenson, Joe Gates, Thijs Venter, and Peter Huebscher for supporting my donations drive.

At the last couple of meetings, I have held a fun "auction" to raise a kitty, which the club will use for clubhouse upgrades, etc.

So far, we have sold a brand-new, in-the-original-box A.A. badge, a rare bottle of Lucas wiring harness smoke, and up next is a very special banquet menu signed by Fangio, which has kindly been donated by Roger Pearce.

It was decided at the last meeting to hold the sale of this item until we can market it to other clubs and interested collectors. I am told these sell for between \$400 and \$500. All proceeds will be donated to the club.

I have made contact with our landlords at the Johannesburg Property Company and am busy with the process to renormalise the lease. After meeting with them, I was told the V.V.C. definitely has tenure, as well as security and stability, and that the City and JPC are happy that we are good tenants.

Once the lease is finalised, we can move to apply for the liquor licence, as a lease is the first document required.



Pirelli welcomes you to

A MOTORING BANQUET with FANGIO

Kyalami - Saturday 26th September 1992



Held under the auspices of the South African Marque Club Association (SAMCA).

Thank you to Stewart Paterson, who is going to sort out the library. The new shelving is installed, and slowly the books will be organised. There are also new donations which need to be absorbed into the library.

I have updated the V.V.C. website with a much cleaner, simpler design—please take a look at www.vvc.co.za.

Paul Koski is still busy with the financials, and members will be notified as soon as these are ready to be distributed and presented at a meeting.

Now, again, some house rules: The V.V.C. is a non-smoking property, so no smoking unless you are on fire. This applies to cigarettes and all smoking devices such as vapes and e-cigarettes.

Please keep parking free outside the kitchen door for our elderly members and the kitchen ladies, who often have to unload parcels, etc. Modern plastic cars which are not club-eligible need to be parked furthest from the clubhouse. The club is also a family environment, so please mind your Ps and Qs. Members are required to sign all guests in, which will be a requirement of the club liquor licence, and we would like to start getting members into this habit. There is a guestbook at the club entrance.

Sunday is American Car Day—let's see those muscle cars, chrome, and big fins.

In the famous words of Porky Pig—that's all, folks.

Brian



V.V.C.

MONTHLY BREAKFAST

APRIL 2026

Bootleggers at the Mushroom Farm Shopping Centre Allandale Rd

When I got there, all the big banger Lambo's, Porsches, Ferraris etc. were revving up a storm and occupied our allotted parking, but fortunately they disappeared at 8h55 in a cloud of noise, and everyone was far more impressed with our quiet natured, elegant cars.

Most of our crowd arrived on time and some had made apologies for possibly being late. The arranged seating was inadequate but quickly rectified including changing the bench seats to single chairs with backs. Melissa as well as the manager were eager to please and meet our requirements.

Our cars in no special order included two Citroen DS's, a plethora of MGs, a Rolls Royce, a Ford Camper Van and a Beetle. There was also a MG of unknown origin (complete with Blonde).

Thanks to our members who said they have a waning appetite the portions were adequate, I personally thought they were slightly on the meagre side.

As usual the comments were generally positive and the attending crowd of people was conducive to provocative thoughts and conversations.

Most MGs left from the venue for a picnic at Wilf Moles property in Carlswald.

As of now we have not determined the target venue for our May meeting to break bread, but it will be communicated shortly.

Thanking you all for your loyal support at these breakfasts – see you soon!!

John & Wulf









EXCEPTIONAL CARS OFFERED FOR SALE



1935 Austin 10 Colyn Cabrio



Fiat 500



1967 Alfa Duetto Spider



Porsche 924 Turbo



Chevy Firenza "CanAm"



1938 Chevrolet Roadster



1954 Jaguar XK120 Drophead



Chevy Firenza "CanAm"



1963 Austin Cooper

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MEMBER MATTERS

NEW MEMBERS

This month, we extend a warm welcome to the following new members:

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

Month	Date	Event
February	8th	VVC Club Breakfast
	12th–13th	Vetour SCCOC Prince Albert
	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
March	8th	VVC Club Breakfast
	13th–14th	VVC D-J Motorcycle Rally
	29th	VVC Sunday Club Meeting – Veteran and Vintage cars
April	12th	VVC Club Breakfast
	26th	VVC Sunday Club Meeting - American car day
May	8th	Car Club vs Car Club Quiz Night
	10th	VVC Club Breakfast
	21st–23rd	Natal Classic Rally – Car + Motorcycle rally – Drakensville CMCN
	31st	50th Cars in the Park – VSCC Pietermaritzburg
	31st	VVC Sunday Club Meeting – Italian cars
June	14th	VVC Club Breakfast
	28th	VVC Sunday Club Meeting and BOOT SALE
July	12th	VVC Club Breakfast
	26th	VVC Sunday Club Meeting – French Day
August	2nd	Cars in the Park – POMC – Zwartkops Raceway
	9th	VVC Club Breakfast
	30th	VVC Sunday Club Meeting – Annual General Meeting
September	13th	VVC Club Breakfast
	27th	VVC Sunday Club Meeting British Day
October	3rd	Welkom Cars in the Park WOCC – Welkom
	4th	VVC Veteran Run
	11th	VVC Club Breakfast
	25th	VVC Sunday Club Meeting, Oktoberfest, German car day

CALENDAR OF EVENTS

November	6th-7th	Houw Hoek Rally – CHC – Houw Hoek
	8th	VVC Club Breakfast
	8th-10th	Fairest Cape Tour – CVMC – Worcester
	29th	VVC Sunday Club Meeting + Year End Christmas Lunch
December	27th	V.V.C Sunday Club Meeting - casual

(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



**SCAN
FOR V.V.C MEMBERSHIP FORM**





MOTORING KNOWLEDGE QUIZ NIGHT

Put your motoring brains to the test!

Classic • Vintage • Modern • Motorsport • General Motoring Trivia

- ✓ Team-based quiz.
- ✓ Friendly rivalry between clubs.
- ✓ Prizes for top teams!
- ✓ Complimentary snacks/hotdogs
- ✓ Bring your own booze!
- ✓ Social evening & great fun.

Date: 8th of May

Time: 6:00 for 6:30 PM

Venue: V.V.C. Clubhouse

RSVP Chairman@vvc.co.za



FRIDAY NIGHTS

AT THE



MILK BAR

**BRING YOUR
OWN BOOZE**

COLD BEER.

LOUD LAUGHS.

TAP IN.



NOORDWES MOTORSKOU



1
MEI
2026



Die Noordwes Motorskou kom weer na Potchefstroom! Merk julle kalenders, want op 1 Mei 2026 gaan die Kerkplein lewe kry met pragtige veteraanmotors, 'n antieke veiling, basaarkos, 'n hondeskou en vermaak deur Jakkie Louw!

**Toegang: Volwassenes - R60
Kinders - R30**



Oppi Plaas Vintage Car & Tractor SHOW

2 May
2026



Entertainment for the whole Family
FOOD stalls, FARM activities & MANY MORE

- * Adults R40pp
- * Pensioners R30pp
- * Children R20pp
- * Kids under 3 Free

harvie@dalesvanheerden.co.za

08h00 - 15h00 / on LANDBOU SCHOOL ROAD

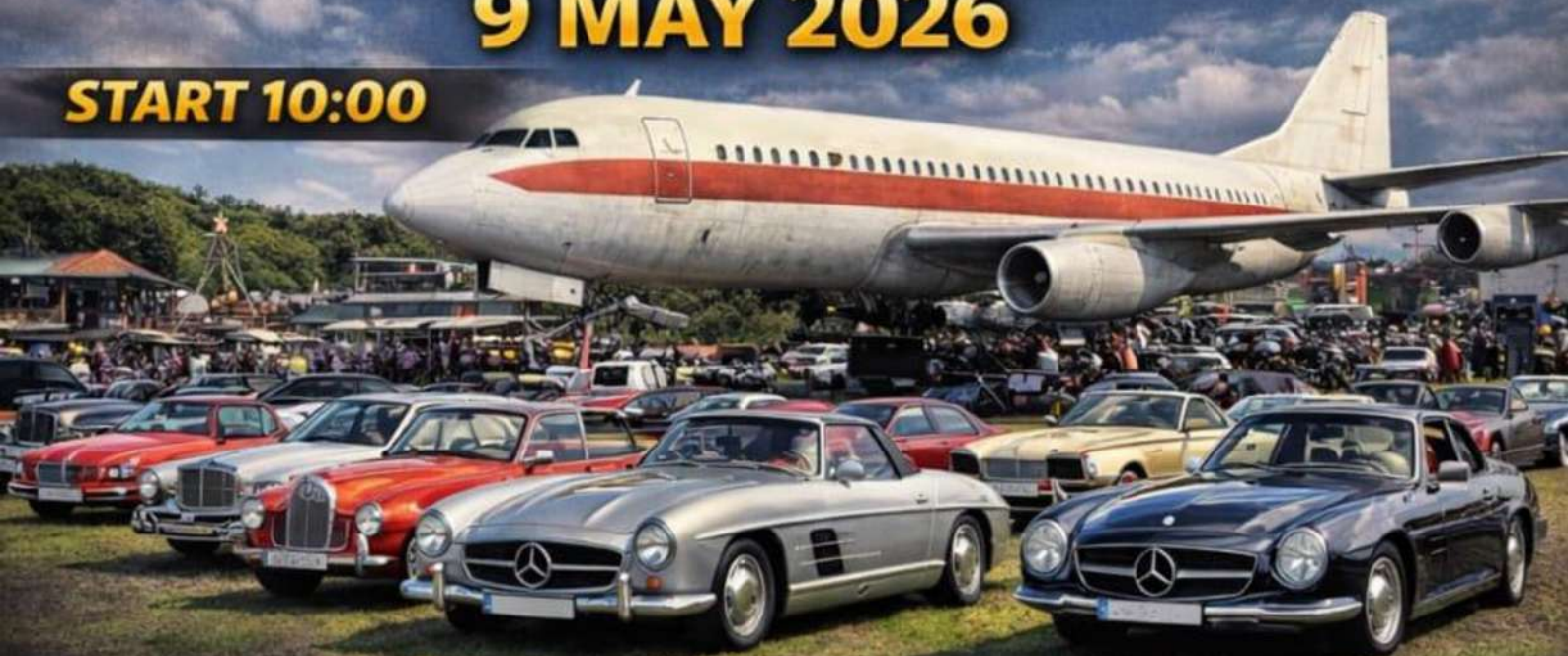
VRYHEID VINTAGE CAR CLUB

MERCEDES-BENZ EXPO 2026

KEI MOUTH MOTORCYCLE MUSEUM

9 MAY 2026

START 10:00



DISPLAY YOUR VEHICLE – FREE

- All Mercedes-Benz Owners, Collectors & Dealers Welcome
- Classic, Antique & Modern Vehicles Welcome

ENTRY FREE FOR ALL!

STALL BOOKINGS – R150

- Own Gazebo • Tables & Chairs • Gas Stove



LIVE BROADCAST:

WILD COAST

066 399 2210



Family Friendly Event | Between Morgan Bay & Kei Mouth

FATHERS DAY VINTAGE CAR & MOTORCYCLE SHOWCASE

21 JUNE '26

9AM-2PM



Prison Break Market

SHOW OFF YOUR VINTAGE RIDE!

BRING YOUR CLASSIC CAR OR BIKE TO PRISON BREAK MARKET.

**DRIVE IN OR ON IT'S TRAILER AND GET DESIGNATED PARKING
AND SEATING. ENJOY LIVE MUSIC, 1 FREE DRINK WITH
REGISTRATION, AND COMPETE FOR BEST DRESSED DRIVER OR
COUPLE.**

REGISTER INFO@PRISONBREAK.CO.ZA

WWW.PRISONBREAKMARKET.CO.ZA

★ **SAVE THE DATE!** ★

MIDLANDS MOTOR SHOW 2026

Veteran • Vintage • Classic • Commercial • Agricultural

 **Tweedie, Midlands Meander, KwaZulu-Natal** 

SUNDAY, 21 JUNE 2026 • 09h00 – 14h00



★ **WHAT TO EXPECT** ★



Vintage & Classic Cars



Historic Motorcycles



Commercial Vehicles



Tractors & Agri Equipment



Stationary Engines



Food & Drink Stalls



Kids' Activities



4x4 Off-Road Course

EXHIBITOR PRIZES TO BE WON!

- ✓ **Cars**
- ✓ **Commercial Vehicles**
- ✓ **Tractors**
- ✓ **Motorcycles**
- ✓ **Stationary Engines**

★ *Public Voting in Select Categories!*

FATHER'S DAY OUTING!

Sunday, 21 June 2026

Fun for the Whole Family!



DISPLAY VEHICLE REGISTRATION



SCAN TO REGISTER



Event Time: 9am – 2pm

Event Address:
Stockowners Outdoor
Park Howick

Proceeds to benefit

SPCA
Howick



Contact for event Info: evergreeneventskzn@gmail.com

Contact for Vehicle enquiries: midlandsmotorshow@gmail.com - **For Vet/cit enquiries:** enquiries@gmail.com

ENQUIRIES: MIKE LEISEGANG • midlandsmotorshow@gmail.com

Bring your Vintage Bike

***SAT 18 OCT &
SUN 19 OCT 2026***



**Vintage
Bicycles**



**Motorised
Bicycles**



Mopeds



**50cc
Motorcycles**



GARAGE FILES



Mr. Paul Koski reports of a great find highlighting some of his Chevy's history.

"This 1916 Chev we suspect has had 4 owners. I decided to repaint the car (not restore) and when we removed the upholstery panels on the doors these two docs popped out. I have done some research on the prominent people of Potchefstroom at that time. There was an Alexander Mclagan who was well known in the area and died in 1913, we suspect this was his daughter Elizabeth Mclagan (there is a street names after him) - my conclusions are based on only wealthy people owned cars) - if I am right - 1st owner was ELizabeth Mclagan , second owner could have been Ken Kirschmann, then Robert Van Zyl and now myself (research continues)."

PROVINCE OF TRANSVAAL — PROVINCIE TRANSVAAL,
MOTOR CAR ORDINANCE, 1915, SECTION 4 (2). - MOTOR RIJTUIG ORDONNANTIE, 1915, ARTIEKEL 4 (2).

Driver's Licence - Bestuurder's Licentie. 98

Licence is hereby granted to Miss E. Mclagan Potchefstroom
Een Licentie wordt hierbij verleend aan van

to drive a Motor Car within the boundaries of the Province of Transvaal.
Motor Cycle

for het besturen van een Motorrijtuig binnen de grenzen van de Provincie Transvaal.
Motorrijtuig

Date of Issue 25th June 21 Fee Paid Five shillings
Datum van Uitreiking 25th June 21 Betaalde Fooi Five shillings

No. of Certificate of Competence 6894
No. van Certifikaat van Bevoegdheid 6894

Place POTCHEFSTROOM.
Plaats POTCHEFSTROOM.

Signature of Licensee E. Mclagan
Handtekening van Gelicentieerde E. Mclagan

Issuer of Licences—Uitreiker van Licenties. Mau

67

Signature

Signature



APRIL GALLERY





























THE EARLY HISTORY OF CAR DEALERS IN POTCHEFSTROOM

By Lennie Gouws

Marrying a man whose first passion is cars, I was immersed in the history of motor vehicles since we met. Hence, the history of the automotive businesses in Potchefstroom interested me.

My husband, Hans, and one of his fellow car-enthusiasts, Dr Dennis du Toit, contributed to this article.

Imagine Potchefstroom, our country or the world without automobiles. Unthinkable! But there was a time when there were only horse-drawn and ox-wagons, carriages, stagecoaches and carts seen in the streets of the town.

About who the first person was to own motorcar in town, there is a difference of opinion.

In my article about the firsts of Potchefstroom, which appeared in the supplement to celebrate the 175th year of the existence of Potchefstroom, published in the Potchefstroom Herald of 21 October 2013, I wrote about the first cars:

1903 - my first car.

CV Bate, founder and owner of the Potchefstroom Herald, wrote on 30 July 1954 in his column CeeVeeBee about the first car that came to Potchefstroom:

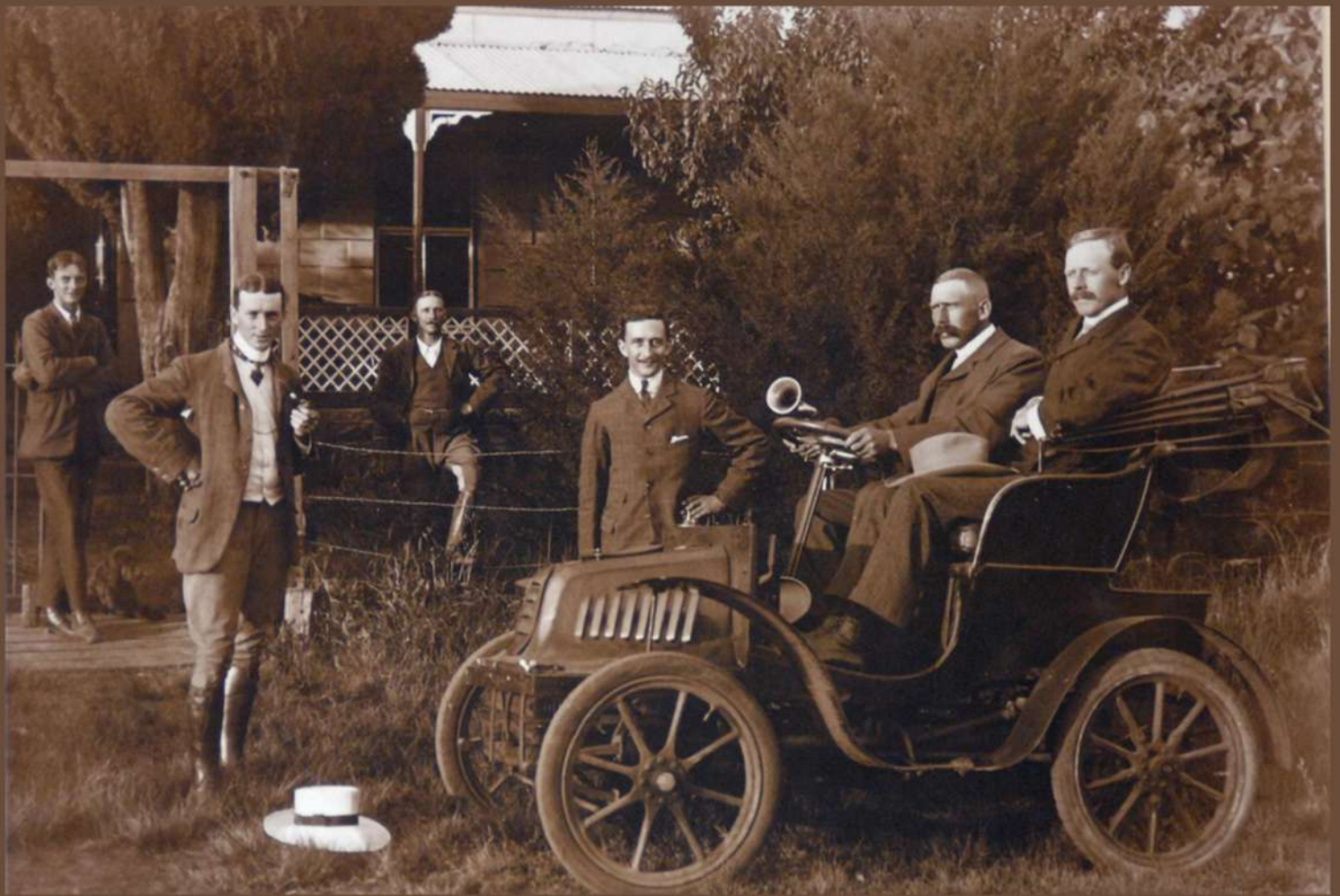
"My mind went back to the first car introduced to Potchefstroom long, long ago. It was, I think, a small Peugeot owned by Mr George Chapart, a Frenchman and a one-time garage proprietor in the main street. It created quite a sensation in those days of ox-wagon and Cape-cart traffic – and it was not long ere other venturesome spirits invested in cars of the early type."

In March 1975 the Herald published a photograph of a 1903 Peugeot Voiturette naming it Potchefstroom's first car. According to the caption the Peugeot was imported for Mr D'Ange D'Astre through Sir Charles Friswell, the Peugeot agent in London.

Bate further wrote in his 1954 column: "Piet Borchers, a well-known local auctioneer, splashed out with an ambition vehicle with which he proudly drove off for a weekend at Venterskroon. On Sunday afternoon the car would not start and no-one knew why – so ultimately a span of oxen was secured, hitched up to the car and travelled through the night, drawing the car on the twenty-mile journey back to town, with a disgruntled Oom Piet at the steering wheel. It was then discovered that the driver has omitted to turn the little tap which controlled the flow of petrol from the tank! A sad week-end ending.

I also remember, too, the late Dr Boyd with his early Daimler – quite a smart equipage in those days, with the driver sitting high up, cloth cap buttoned down over his ears, the hand-brake handle at the side of the car, and needing a long reach, acetylene lamps and wire wheels. Visits to country patients were fraught with much risk as punctures were frequent and mechanical troubles were always there.

Another candidate for first car owner was Mr John Perrin, a businessman in town. The late Mr Luttig Grimbeek, related to Perrin by family, said that Perrin was the first owner of a car in Potchefstroom.



CV Bate remembered that the first motorcar that came to Potchefstroom was a "small Peugeot" owned by George Chapart. This 1903 Peugeot Voiturette was completed at the factory in France on 24 April 1903 and then exported to South Africa. Mr George Chapart, the first garage owner of Potchefstroom, sold the car to the photographer August D'Ange D'Astre. This photograph was taken after the arrival of the car in Potchefstroom. Mr D'Astre is the gentleman standing with his hand on his hip behind the car and the man behind the steering wheel is the garage owner, George Chapart. This car was sold after Mr D'Astre death in 1955 and in 2013 was in the possession of the widow of the late Mr Kobus van Jaarsveld of Bryanston, Johannesburg. Mr Van Jaarsveld was in the process of restoring the car when he passed away during October 2012. Mr Van Jaarsveld received a letter from Peugeot in 2011, confirming that this vehicle was manufactured in their plant and completed on 24 April 1903. It was then exported to South Africa.

Rose Scorgie's version of the first car

In her unpublished memoirs (in the Potchefstroom Museum) Rose Scorgie wrote: *The first person to own a car in our district was a Mr Day who was the manager of a small mining venture at Venterskroon – (incidentally, his son Ernest rose to be Town Treasurer, and he married a Miss Wilkins the sister of “Molly” Goetz’s wife.)*

The second car owner was Charles Brand Harvey: a widower with two small sons: who became the husband of my younger sister Lily and she was the first woman in Potchefstroom to drive a motor car. Most of those first cars were Henry Ford’s Model T known as a “Gin Lizzie” (sic – actually “Tin Lizzie”) and by even more disgruntled owner as a “Bone Shaker”. When his first really fine looking car came on to the market years later it is recalled that there was a song, or some sort of doggerel in which the recurring motif was “Henry’s made a lady out of Lizzie.”

First garage

In my article on the origin of the name Auto Lane, I erroneously situated Mr George Chapart’s garage in Lombard Street, near the vicinity of Auto Lane, since this street was named after an early garage in Potchefstroom.

However, it was only when later reading the memoirs of Mrs Daphne Hurndall (1905-1999) that I realised that Chapart’s garage was in Church Street (Walter Sisulu) on the eastern side of the street north of New Market Street.

Chapart – motoring pioneer

George Chapart was born in France in 1877.

He came to South Africa in 1902 from Madagascar. Due to training he received at the De Dion Bouton factory in France and his knowledge of motorcars, he decided to import cars. In five years he sold about 30 cars in Natal. He ventured on many motorcycle and motorcar trips, mostly to promote the cars he sold.

One of his earliest excursions to promote his business was to ride with a motorcycle from Durban to Pietermaritzburg and back, the first time anybody did this.

In 1907 he bought a Ford Model N and undertook an extensive tour to the interior of the country to introduce this car. He demonstrated this light, cheap and trustworthy car to farmers and at agricultural shows. This tour resulted in many orders for the car.

He decided to open a garage in Potchefstroom in 1910 where he sold many types of cars, but mostly Fords, which coped well on the rough roads. In his memoirs *A Romance of Motor Pioneering in South Africa*, which was published before 1960, he wrote that 1910 “saw the arrival of Maxwell, Paige, Auckland, Overland, Flanders, Studebaker, Detroit, Brush (with a wooden chassis) and Regal cars as well as many other makes. It is curious to think that most of these cars, which at the time were considered as perfect, have now disappeared from the market.”

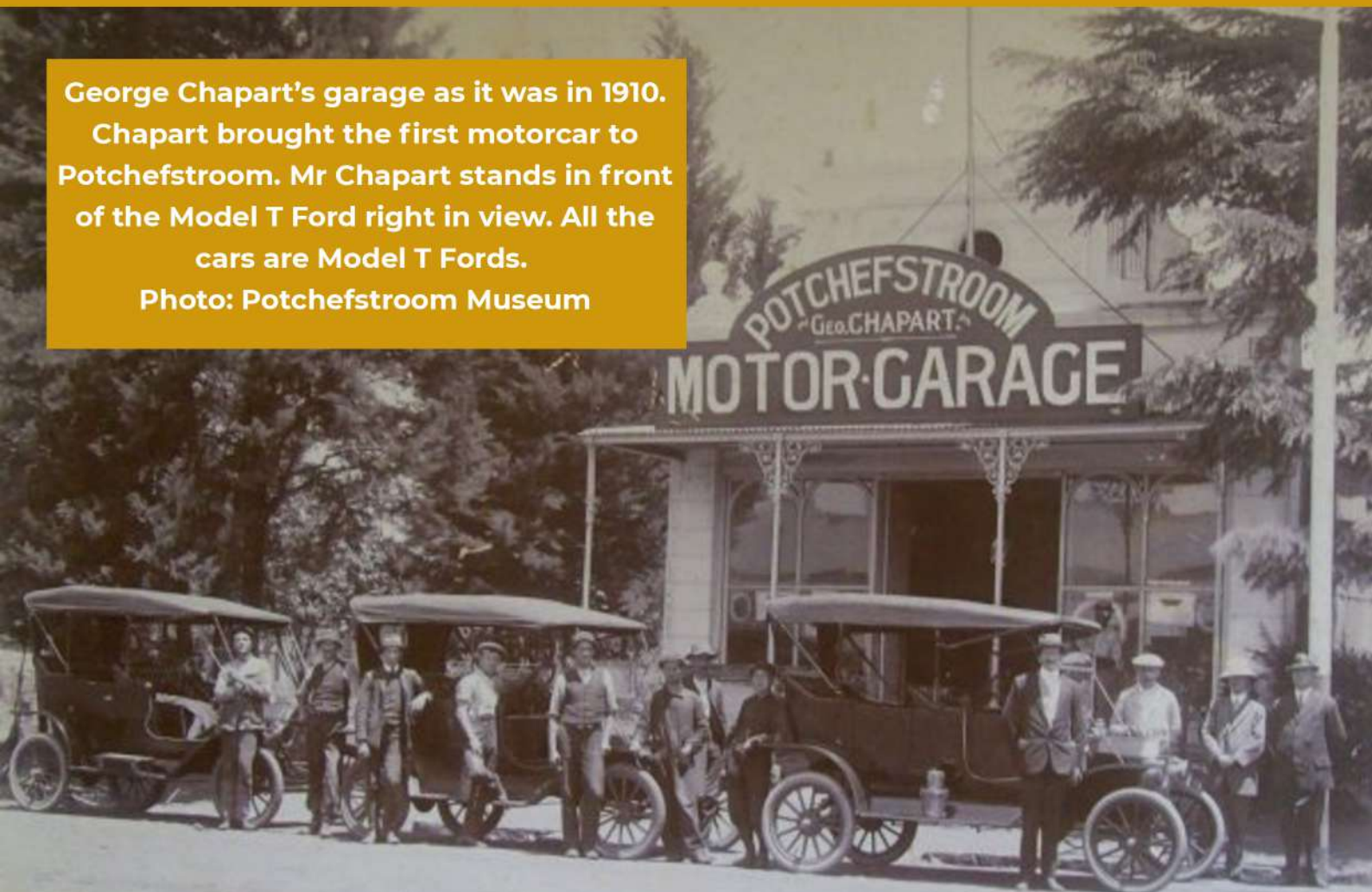
He also wrote that he started the first taxi cab service in South Africa in Potchefstroom with three used cars, “which was a huge success”.

He sold a Ford Model T to a local businessman, Mr F van Swieten, who with his wife and two daughters in this open car, became the first people to cross the Drakensberg by motorcar when they drove from Potchefstroom to Harrismith via the Oliviershoek Pass to Ladysmith and Durban in April 1912. He sent letters to Chapart reporting on his progress, who forwarded them to the Herald where it was published. (My story on this event appeared in Drakensberg edition of Weg! and Go! magazines in 2014.)



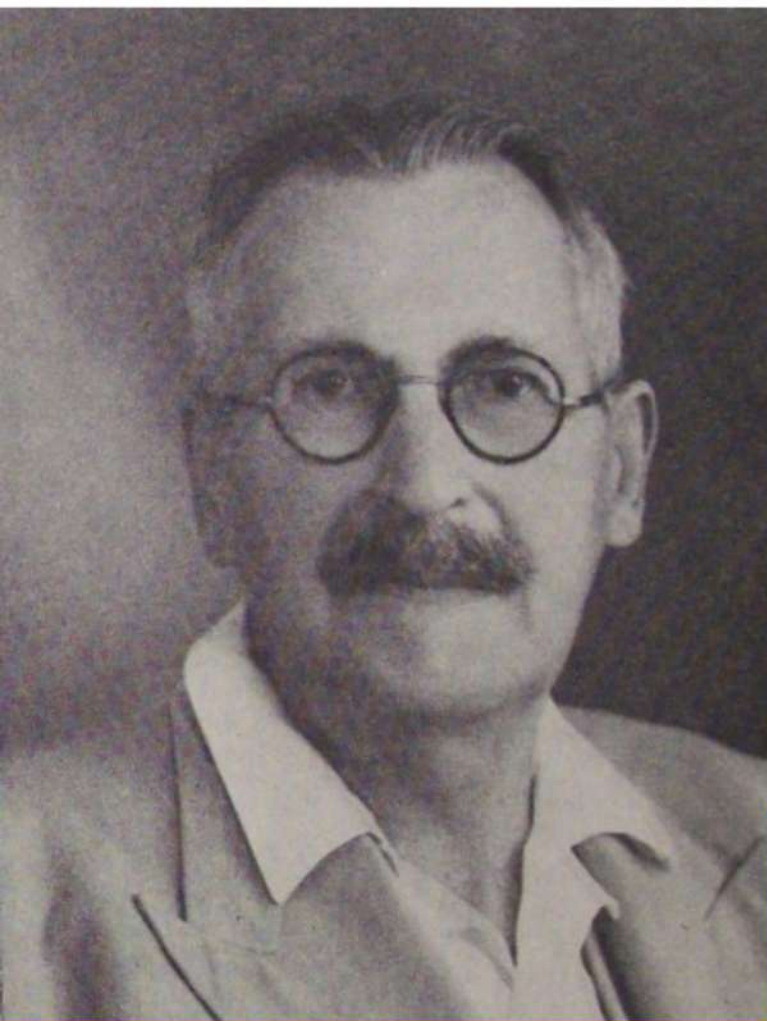
During March 2022 a group of old car enthusiasts visited the farm of Mr Johan Nolte near Carletonville. Dr Dennis du Toit, local dentist and owner of numerous vintage cars himself, pointed out this car in Mr Nolte's collection as the same as the one that Mr Van Swieten and his family took over the Drakensberg. Dennis and his son, Len, are looking at the car.

George Chapart's garage as it was in 1910. Chapart brought the first motorcar to Potchefstroom. Mr Chapart stands in front of the Model T Ford right in view. All the cars are Model T Fords.
Photo: Potchefstroom Museum



In May 1912 the *Herald* reported that Mr Chapart created an "easy record" when he supplied nine motorcars to convey a rugby team from Potchefstroom to Klerksdorp.

He was locally known as "Spaas" and lived at Groenpunt, an area of the Bult between the Wasgoedspruit, Steve Biko, Rissik and Molen Streets. In a copy of his book, held in the Ferdinand Postma Library, an inscription indicates that his house was opposite Cachet Residence in Molen Street. He later moved to Krugersdorp where he owned a garage at least until 1965.



George Chapart, who brought the first car to Potchefstroom, was a Frenchman who came to South Africa during the Anglo-Boer War. After touring the country to introduce farmers to the Ford Model N, he decided to open a garage in Potchefstroom. After many years he moved to Krugersdorp where he was still running his own service-station at the time of his death in 1965.

LIFT UP THIS PAGE FOR
MOTOR AND CYCLING ROAD MAP.

POTCHEFSTROOM Motor Garage



Motors and Taxi Cabs on Hire.
Repairs and Requisites.

KING EDWARD ST.

P.O. Box 145.

'Phone 135.

In 1913 the Potchefstroom Herald spearheaded the publication of a booklet to promote Potchefstroom as a tourist destination, named Beautiful Potchefstroom. This advertisement of the first garage in Potchefstroom, most likely the one of Mr George Chapart, appeared in this booklet.

Auto Lane named after Shellards

The automotive business after whom Auto Lane was actually named, was Shellards. George Shellard, an Englishman, by 1910 already had a wagon builder enterprise and worked as a blacksmith on what was then known as the common ground behind the properties bordering on Church Street (Walter Sisulu), Lombard Street (James Moroka), Potgieter Street (Nelson Mandela) and Berg Street (Peter Mokaba). It is the same area where St Mary's Anglican Church now stands.

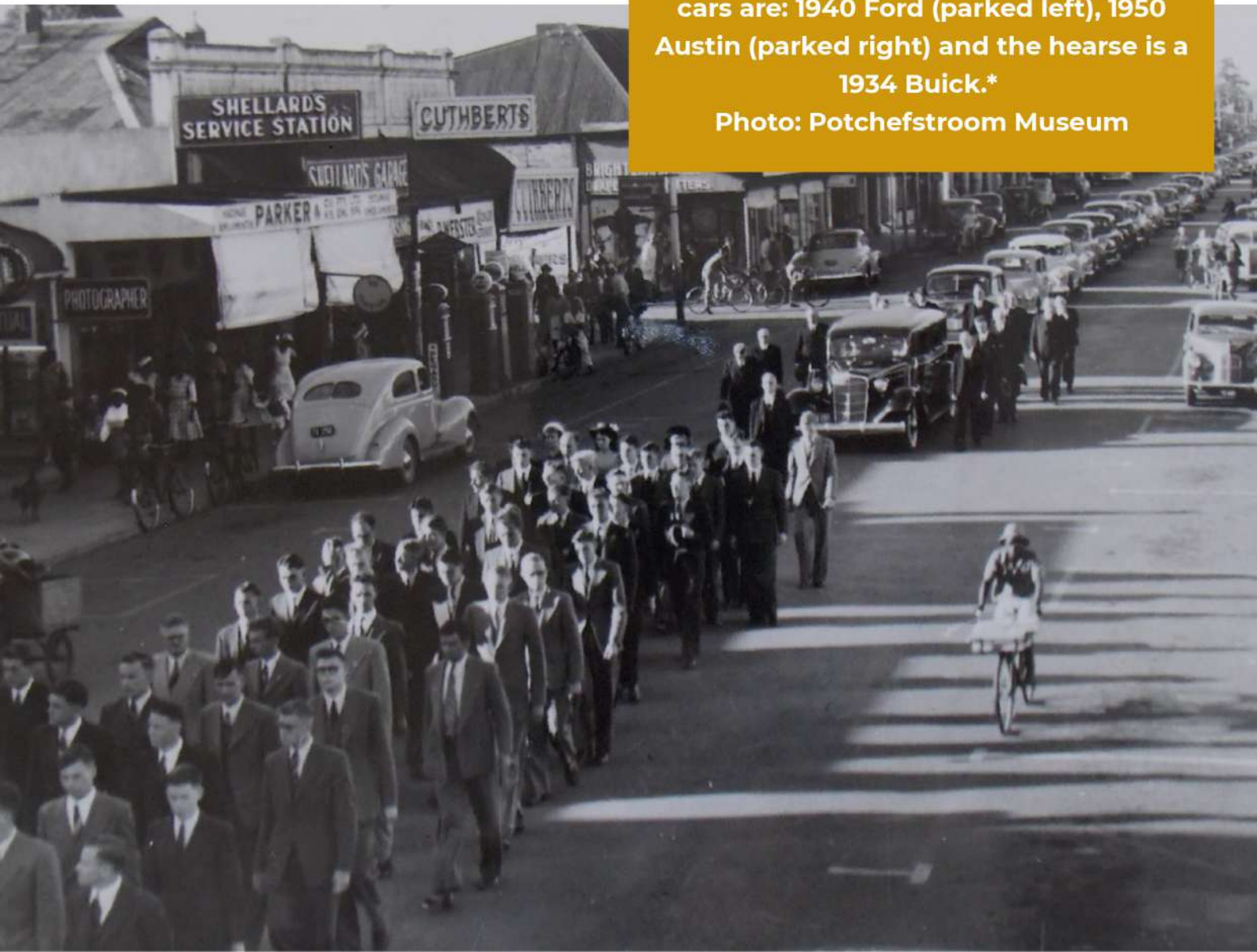
By 1950 Shellard's Garage had a service station on the western side of Church Street nearer to Potgieter Street. Mrs Daphne Hurndall wrote that this garage was sold shortly before 1985 when she wrote her memoirs.



George Shellards wagon building enterprise as it was in 1910. Photo: Potchefstroom Museum

Shellard's service in Church Street (Walter Sisulu) is seen on the western side of the street during the funeral procession of Prof Ferdinand Postma on 4 November 1950. The photo was taken from the first floor of the King's Hotel in a northerly direction. The recognisable cars are: 1940 Ford (parked left), 1950 Austin (parked right) and the hearse is a 1934 Buick.*

Photo: Potchefstroom Museum



Chapart to Calderbank

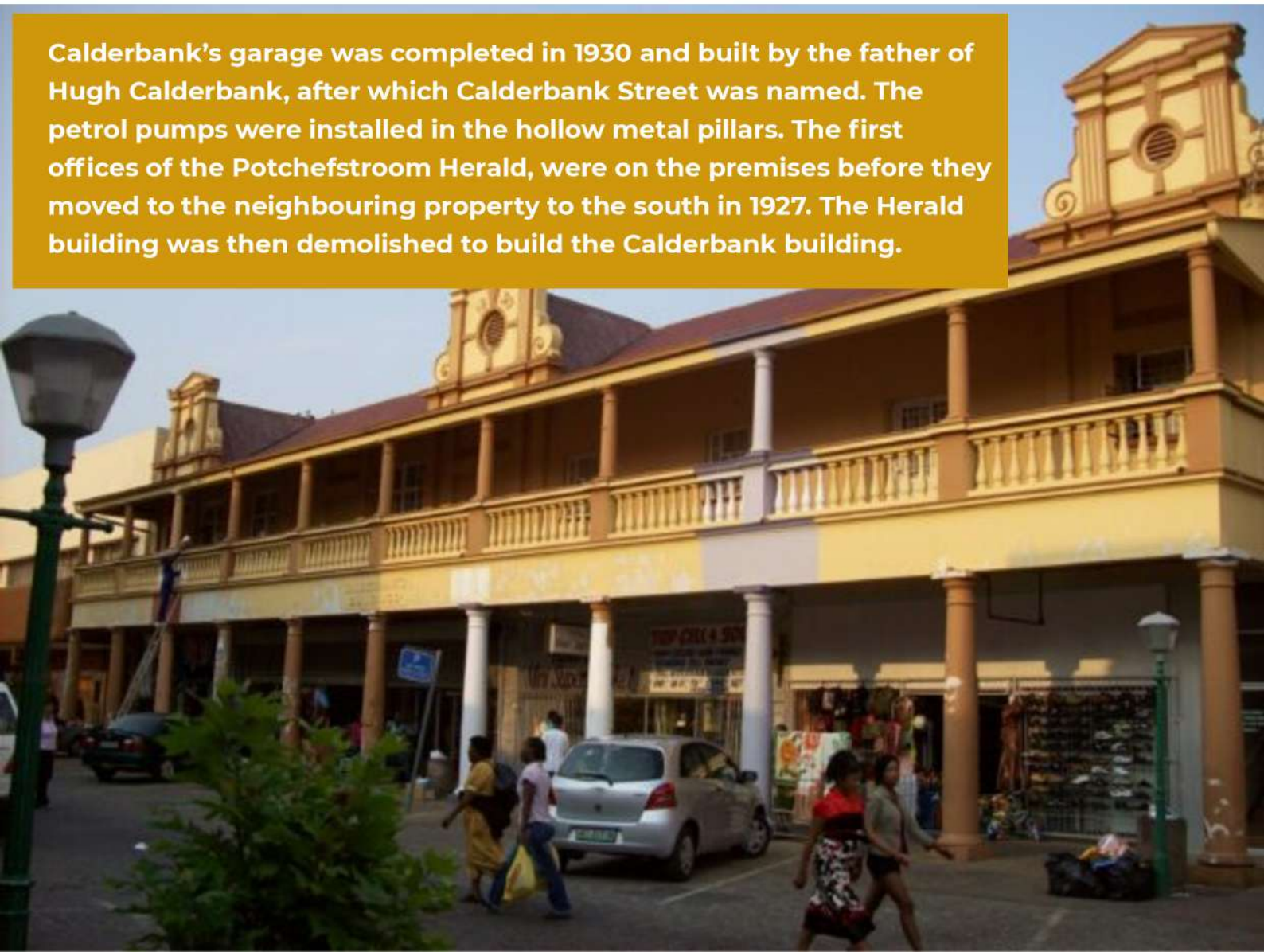
Mrs Hurndall wrote that Mr Chapart's first garage was later taken over by a Mr Calderbank, who was his mechanic. He was the father of Mr Hugh Calderbank, who married Betty Schoeman and was later mayor of the town. I told the Calderbank story in my article on the origins of street names starting with a "C": Auto Lane named after Shellards

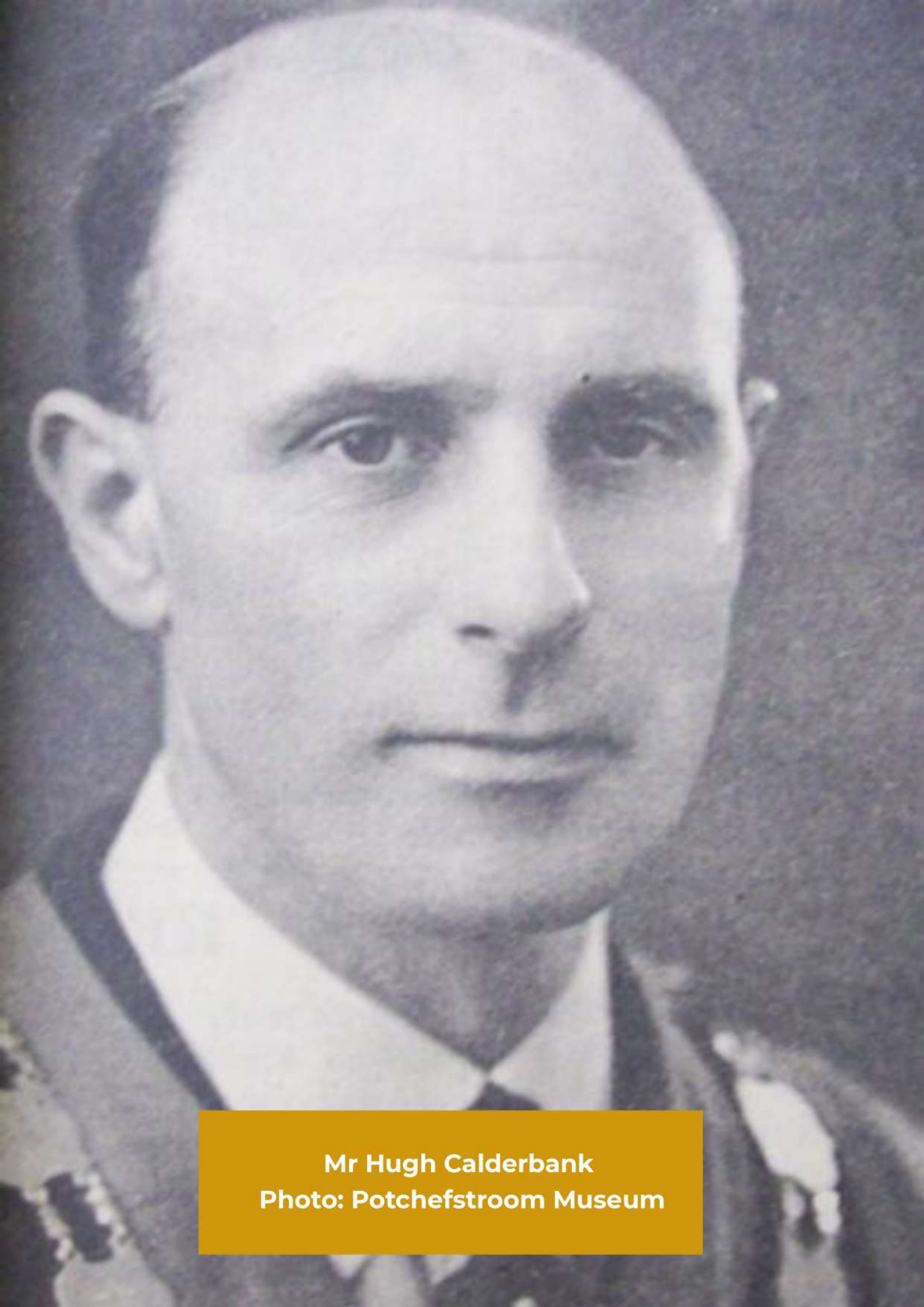
The automotive business after whom Auto Lane was actually named, was Shellards. George Shellard, an Englishman, by 1910 already had a wagon builder enterprise and worked as a blacksmith on what was then known as the common ground behind the properties bordering on Church Street (Walter Sisulu), Lombard Street (James Moroka), Potgieter Street (Nelson Mandela) and Berg Street (Peter Mokaba). It is the same area where St Mary's Anglican Church now stands.

By 1950 Shellard's Garage had a service station on the western side of Church Street nearer to Potgieter Street. Mrs Daphne Hurndall wrote that this garage was sold shortly before 1985 when she wrote her memoirs. Calderbank Street, leading to the entrance of the Dam Resort, was named after Mr Calderbank after he had built the Tudor style thatched roof residence, right next to the entrance. This is currently the residence of the vice-chancellor of the North-West University.

Calderbank's Garage later relocated to Lombard Street (where Fiti Exhaust is now) and still existed in the late 1970s.

Calderbank's garage was completed in 1930 and built by the father of Hugh Calderbank, after which Calderbank Street was named. The petrol pumps were installed in the hollow metal pillars. The first offices of the Potchefstroom Herald, were on the premises before they moved to the neighbouring property to the south in 1927. The Herald building was then demolished to build the Calderbank building.





Mr Hugh Calderbank
Photo: Potchefstroom Museum

Radium Motor Garage

(OPPOSITE QUEEN'S HOTEL),
POTCHEFSTROOM.

Only First-Class Mechanics Employed.



Car Owners should note that we guarantee our repair work, because we employ only skilled men. Ask our customers if they are satisfied.

Bargains in Second-Hand Motor Cars & Motor Cycles.

We are offering the following very cheaply, both for cash and on terms. All the cars and cycles are in good running order.

MOTOR CARS:	MOTOR CYCLES:
2 Fords, 5-Seaters.	2 Red Indians.
1 Regal, 5-Seater.	1 Triumph.
1 Detrolter, 5-Seater.	1 Royal Enfield.
1 Opel, 5-Seater, etc.	1 Humber. etc.

Stockists: U.S.A. Tyres and Tubes, Dunlop and other Tyres in all sizes.
Sole Agents: Harley-Davidson Motor Cycles.

RADIUM GARAGE.

This advertisement for Radium Garage appeared in the Herald of 9 August 1918. The garage was opposite the Queens Hotel, now Impala in Church Street (Walter Sisulu).

Jurie's Garage

For many years Jurie Schoeman had a dealership selling tractors and cars on the south-eastern corner of Lombard (James Moroka) and Rivier Streets. Presently there is a betting business on that corner.

In 1967 Jurie Schoeman stood again to be elected for the city council. The Herald of 24 February 1967 published photos, the election manifesto and a short biography of each candidate. According to this Schoeman was 57 years old at the time. It noted that for 38 years he built up a "flourishing tractor and car business", but three years previously he moved to his farm next to the Parys road to dedicate himself to farming.

He was born in Potchefstroom and was a pupil at the Potchefstroom High School for Boys where he completed matric.

He was born in Potchefstroom and was a pupil at the Potchefstroom High School for Boys where he completed matric.

He bought the largest part of the property on which the River Walk Centre now stands in 1951 for ten thousand pounds. On the premises also stood a large thatched roof dwelling where the family lived. This was demolished to build the centre, formerly known as the Checkers Centre, in 1977.

Jurie Schoeman passed away in 1982 and his ashes were buried on the corner of Lombard Street and Mooirivier Drive (James Moroka and Govan Mbeki). In 1988 the ashes of his granddaughter Kay was added.

sé hy.

JURIE SE GARAGE

POTCHEFSTROOM

GEMAGTIGDE HANDELAARS VIR
STUDEBAKER-, VANGUARD- EN „FERGUSON”-
TREKKERS EN -IMPEMENTE VIR

BOER BETER — BOER VINNIGER — BOER SPAARSAMER.
BOER ONAFHANKLIK VAN NATURELLE-ARBEID.

Alleen-verspreiders vir Potchefstroom, Ventersdorp, Brits, Lichtenburg,
Rustenburg, Koster, Mafeking, Marico, Zeerust, Derby.

AGENTE VIR STUDEBAKER-MOTORS

Studebaker Land Cruiser Studebaker Commander Starlight coupe

JURIE SE GARAGE

M.V. LOMBARD- EN RIVIERSTRAAT POTCHEFSTROOM

Postbus 88. Foon 44, 1016, 1162, 927

This advertisement for "Jurie se Garage" appeared in the Herald in the 1950s.



Mr Jurie Schoeman
Photo: Potchefstroom Herald

Grosvenor to Daly

The association between the Daly family and the Ford agency in Potchefstroom dates from 1961 when Mr Dick Daly was a partner in a chartered accountancy practice which executed the audit of Grosvenor Motors.

In 1964 Mr Daly procured a 50% share in this concern and also became a director of the company.

Grosvenor Motors moved from the western side to the eastern side of Church Street, when the Turkstra family swapped the old Union Bakery premises with Grosvenor Motors' stand on the western side of the street. This is according to the late Mr Hessel Turkstra.

In 1975 Senex, long-time column writer of the Herald, placed Grosvenor Motors on the western side of Church Street (Walter Sisulu) between Lombard Street (James Moroka) and Retief Street.

An advertisement in the Herald in 1967 for Grosvenor Motors indicated that the business had two locations, a service station in Lombard Street and the Ford dealership in Church Street.

Ontmoet die mense van GROSVENOR



1. Bert Fischer en Carel van der Merwe is in die agtergrond, maar hulle is die mense wat sorg dat die regte onderdele op die regte plekke kom sodat u motor 100% reg is die dag wanneer u hom koop.

2. Die groep links is die verkoopmense. Mense met ondervinding van die motorhandel en die behoeftes van die reisende publiek. Sakel enige een van die drie: Piet Vermaas, Cyril Tager (die trekker-mani of Yves Ardé en reël vandag 'n toetsrit).

3. Die twee regs is die mense wat sorg dat Cyril, Yves en Piet goeie motors kan verkoop. Henk Schoonehoven is die werkboutuider en Fanie Seyfert is verantwoordelik vir die opknapping van gebruikte motors. Hulle staan bankvas agter u waarborg.

4. En as u regtig nog moeilikhede ondervind (dit klink vir ons bietjie onwaarsynlik) skakel dan een van die direkteure, Dick Daly, Verna Gough of Wally Gough. Hulle staan by hierdie groep mense wat sorg dat elke motor wat verkoop word 'n nuwe vriend vir Grosvenor Motors beteken.

... DIE MENSE WAT SORG DAARVOOR DAT U PUIK GEBRUIKTE MOTORS KAN KOOP ... GEBRUIKTE MOTORS WAAROP U KAN VERTROU.

GROSVENOR MOTORS

U vriendelike  -Handelaar.

'n AL GEBRUIKTE MOTOR VAN GROSVENOR IS ALTYD BETER

Elkeen is 'n ratjie in die masjien wat daarvoor sorg dat tevrede kliënte elke keer weer terugkom na Grosvenor toe. Hulle weet dat dit nie help om 'n klient te probeer om die bos lei nie. Daarom sorg hierdie span dat elke motor in so 'n toestand is dat hulle hom ONVOORWAARDELIK VIR EEN MAAND KAN WAARBORG. Dit sê baie, want dit beteken dat hulle hulsell eers moet oortuig dat 'n motor wel in goeie orde is voordat hulle hom verkoop. Hierdie mense sorg dat u die versekering het dat u 'n veilige reis kan onderneem.

VRYDAG 5 MEI 1967 BYLAAG TOT DIE POTCHEFSTROOM HERALD VRYDAG 5 MEI 1967



GROSVENOR MOTORS, Kerkstraat — Verkope van Ford-Produkte.

NOU! NOG BETER DIENS!

U VRIENDELIKE  -HANDELAAR



GROSVENOR MOTORS, Lombardstraat — Diens, onderdele en herstelwerk

The full-page advertisement of Grosvenor Motors appeared in the Potchefstroom Herald of 5 May 1967. The cars are: 1967 Ford Fairlane (left), two 1967 Cortinas and a 1967 Corsair (right).



In 1976 Dick Daly enlarged his share to 75% and renamed the trading name of the firm to Daly Ford. Five years later he bought the remaining shares and became the sole owner.

He also opened a branch of the firm in Parys and acquired a 50% share in Westvaal Ford in Carletonville and Nigel Ford.

By 1994 the latter was sold and he traded in Potchefstroom only.

In 1981 Theo Daly joined his father and for the next eight years worked in various businesses in the group.

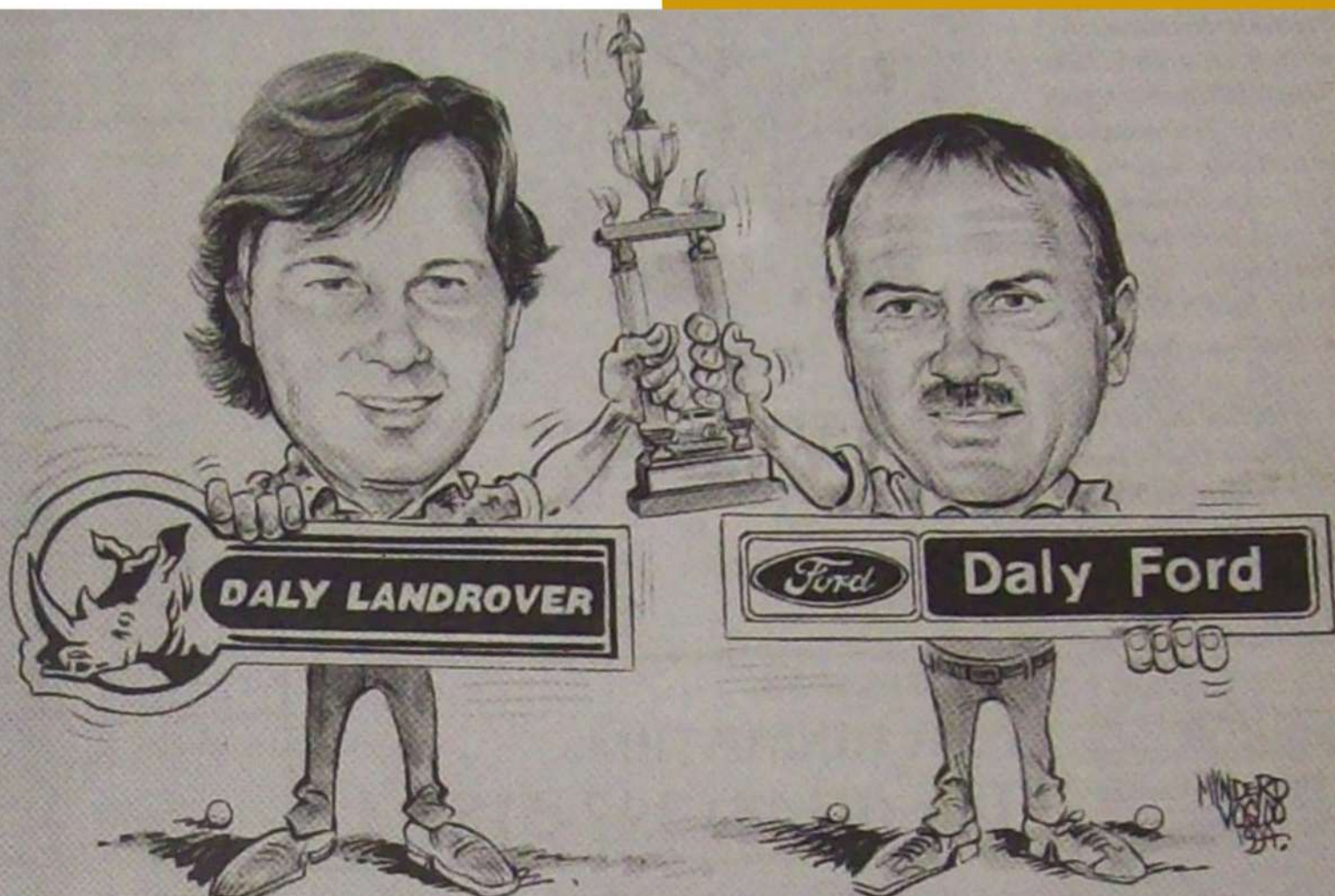
In 1989 he joined Daly Ford and became shareholder. He had a large role in procuring the Land Rover dealership for Potchefstroom. By 1994 Daly Land Rover was the dealership with the second most sales in the country.

Dick Daly was born in Potchefstroom and matriculated at the Potchefstroom High School for Boys in 1953. He studied at Wits and the PU for CHE. From 1961 to 1964 he practiced as a chartered account with the firm Newton, Walker, Venter & Partners.

Theo followed in his father's footsteps, matriculated at Boys High and studied at Wits and the PU for CHE.

Mr Dick Daly passed away on 25 May 2022. The Potchefstroom Herald published this obituary

This cartoon of Theo and Dick Daly appeared in a supplement in the Potchefstroom Herald in December 1994 on well-known businesses in town. All advertisements were accompanied by cartoons of the owners drawn by the Mynderd Vosloo.



The early Dalys

The Daly family has been associated with Potchefstroom since the earliest days of its existence. In 1869 RL (Ramsay) Daly was appointed as one of the “heemraden”* of Potchefstroom. By 1870 R Daly was a member of the school committee of Potchefstroom. Ramsay Daly was known to be a shop-owner in the 1880s. The business was situated on the south-western corner of Church and Lombard Streets (Walter Sisulu and James Moroka). Ernest Jenkins mentioned that their large new building was nearing completion.

* A “heemraad” was appointed to support a magistrate in the execution of judicial and administrative powers.

According to Prof Gert van den Bergh, in an academic article about the business of Potchefstroom in the 1880s, four businesses existed on the premises. The Daly family in time bought out the other owners and also had their house on this property.



This photo of Church Street was published on 2 May 1962 in the Herald. To the right is the OK Bazaars. The land on which it stands was owned by the Daly family in the latter part of the 19th century. To the right is the former building of the Royal Hotel, which was built in the early 1900s. Cars in view (from left to right) are: 1938 Chevrolet (back not in view), 1947 or 1948 Buick (parked in front of Royal), also a 1947 or 1948 Buick (driving in street – back visible) 1951 Hudson, behind the 1948 Ford station wagon, known as a “Woody” (car turning).



Virtually the same view, but a few years later. The old Royal Hotel had now been replaced by the current building on the site. Judging according to the cars in view, the photo could not have been taken later than 1964. Cars in view are: 1957 Ford (back window and taillight visible), ±1955 Zephyr, 1948 Chevrolet Fleetline (parked parallel), 1948 Pontiac (also parked parallel), 1964 Vauxhall Victor (driving, back visible), 1959 or 1960 Volkswagen Beetle (nearest to camera) 1958 Anglia (driving, front visible), 1958 Austin Cambridge (parked, front visible) and in front of it a ± 1956 Goggomobile and a Vespa scooter in the street.

STANLEY MOTORS LTD.



THE BEST EQUIPPED WORK-
SHOP IN THE WESTERN TRANSVAAL

ALL MODERN TESTING EQUIPMENT, NO "GUESS" WORK

Telephones 798 and 1158

P. O. Box 2,

Lombard Street, POTCHEFSTROOM.

Not much is known about Stanley Motors, apart from this advertisement, which appeared on 18 May 1956 in the Potchefstroom Herald. The cars are: ±1951 Austin, 1948 Studebaker, ±1948 Mercury, 1950 Hudson Hornet.



The Anniversary Edition of the Herald of 9 November 1963 was published to celebrate the 125th anniversary of the founding of Potchefstroom and the 55th anniversary of the founding of the Potchefstroom Herald.

The advertisement of Stanley Motors in the 1963 Anniversary Edition of the Herald, published on 9 November.



*Hartlik geluk Potchefstroom —
ons is trots op ons dorp!*



THE STANLEY MOTORS ORGANISATION
IN POTCHEFSTROOM



HILLMAN MARK II

Big car comfort and effortless cruising. Sparkling performance from the powerful but economical 1.8 litre engine. Top speed over 80, large boot, front wheel disc brakes and no greasing points. R1,770 (£695).



HILLMAN Mark II Station Wagon

All the main features of the Mark II plus large loading capacity... 700 lb of goods or 400 lb and five adults. Solidly built yet handsome on the road. R1,850 (£1,095).



HUMBER SUPER SNIPE Series IV

Luxury in the grand manner. Speeds over 100 m.p.h. alloy 6 cyl. 150 h.p. engine. Power assisted brakes, beautiful appointments. A true thoroughbred. R1,750 (£1,025).



SUNBEAM RAPIER

Rally-proved sports car performance and saloon comfort. Light, precise steering, front disc brakes, 1.6 litre engine. Exceptional acceleration and climbing. R2,070 (£1,535).



SINGER

Superbly appointed saloon. Twin headlights. Lively, flexible power from the proven 1.6 litre Rover engine. Sports car floor gear-change. World-renowned for its solid luxury. R1940 (£970).



RAMBLER CLASSIC

Proclaimed 'Car of the Year' for 1953 by the authoritative United States magazine 'Motor Trend'. R2,120 (£1,600).



SKODA Touring Sport

On roughest tracks, in atrocious weather, the Skoda is nearly as unbreakable as a car can be. 1201 c.c. 4 cylinders, high compression, slanting, high RPM revs. 4 speed gearbox, valve-in-head and demising system, front seats form double bed. 8 international successes. All for R1170 (£680).

AND FOR... BRITISH, AMERICAN AND CONTINENTAL USED CARS.
The Best Cars offered by the Stanley Motors Organisation are fully reconditioned. Each car has been thoroughly reconditioned and is guaranteed. This warranty carries the Personal endorsement of the Manager of the Branch from which you buy.



SEE THEM, DRIVE THEM AND JUDGE THEM FOR YOURSELF AT
31 LOMBARD STREET, POTCHEFSTROOM

Congratulations Potchefstroom —
we are proud of our town!



Harold's Pat's

For many years Harold's Pat's was the biggest auto dealer in Potchefstroom.

The business started in 1933 as a workshop. It was founded by Messrs Harold Herr and Meyer Patlansky. The business started in Wolmarans Street in a corrugated iron building. The business later moved to premises across the town hall. Later, on the south-eastern corner of Wolmarans and Church Street, a large showroom and workshop was built with a service station on the corner. The buildings were modernised in 1977.

The first cars sold was the Kaizer/Frazers motors and Federal trucks.

Later the workshop was expanded to include five petrol pumps and a tow-in service.

Pat's motors joined the Harold's organisation in 1958. Brands sold over the years were Fiat, Volvo, Morris, Alfa, Studebaker, Datsun-Nissan and Volkswagen.

First the staff only included one mechanic, his assistant and several petrol attendants. By 1994 more than a hundred staff members were employed.

In 1969 a garage was opened in Fochville.

By 1977 the organisation was proud to announce that representatives undertook five overseas trips to international car shows

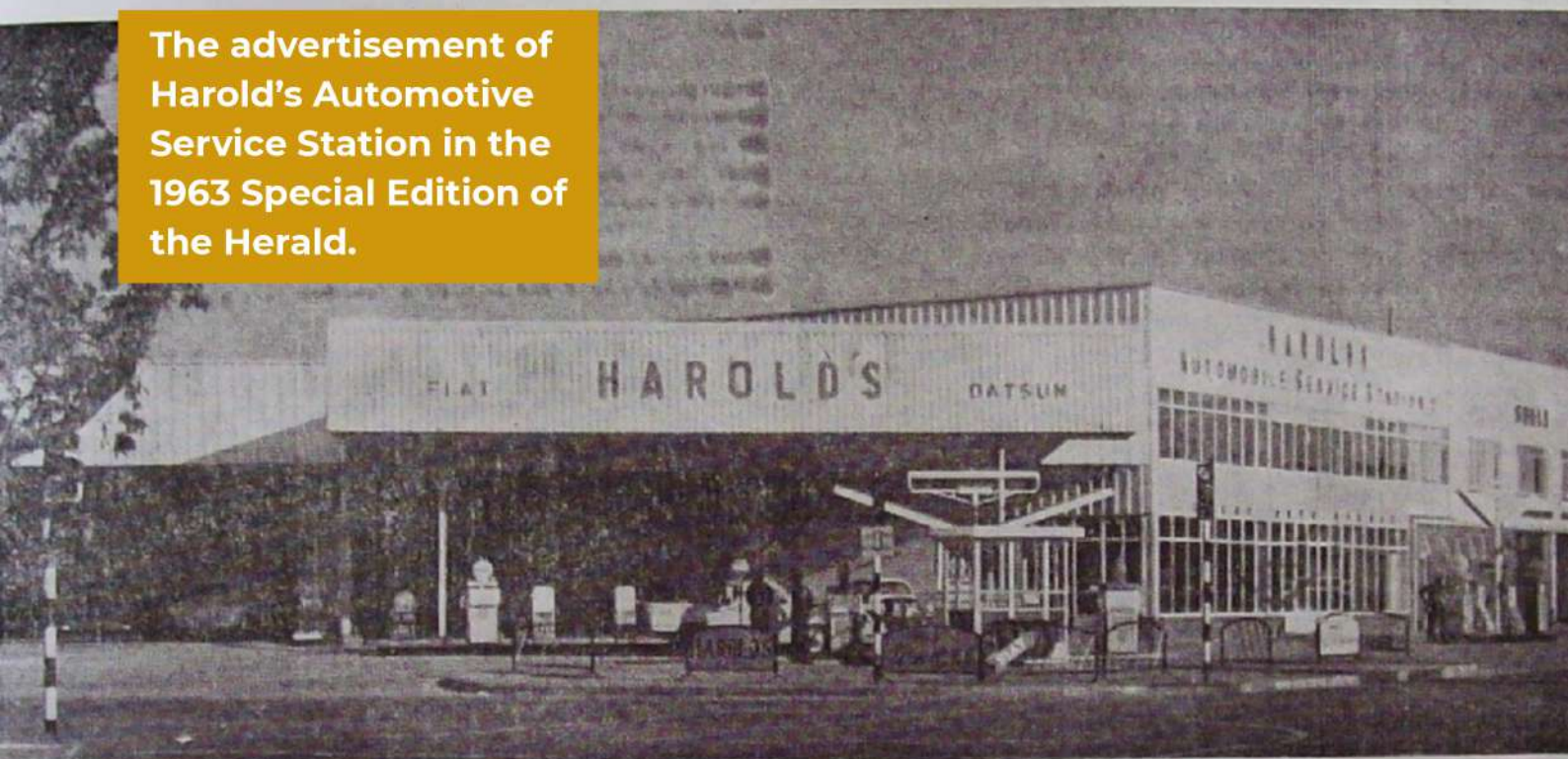
The service station did brisk business until the late 1980s. All travellers driving to Viljoenskroon and Schoemansdrif had to pass the garage and it was the last one before exiting the town. During the late 1980s Mooirivier Drive (now Govan Mbeki Drive) was opened and traffic was redirected away from the service station..

**A photo from the first part of the 20th century depicts the original Harold's service station.
Photo: Potchefstroom Museum**



he om diens aan die publiek van Potchefstroom te lewer. By hierdie groot geleentheid in die dorp se geskiedenis is dit ons voorreg om ons gelukwense te betuig aan die inwoners van ons dorp aan die Mooirivier en hulle te verseker daarvan dat ons in die jare wat kom, sal voortgaan om die diens te lewer waarop hulle geregtig is – diens waarop ons as onderneming, en die dorp as geheel, trots kan wees. Maar by hierdie geleentheid kom ons dank ook toe aan al die inwoners wat ons deur die jare so getrou ondersteun het en so meegehelp het om die standaard te stel waarop ons vandag trots is. Saam sal ons groei en vooruitgaan.

The advertisement of Harold's Automotive Service Station in the 1963 Special Edition of the Herald.



IT is now thirty years since Harold's Automobile Service Station for the first time rendered their services to the public of Potchefstroom. On this very happy occasion in the history of our town, we are privileged to convey our congratulations to all the residents of our lovely town on the Mooi River and to assure them that in years to come we shall continue rendering that service to which they are entitled – a service of which we as a business concern and also the town as a whole can be justly proud. But on this occasion it is also our duty to thank each and every member of the public for their patronage over the years which enabled us to set the standard of which we are proud today.

HAROLD'S AUTOMOBILE SERVICE STATION

AGENTS FOR

FIAT



AGENTE VIR

DATSUN

HOEKOM
SOU U REKEN
HET DATSUN
SUID-AFRIKA SE TOP-
VERKOPER GEWORD



*



— BESTUUR 'N DATSUN
EN BESLUIT

by:

PAT'S MOTORS

Kerkstraat

Tel. 5218/9

Potchefstroom

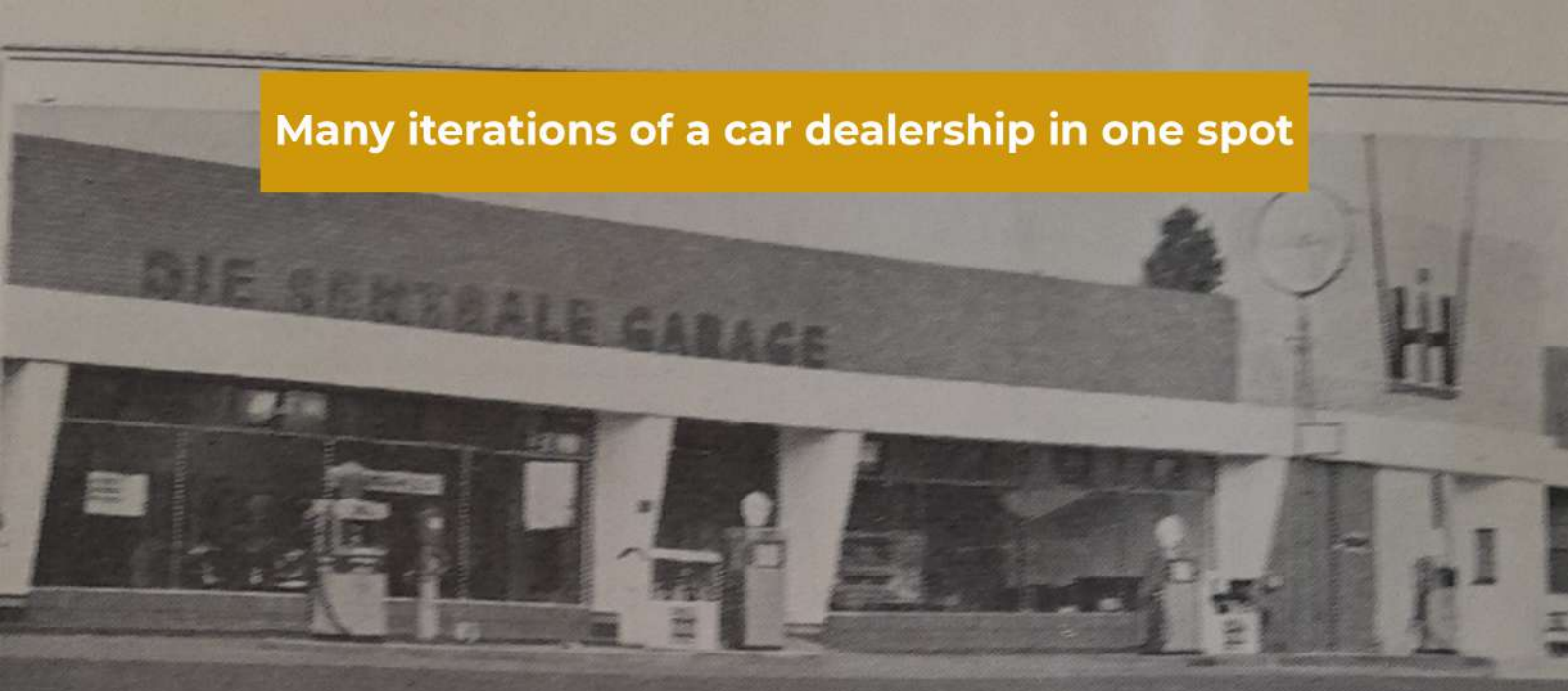
—Wes

An advertisement for Datsuns, available at Pat's on the front page of the Herald of 7 September 1975.

In 1983 Harold's Pat's celebrated its 50th anniversary. This is how the service station, workshop and showrooms looked at the time. The car is a 1973 Ranger. Photo: Potchefstroom Museum



Many iterations of a car dealership in one spot



Not much is known about the Sentrale Garage apart from the fact that it was situated at 39 Potgieter Street (Nelson Mandela) and that they also sold radios and farm equipment. The advertisement appeared in the 1957 edition of Die Besembos, yearbook of the Potchefstroom University for CHE. The same building still stands and now houses the Haval agency. Formerly Mooirivier Motors occupied the premises.

ONS BIED U

DKW

Telefunken Radio's

Nash

BMW "Isetta"

International Harvester Gereedskap

Nigel 42dm. Dorsmasjien

DKW Bromponies en Bromfietse
nou beskikbaar

DIE SENTRALE GARAGE
(Potch.) (Edms.) Bpk.

BUS 51.

POTGIETERSTRAAT 39,

TELEFOON 41.

Vir

- ★ MERCEDES-BENZ
- ★ ALFA ROMEO
- ★ RENAULT

**Moorivier Motors advertised
for the first time in Die
Besembos in 1963.**

Moorivier Motors

(EDMS.) BPK.

Posbus 51

POTCHEFSTROOM

Tel. 2895

DIE BESEMBOS 1963

The first ever full page colour advertisement in the Herald was published on 3 December 1971 and is an advertisement for Mooirivier Motors. The cars are both 1971 Fiat 128s. The main business of Mooirivier was, however, sales and service of Mercedes-Benz cars.

**Fiat se nuwe benadering tot
die ligtemotor-mark
verower Internasionale Motor
van die Jaar-toekenning**

Flat is sonderlinge denkwysse bu-
n spintierens 1778; 4,5-uit-
niet oppelvers - die Flat 125.
Motor-ryvers van Italië,
Brittania, Duitsland, Neder-
land, Tsjecho-Slowakeye,
Swede en Denemarke
het verhoi gesaak op
hiesse rulin moos-
stap - eenparig het
hulle die Flat 125 uit-
gesonder esha! Motor
van die deur. Hier is die
reiner, en hui hiesse!

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26



...en 7 S.A. uithou-klasrekords

Mooirivier Motors

DIE BULT GARAGE

(EDMS.) BPK.

H/v. Tom- en Von Wiellighstraat

POTCHEFSTROOM

Telefoon 5143

Two garages still doing business on the Bult, made their first appearance in the 1960s.

Agente vir

**Jupiter Bakkies
D.K.W. Motors**

Bult Garage, on the corner of Tom and Von Wielligh Street (Steve Biko and Albert Luthuli) first advertised in 1965 in Die Besembos. The business was owned by Mr Kurt Link.

PETROL ——— OLIE

Alle HERSTELWERK word onderneem

In 1967 the first advertisement for Kollege Dienssentrum was published in Die Besembos. After many metamorphoses a garage still exists on the premises. The business was bought by Mr Hoffie (AC) Hoffman in 1970. By the time it was only a service station and he developed it into a petrol station.

Kollege Dienssentrum

H/v Von Wielligh- en Presidentstraat — Tel. 5800 — Posbus 795
POTCHEFSTROOM.

(voorheen Welkom Service & Tune-up Centre).

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- **Nuwe Personeel**
- **Lewer puik diens van hoogstaande gehalte**

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**ONS ONDERNEEM SMEERDIENS EN
HERSTELWERK AAN ENIGE VOERTUIG
DIE BESTE PETROL IN DIE DORP**

Toyota champions

The Potchefstroom Toyota dealership triumphed over 320 others when Kyalami Motors was named Dealership of the Year for 1991.

The Herald reported on this on 10 March 1992 and wrote that it again did very well in the Dealership Competition of Toyota. Apart from the Dealership of the Year, Kyalami also received the Chairman's Award for client satisfaction and the Parts Price for 1991. Apart from this, every division of Kyalami received certificates of merit for exceptional service.

The Herald made an occasion of it and dedicated a page to congratulatory advertisements from other business in Potchefstroom on 20 March 1992. On Toyota's Customer Satisfaction Index (CSI) Kyalami scored 92,4%.

Kyalami was founded in 1962 and since June 1990 occupied a new building at 7 Lombard Street (James Moroka) across from the then Checkers Centre, now Riverwalk.

The facilities then included a modern pumping station with eight pumps, large showroom and offices. The large workshop was able to handle forty vehicles a day. The workshop was outfitted with the latest equipment and every mechanic had the use of a lift to ensure swift service. A special showroom for heavy duty vehicles and light commercial vehicles was also available.

Kyalami Motors as it appeared in 1992 when it won Toyota's Dealership of the Year Award. Photo: Potchefstroom Herald



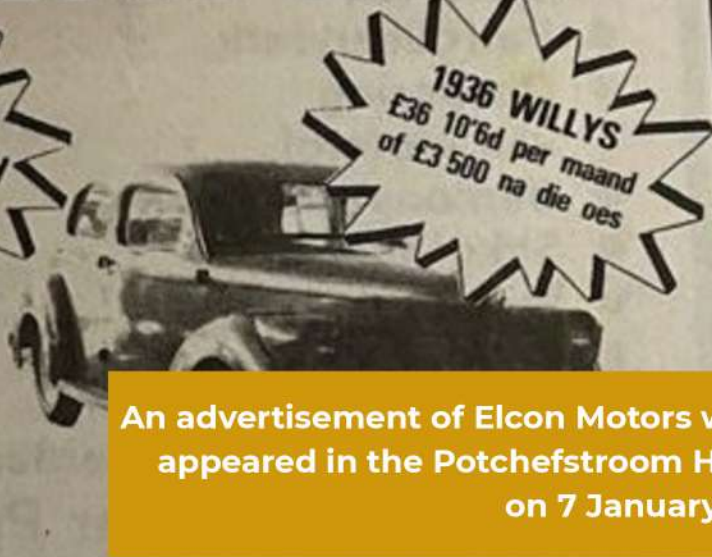
Elcon Motors

For many years Elcon Motors and its larger than life owner, At Jacobs, was a well-known second hand dealership in Potchefstroom. Elcon Motors was situated in Rivier Street. The River Walk Centre now stands on the premises.

In 1992 Mr Jacobs, as a director and shareholder in Weiveld Ondernemings Pty Ltd had summons issued against the city council for R1,7 million after they had bought his two plots in Rivier Street.

The city council needed the land for the development of a shopping centre next to the then Checkers Centre. The largest part of the land was owned by the council, but for the development to proceed, they also needed the plots belonging to Mr Jacobs.

OOM AT VERKOOP KARRE



An advertisement of Elcon Motors which appeared in the Potchefstroom Herald on 7 January 1991.

ONS HET OOK LAAT MODELLE

1988 Toyota Cressida GLE	MRL 1/01	Goud	R29 900
1987 Mazda 626 S	NGC 073T	Blou	R18 900
1983 Honda Prelude	JCD 777T	Wit	R39 900
1989 VW Citi Golf 1.6 L	NNC 990T	Blou	R21 900
1987 VW Mikrobus 2 li	LML 4511	Silwer	R38 900
1988 Toyota Corolla 1.3 GL	MPN 647T	Groen	R19 900
1987 Toyota Corolla 1.6 GL	LLL 451T	Beige	R20 900
1989 VW Fox 1.6 L	NGB 638T	Rooi	R24 000
1988 Mitsubishi Starwagon	MNS 834T	Goud	R29 900
1987 Opel Rekord Berlina 2.2	NLS 140T	Wit	R21 900
1981 M.Benz 300D	GCZ 676T	Beige	R24 000
1984 Ford Sierra 2.3 GLE	KYK 203T	Groen	R14 495
1984 VW Mikrobus 2.1	JVB 049T	Blou	R22 995
1985 BMW 320i	NXG 213T	Goud	R25 995
1987 Renault 9TSE	LJF 223T	Rooi	R15 995
1982 BMW 733i	MSP 276T	Goud	R19 995
1988 Opel Kadett 1.3 LS	MLT 339T	Beige	R18 995
1987 Opel Monza 1.8 GLX	LJS 555T	Wit	R23 900
1987 Opel Monza 1.8 GLX	LWF 312T	Rooi	R23 900

1987 Opel Rekord 2.0 GL	LYJ 606T	Wit	R17 900
1984 M.Benz 200	JTS 501T	Wit	R33 900
1986 Honda Ballade 130	KXZ 590T	Wit	R18 900
1985 Nissan Skyline 1.8L	KMJ 249T	Beige	R14 900
1983 BMW 520i alt	HVP 907T	Groen	R15 900
1987 VW Golf 16V GTi	LMN 452T	Wit	R29 900
1987 Honda Ballade 130	MFJ 162T	Beige	R22 900
1988 Renault 9TXE	NCC 329T	Bronze	R18 900
1986 Ford Sierra 2.0 GL	KXW 919T	Wit	R17 500
1988 Nissan Exa	MJR 020T	Blou	R22 900
1986 VW Jetta CLi	LXJ 060T	Silwer	R22 500
1985 Opel Commodore 3.0 E	KKK 718T	Bronze	R18 900
1981 BMW 735i	FLK 735T	Rooi	R24 500
1985 VW Golf CSL	KKY 715T	Goud	R15 900
1985 Alfa 33	KGM 623T	Goud	R12 900
1988 Ford Lazer 1600i Sport	MLC 756T	Blou	R20 900
1987 Toyota Hi Ace GLX	LKZ 701T	Beige	R36 900
1989 Ford Sierra 2.0 GL s/w	NHV 274T	Wit	R28 500
1986 Toyota 2000 SRX LAW	KTT 451T	Beige	R17 900
1988 Toyota 2.4D LWB	PMM 782T	Beige	R21 900
1989 Nissan 1400 kappie	PLR 988T	Wit	R19 500



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H/v Lombard- en Rivierstraat,
Potchefstroom, Tel. (0148) 93-0458.

NA URE AT 3673, WILLIE 2-4888, FLIPPIE 3673, JOHAN 9-2941, ARRIE 7816, KOOT 2-7660



**Mr At Jacobs (1943-1993), long-time second-hand car dealer in Potchefstroom.
Photo Potchefstroom Herald**

On 26 September 1991 Mr Jacobs sold the properties on behalf of Weiveld Ondernemings Pty Ltd to the city council. The contract was subject to the condition that the council had to enter into a contract with Pepkor for the development of the shopping centre, which would include the plots where Elcon Motors was conducting business.

The council accepted Pepkor's tender on 1 October. Pepkor then decided not to continue with the development and the council did not want to continue to buy the property from Mr Jacobs's company and did not pay the purchase price.

The fact that the council did accept Pepkor's offer, meant that the conditions in the contract with Jacobs was fulfilled. Hence, the Supreme Court handed down a verdict in favour of Mr Jacobs's company which meant that the council had to pay him the R1,7 million.

Mr At Jacobs passed away in May 1993, a few months before his 50th birthday.

This article just lightly touches on the history of the earlier car dealers in Potchefstroom. The vehicles they sold, they themselves and their businesses have been part and parcel of the fabric of Potchefstroom. They helped to shape the economy of the town and were (in more than one case quite eccentric) characters that are still fondly remembered by many residents.

There might have been many more automotive businesses which are not mentioned here, but they might have been less known and shorter lived. Most of the ones mentioned here truly believed in advertising themselves and their merchandise and left a legacy in the advertisements in the Herald and other publications. Hence, they were found and mentioned here. The current and recent car dealers, who do not have a long history in the city, fall out of the scope of this article. However, if you fall in this latter category, you are welcome to contact me if you want your history also written up on this blog.

*Information about the year and make of cars in all the photos was supplied by my husband, Hans Gouws.



The last car personally owned and daily driven by At Jacobs was this 1981 Cadillac Seville which now belongs to my husband, Hans Gouws, who will later share the woes and successes of this restoration project, which took a number of years.

The heavyweight wrestler, Mike Schutte, briefly worked for Elcon Motors in the 1980s. At the time the Herald published the cartoon series "Ou Maaik". It was written by Andries Botha and illustrated by Lou Henning of Rapport.





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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.



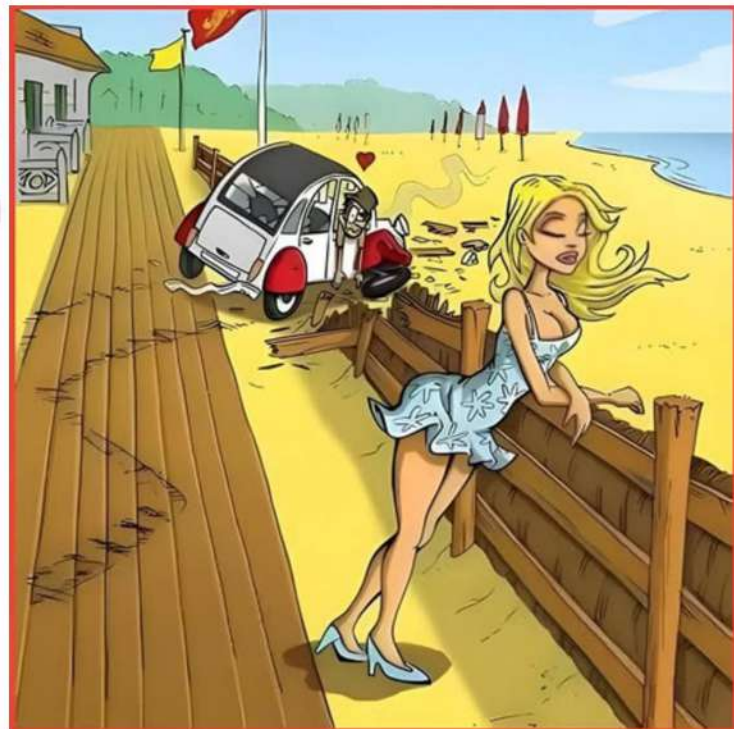
VVC social and chat group

WhatsApp group



Always Leave 'em Laughing!

Run out of fuel this morning so I called my insurance's roadside assistance, they wrote my car off.





USA



China



Cape Town

**Don't let anyone scare
you away from that
quick 8 week restoration
project because those 9
months are the most
important 2 years of
your life**

**I'm not
Afrikaans but I
know
'blasphemy' is a
word used by
traffic cops
when you smell
like alcohol**



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1967 VOLVO 122 S.

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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.

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CITROËN PROTOTYPES

Lost in an attic for 55 years. Three secret Citroën prototypes, hidden from the Nazis during WWII, were found completely by accident in 1994.

Citroën was planning to unveil their revolutionary TPV (Toute Petite Voiture, meaning "Very Small Car") at the 1939 Paris Auto Show, but the event was cancelled when World War II broke out. Michelin and Citroën managers decided to hide the TPV project from the Nazis, fearing some military application, much like the Volkswagen Beetle had been converted into the military Kübelwagen.

Pierre Boulanger, managing director of Citroën, ordered the 250 pre-production cars already assembled be hidden as fast as possible so German forces would never see them. Boulanger himself refused to collaborate with German authorities to the point where the Gestapo listed him as an "enemy of the Reich."

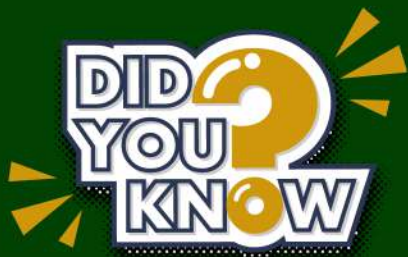
In the 1950s, an internal Citroën memo ordered the remaining hidden prototypes to be scrapped. But some workers, sensitive to their historical value, secretly concealed the cars even from top management.

Then in 1994, a long-time Citroën employee named Jean-Claude Lannes drove to La Ferté-Vidame to collect materials and heard there were some old 2CV parts in an attic. After climbing up, he found himself face to face with three pre-war prototypes.

His excitement was cut short when he learned the cars needed to stay there indefinitely, because extracting them meant removing the building's roof. Citroën later changed its mind and presented the cars in as-found condition at Rétromobile in 1998 to celebrate the 2CV's 50th birthday. Workers cut through the roof, removing tiles and sawing off part of the wooden frame, bringing the cars out using a large forklift.

All three remain unrestored, now part of Citroën's heritage collection in Paris.



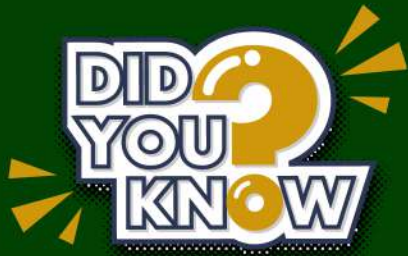


November 22, 1963, in the harsh midday sunlight of Dealey Plaza in Dallas, Texas, bystanders and witnesses gathered in stunned, disbelieving clusters around the presidential limousine, a 1961 Lincoln Continental convertible officially designated SS 100 X, its dark interior now bearing the irreversible evidence of the assassination of President John F. Kennedy, the flowers from the morning's welcoming bouquets still scattered across the back seat in terrible, heartbreaking contrast to what had just occurred in that very space moments before.

The SS 100 X, built by Hess and Eisenhardt of Cincinnati, Ohio, at a cost of approximately two hundred thousand dollars and stretching over twenty one feet in length, had carried President and Mrs. Kennedy through the streets of downtown Dallas before the motorcade turned onto Elm Street at 12:30 PM Central Standard Time, where three shots fired from the sixth floor of of American history in approximately eight seconds.

What most people never knew was that the Secret Service had received specific warnings before the Dallas trip about potential threats, and that Kennedy himself had been advised by some aides to cancel the open air motorcade given the political tensions in Dallas at the time, a city where United Nations Ambassador Adlai Stevenson had been physically attacked by protesters just weeks earlier on October 24, 1963, yet Kennedy had insisted on proceeding, believing deeply that the presidency required visible, accessible connection with ordinary Americans rather than the sealed distance of security protocol. The SS 100 X was flown back to Washington D.C. that same afternoon, later rebuilt with a permanent hard top and continued serving presidential motorcades until 1977, carrying a history within its steel frame that no subsequent restoration could ever fully contain or neutralize. This parking lot, this light, this unbearable ordinary afternoon held the moment America lost its morning.





LOUIS BOTHA AIRPORT, 1965

Louis Botha Airport, Durban, 1965

Louis Botha Airport, opened in 1951, replaced the earlier Stamford Hill Aerodrome and served as Durban's main airport until 2010. It was named after Louis Botha and was renamed Durban International Airport in 1994. In 1965, the airport received the Vickers VC10, marking a notable moment in its operational history.

Limitations, including a runway too short for fully loaded Boeing 747 aircraft, contributed to a gradual decline in international traffic. This led to the construction of King Shaka International Airport, which opened in 2010 and assumed the role of Durban's primary airport.



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FOR SALE

CLASSIFIEDS

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Grant is very pleasant and easy to deal with. He can make up chassis plates, gearbox plates etc as well as a host of other items such as business cards, branded clothing plus, plus.

Best regards,
Richard (Dick) Allwright



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- Plaques in Brass, Copper, Aluminium, Stainless Steel & Plastic •
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- General Signage, Car Magnets •



FOR SALE Bentley mk6

special aluminium body
R10000000

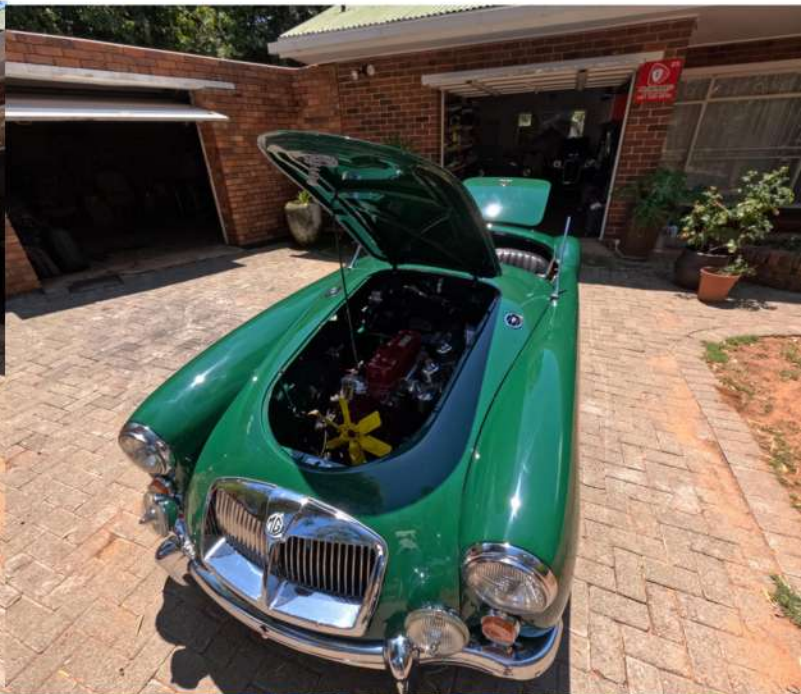
Contact: Leon Hoffman
083 258 8168

FOR SALE

1960 MGA MK2 1600

Restoration project. Very near completion.
Forced sale due to immigration. R285k neg
Phone Nicholas
Tel: 071 614 2061

CLASSIFIEDS



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CLASSIC CARS R600 - R750 PM

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Vice Chairman / D-J Event 2026			
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

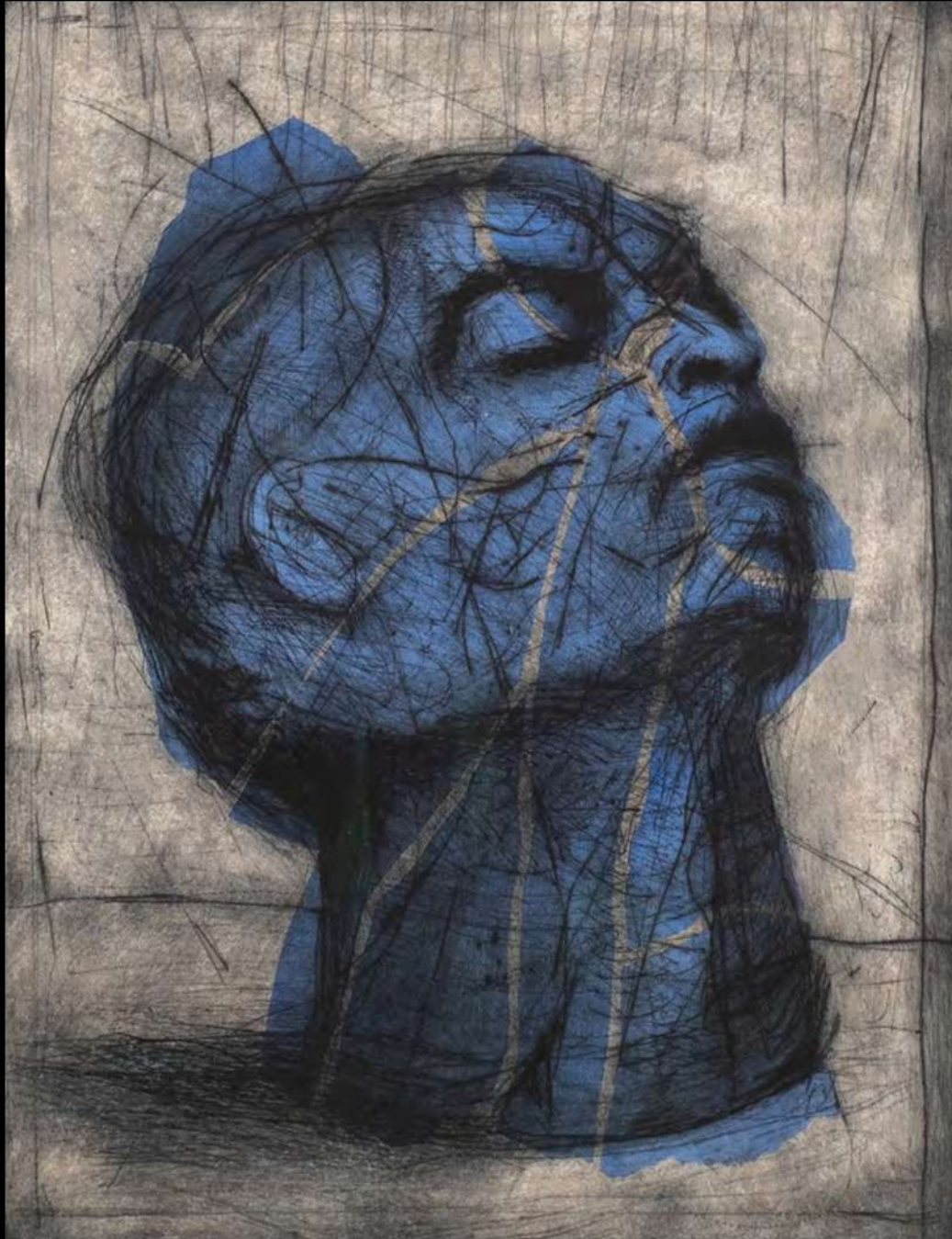
Affiliated to SAVVA

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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
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