

ISSUE 05 | JUNE 2026

THE V.V.C.VIEW

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



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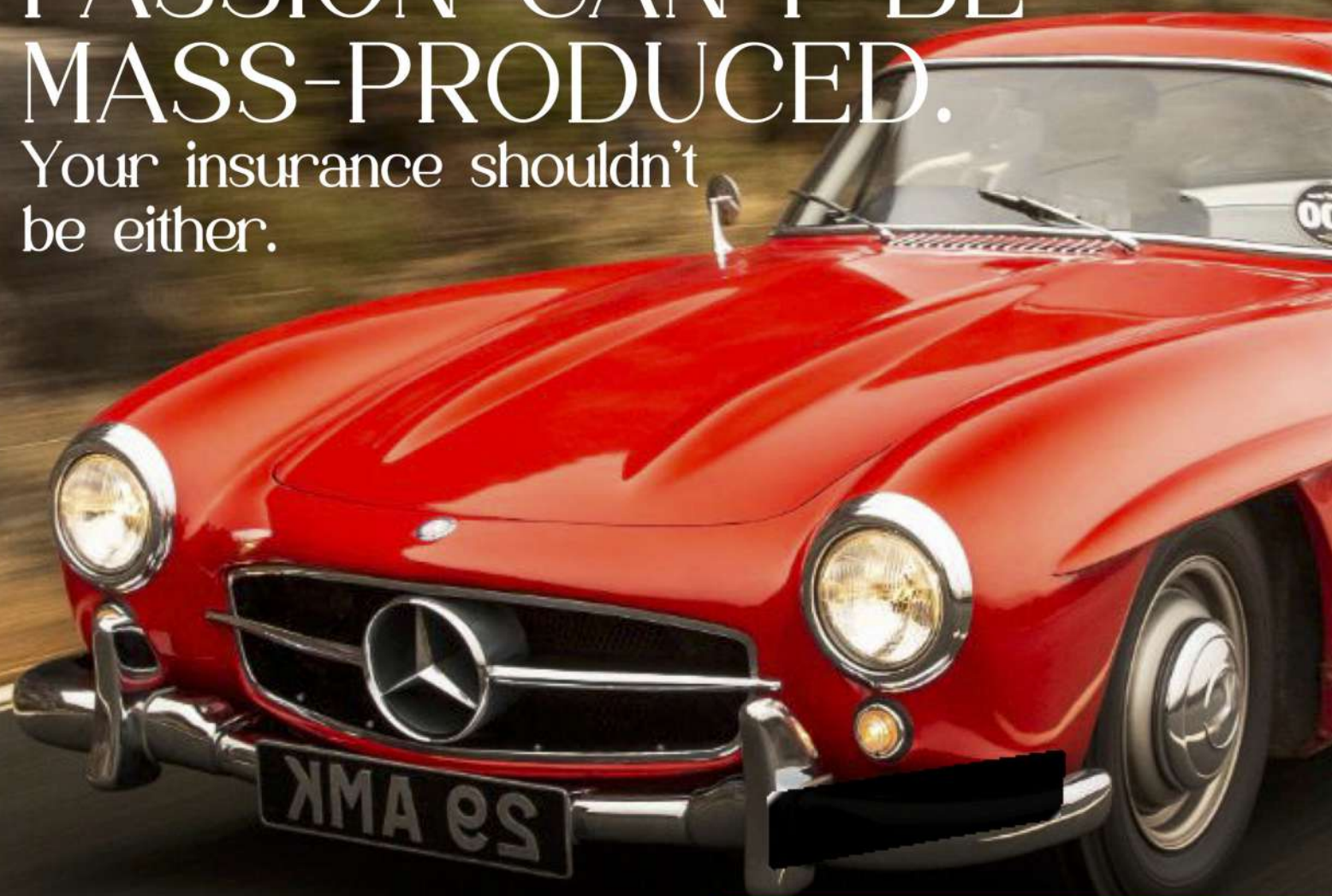


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CRAIGARY ENTERPRISES CC

FROM THE EDITORS DESK

Steffan Liebenberg

Dear Reader,

My family and I have had the privilege of spending some time in the Cape recently. We were fortunate to escape the ravages of some rather terrible weather experienced in the area lately. It's not called The Cape of Storms for no reason after all.

While visiting Simon's Town, we took the kids on a museum visit to see the submarine SAS Assegaai (previously known as the Johanna van der Merwe). I find machines that hail from a time before the internet, digital intervention, and AI simply fascinating. The tour showcases the intricate craftsmanship involved in a fully laden vessel weighing hundreds of tonnes, capable of diving to depths exceeding 50 metres and resurfacing with remarkable precision.

What struck me most, from a humanitarian point of view, was the tremendous teamwork required of a submariner. Imagine being away from your loved ones for four weeks at a time. With no connection to the outside world, relentless duties, no access to sunlight, and stiflingly close quarters, these missions are not for the faint of heart. The success of such operations relies as heavily on engineering excellence as it does on discipline, seamanship, and, of course, incredible teamwork.

Teamwork is also a key component of our club. It is a matter of considerable pride that the VVC has been in existence since August 1958. In the European context, as illustrated when King Charles recently poked fun at the Americans, it might be seen as "just the other day"; however, a lot can change in seventy years in a developing country such as ours. The dedication required to keep an enthusiasts club going for so long sometimes goes unnoticed. The beautiful wooden banner inscribed with the names of those who undertook such a thankless duty



over the years pays silent tribute to the unsung heroes of our fraternity. Serving on any committee comes with its fair share of frustrations.

As the editor, I am spared from many of the details that involve the day-to-day running of the club. I have the advantage of a "bird's-eye view" in the sense that I am fully aware of the operational aspect without having to endure the drudgery of paying staff, arranging repairs to the temperamental dishwasher, or entertaining armchair critics. My role is more like that of a reporter: I observe, and my contribution is limited to the magazine. I hope to offer more than an entertaining read, but also occasional insight into the "behind the scenes" happenings that keep our club ticking. Generally, there is very little to report. Mostly smooth sailing, right?



Wrong. Life has a way of disrupting the status quo, and overnight a storm can erupt that is as brutal as it is unexpected. Without rehashing details or using this forum to air dirty laundry, I want to take the opportunity to thank the tireless efforts of our committee. Folks, these people have been through a lot in the past couple of weeks. As a committee representing a community, a few very serious accusations were brought to light. All of a sudden, all hands were needed on deck, and many hours had to be invested away from family time, without compensation, and indeed for a very good cause.

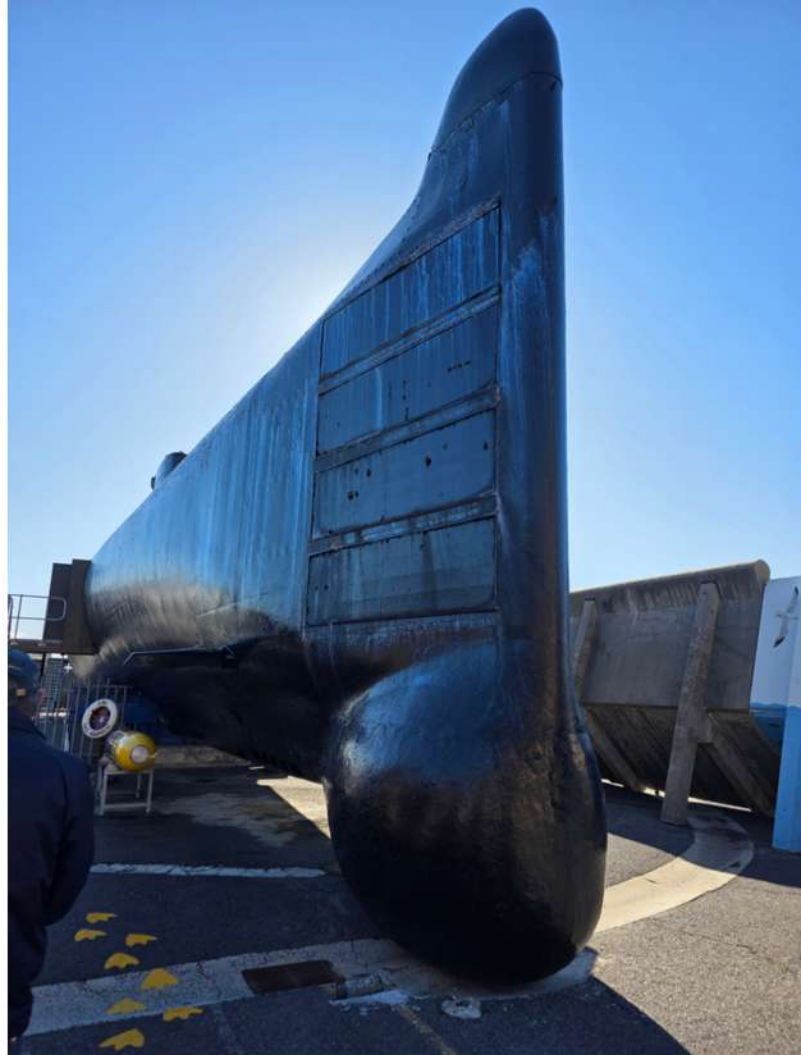


I would like to take this opportunity to thank the unsung heroes—the few truly good men—the chaps to whom we all owe a debt of gratitude for fighting the good fight, for upholding our constitution, and for doing not what is easy, but what is right. Paul, Brian, Patrick, Peter, Wulf, and Julian—you guys deserve a standing ovation. The long hours, the tiring legal letters, and the emotional roller-coaster you have endured did not go unnoticed and were undoubtedly worth it for the club's sake. I think you would have made worthy submariners, should you ever consider a new career!

On that note, I hope you enjoy the latest iteration of "The View."

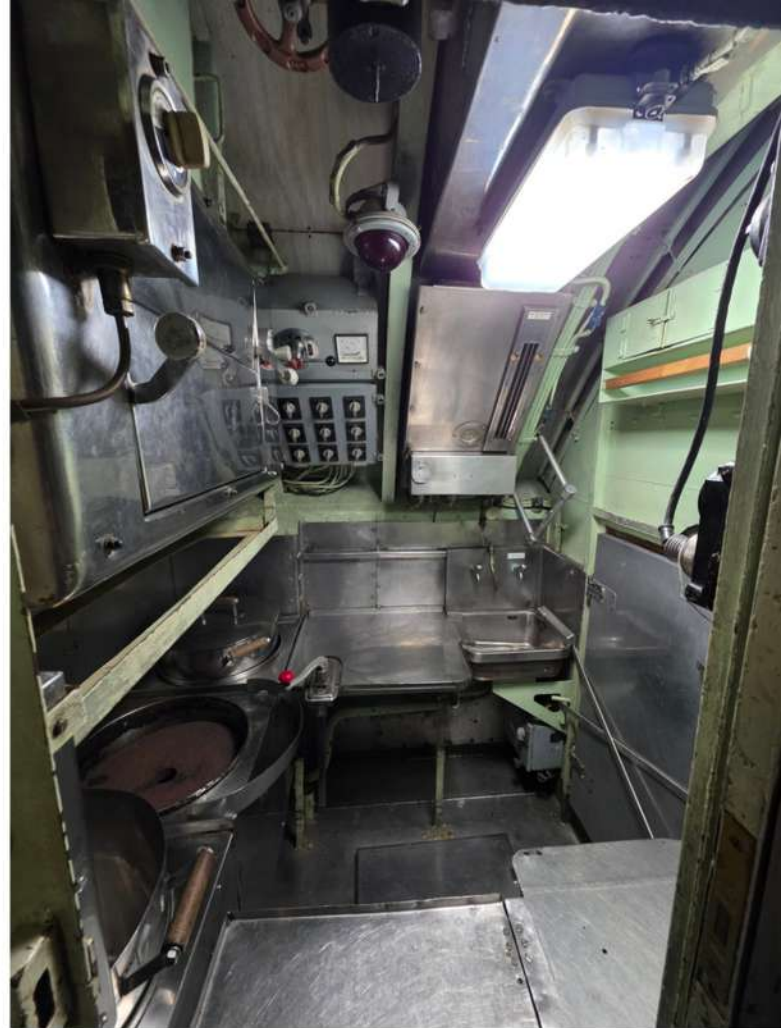
Happy Reading,

Steffan



The S.A.S Johanna van der Merwe was a Daphné class French built submarine that was commissioned by the South-African government in 1971 as a training vessel. She saw combat action during the Angolan war and was eventually renamed the Assegaai in 1999 and decommissioned shortly after in 2003.





Keeping twin 1,300hp V12 diesels at the ready and maintaining 10,000Ah of battery capacity together with 12 torpedo tubes is a full time job. A crew of 50 men were deployed at any given time.



It's actually insane that people used to casually receive a giant book with everyone's home address and phone number in it.

In every house and office in the country sat this giant book next to the telephone. I was recently accused of mismanaging the V.V.C. membership data. In the past, the club used to issue its own book with all members' contact details and a list of vehicles owned, so if a member needed to find the owner of a 1928 Chevrolet to communicate with, it was as easy as referring to this book. Sadly, the club can no longer publish these details for numerous reasons, the most important being privacy.

I remember sitting down for supper at the dining room table, and the telephone ringing during supper meant either someone had died or a similar emergency or it was a wrong number. It was that important to respect the private time of people. Phone calls were generally only made up to 8pm. If the phone rang at late hours, someone had died or an emergency or it was a wrong number.

Today, the phone rings at all hours, 7am, and often WhatsApps arrive at 2am or 3am. I have received emails from clients at 3am, and when I give a response because I cannot sleep and they echo my email, there is a joke that they have done the same!

I am available on email, WhatsApp, Facebook, and telephone, and I would actually be very excited if I received a telegram, which I assume is no longer utilised. I remember the day my father was visited by a rep trying to sell him a fax machine. After a setup period, the man asked my father which client he would like to send a test fax to.



My father struggled to find anyone he knew with a fax machine to receive the test and for the rep to do the demonstration. I also remember the telex machine breaking into life with a message and the little ticker tape of punched paper. I wonder how many trees have been saved by the death of the fax, telex, and phone book/Yellow Pages.



What does this have to do with the V.V.C.? Well, times have changed, and there is now a law governing the giant book with everyone's telephone numbers, and as such, we have to safeguard this data. So the database lives on my computer, it has a password and dual-factor authentication. You will notice there is an UNSUBSCRIBE link at the bottom of all club emails. This is, in fact, another law giving recipients a way to opt out of communication, and even Google and email companies will block bulk emails without this link. So the point is, we as the V.V.C. are fully compliant with the laws of POPIA. Communications is a basic and very important requirement of the club.

I must admit, I and my friends did partake in telephone book mischief. Did anyone else?



Those of you who were at the club last meeting will have noticed some repair work. I was aggravated by the potholes in the access road, and we had them repaired. The clubhouse is in need of constant work and maintenance, and unfortunately, if not us, then who? A seldom-seen member demanded to know why we are spending money on a clubhouse that is not ours. The short answer is, I, and I would assume every other member, take pride in the clubhouse, and we need to take responsibility for our little piece of Johannesburg. On that note, I will give my monthly follow-up to JPC on the status of the lease renewal.

I hope to have a report back on the liquor licence application in the coming weeks.

Stewart Paterson — it's not just sorting out the library! It is a massive task of organisation which has been neglected for so long. Some information is not available on the internet, and for those who are not aware, the club hosts a full set of motorsport magazines dating right back to the 1920s. So thank you for taking this task head-on! Although we don't have a telephone book in the library, there are fantastic photo albums, books, magazines, scrapbooks, and more.

The wonderful smell of the library is unmistakable, and I am sure it is a rarity in South Africa today.

The motoring quiz was well attended, and congrats to the Austin Healey Club for winning! I hope all enjoyed it.

With regards to the annual financial statements, Paul Koski and the auditors are still busy with the financials. Paul will be presenting the previous year's and current year's financials at the Annual General Meeting in August.

Thank you to Joe Gates, Roger Pearce, Peter Hubscher, Aylwin Stephenson, Thijs Venter, and Clive Winterstein, who have contributed to my fundraising project. We will be having a fun auction of memorabilia in the coming weeks, including the rare menu signed by the famous Juan Manuel Fangio.

That's all from me.

Brian



S.J.LIEBENBERG & ASSOCIATES

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1991 Mercedes-Benz 560SEL

A low mileage example with FSH. Cleanest SEL we have ever seen.



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.



1973 Mercedes-Benz 350SLC

very rare manual transmission model. LHD with a/c; e/w and sunroof.



1957 Mercedes-Benz 190SL

In exceptional all round condition. Restored to factory spec.



1990 Mercedes-Benz 300CE RHD

Finished in smoke silver with mushroom interior and zebrano wood accents. A modern classic that can be used regularly and will only go up in value.



Clean, low mileage Mercedes-Benz cars.



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.

V.V.C.

MONTHLY BREAKFAST

9 MAY 2026

So here we are, already into the 5th. Month of 2026.

Anita & I have only missed a few VVC Breakfasts & more recently missed the last two. Fortunately we were able to return early enough to be able to join Wulf for the May meeting.

As you know, Wulf & I share the VVC Breakfast arranging responsibilities. We do our best to please & treat the VVC members to something special & different for the VVC Breakfast, every month.

Until now this responsibility has been evenly shared between us - UNTIL - This month! -- Wulf has displayed his substantial motivational & delegation skills – convincing me to write this VVC breakfast news contribution. (which was organized by him!).

Sharp cooky that one!

The Pick 'n Pay on William Nicol (Sorry – but it does sound better than - 'P'nP ON WINNIE', don't you think???). More correctly called Thyme On Nicol.

Anyway, the PnP Super Market Café on Winnie Mandela Drive is proving to be an ideal & 'comfortable' venue for our VVC Breakfasts.

Central, Accommodating, Pleasant, Affordable & Safe plus Joseph, our attentive waiter was excellent -- Great Choice Wulf.

We were honoured to enjoy the company & to be joined by the Sid & Pat Bidolff family. We were so chuffed that they piggy backed part of their Mother's Day Celebrations onto and including the VVC's Breakfast event.







A very pleasant morning was shared by all who joined us on an early winter's day.

Trusting all, I enjoyed the morning with like-minded VVC members

The drive home must surely have been almost as pleasurable, on what turned out to be a wonderful Autumn morning for a drive in beloved sporting machines, to their respective Mother's Day Formal Events.

Thanking all who made the effort to join us on such a special day.

-- We look forward to seeing you again next month on the 14th. June --

Take care, drive defensively & safely.

Not only were we joined by the Biddulf family – Ron Dauntree's son joined his dad & us too.

What an honor for our VVC members breakfast event to be considered as part of the respective family's special day celebrations.

As for the 'vehicles' in attendance? -- well, our May event appeared to look more like an MGCC event - with a Porsche & Merc gate-crashing.

Wulf & I are concerned that this may be becoming too much of an expected norm. Although we would always welcome & never ignore the company of the MG owners, we do however wish to attract more 'VVC' members' vehicles, with other marques & special vehicles of interest -- not forgetting that MGs are special too

However, the company & especially the mothers in attendance, more than made up for the lack of older vehicle 'varieties'.







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MORRIS MINOR TRAVELLER



MORRIS MINOR TRAVELLER



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MEMBER MATTERS

NEW MEMBERS

A warm welcome to our new members:

**NORMAN AND PATRICIA EWING, AIDAN AURET, JEFF GABLE,
HENRICUS VAN SPAENDONCK, MARK SPIGOLON.**

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**



Club vs Club QUIZ NIGHT



LETTER FROM THE LIBRARY

MAY 2026

At recent Sunday meetings Brian Noik has twice announced that 'Stewart Paterson is sorting out the library'. So, I thought it time to introduce myself and 'put the record straight'.

You may be asking, who is this guy, what's he trying to do and does he know what he's doing?

Introduction

I rejoined the VVC last year after a lapse of about 40 years. With the 'vintage virus' in me resurfacing I found was visiting the clubhouse Sundays more and more until I felt duty-bound to rejoin. Yes, the club, its members, cars owned and activities have changed, but so's everything else. I believe the ethos to preserve and enjoy old motor vehicles with like-minded people still underlies club activities, despite the move away from strictly Veteran, Edwardian and Vintage cars. Perhaps it is even more important today to preserve 20th century cars as the world tries to move away from its reliance on the internal combustion engine.

Why Do It?

What's the point of keeping old books in this day of many on-line groups and so much information from the internet? I accept and embrace these advances but believe there's still a place for books, newsletters and material collected by past and present members that record the history of the old car movement in South Africa and the VVC, it would be a shame if it was just, 'dumped', lost forever, so we must continue to preserve it

Value

If you think books have no place or value anymore, how about a new, exclusive limited edition of Baby Bugatti, priced at €1 000.00 per copy for each of the series of 30 books.

Value

By value, I don't just mean its monetary value, but the priceless, one-off personal collections like albums of past VVC members like Betty Richmond and Brian Lawor, to name just two.

Some of the VVC's history is the library in the form of many old newsletters, magazines, registers of cars owned, reports of events and people's photograph albums.

There are also old programmes and entry lists of motorsport meetings going back to the 50s and earlier.

The library also has a number of technical manuals that are no longer in print, or if you need one have to be bought at world prices via the internet.

Intentions

To establish a list of all books and printed matter, on a simple spreadsheet that can be searched by marque, subject matter and title and easily find the book by its number on the shelves.

For this I see about 5 categories the number of the book within the category so that it can be found on the shelves.



Qualifications

None! So, if there are any other members who have managed or worked in the VVC's, or any other library, please come forward and talk to me. Any system needs depth and someone to share the load and take over when the time comes.

Progress so far

The ends of the newly donated shelves have been covered, to stop the books falling off the shelves, and all the unmarked boxes of 'material' have been unpacked and placed on shelves. Next comes the sorting it all into main categories, histories, motorsport, manuals and so forth, then recording the details of each item.

Finally

To Brian for the opportunity to 'sort out' the VVC library.

Also to Graham Kendall, chairman of the Classic Motorcycle Club, for introducing me to Roy Irvine, their librarian who invited me to visit their library which has taken him 4 years to 'sort out', but this did include a complete relocation of the library, and clubhouse, from Germiston to Kensington!

Stewart



PHOTO OF THE SHELVES.

FRIDAY NIGHTS

AT THE



MILK BAR

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OWN BOOZE**

COLD BEER.

LOUD LAUGHS.

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21 JUNE '26

9AM-2PM



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Vintage & Classic Cars



Historic Motorcycles



Commercial Vehicles



Tractors & Agri Equipment



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- ✓ **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
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Contact for event Info: evergreeneventskzn@gmail.com

Contact for Vehicle enquiries: midlandsmotorshow@gmail.com - **For Veticit enquiries:** enquiries@gmail.com

ENQUIRIES: MIKE LEISEGANG • midlandsmotorshow@gmail.com

Bastille Day

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TO CELEBRATE
FRENCH CARS

—  —
26 JULY 2026

AT THE
V.V.C CLUBHOUSE



Vive la France!



CARS **in the Park**



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MAY GALLERY

















THE RESTORATION OF THE INCORPORATED SPECIAL

By Paul Gilman-Abel



THE START OF 7 YEARS OF HARD WORK.

I had known of this car for about 25 years. It belonged to a friend, Jack Clough, who as can be seen from the photos, there was almost nothing left of the car. Just a battered aluminium body and a rusted tubular frame. I had it on a shelf in his workshop, for many years. Before he retired, he had given it to Ted Hayward. In 2019, Jack told me it was available and I purchased it, as an interesting piece of local history. A friend saw it in my garden and said "that car will never run while I am still alive"

Obviously I took that as a challenge and 7 years later... Here we are!



A HISTORY AS WE KNOW IT...



The car was built by Andre Malan in 1957. He based it on an early Morris Minor and called it the "Incorporated Special", as it was built by his company, Incorporated Sheet Metal Works, who had already built some well-known local racing cars. It was raced at the Roy Hesketh Circuit in Pietermaritzburg and probably local hillclimb events, although we can't find any documentation.

In the early 1960s it was sold on and a roof and doors were added to make it into a coupe. The monocoque Morris Minor chassis wasn't strong enough with the doors cut out and started to sag. The photo below was taken in Cape Town in 1962. Thereafter it disappeared and was discovered on a farm in the 1980s and changed hands several times since then.



AND SO IT BEGINS...



The first job was to cut the aluminium body and remove it in sections. Then off to the sandblasters to see what was left. The tubing was made from electrical conduit. There was a considerable amount of rust and a lot of replacement parts were made. I bought a Morris Minor for the floor, strengthened it and sandblasted, etc. I then cut the body off and started the job of marrying the frame to the new floor.

Being a special, made in the 1950s, nothing was quite symmetrical. If you measured too accurately, nothing would fit. This is the nature of a hand-built vehicle. I then trial fitted the skins to make sure that they would still fit. I decided to use a BMC A- Series 1275cc engine and my friend, Greig Smith, found me one in Port Elizabeth. Also found a ribcase gearbox, in Johannesburg, thanks to Bruce Woolley, who has been invaluable in this build.



GRAFTING THE BODY ONTO THE CHASSIS



A very special Morris Minor

J. H. Mears reports on the "Incorporated Special", prized possession of Mr. Andre Malan of Durban.

ONE of the smartest and fastest cars in Durban to-day is basically a Morris Minor. Its owner is a well-known amateur racing driver, Mr. Andre Malan.

This 25-year-old enthusiast has converted a number of cars during the past eight years, but his "Incorporated Special" (that is the name he has given his new car) is the pride of them all.

This car — the latest thing in sports design — is actually an eight-year-old veteran. It began life as a standard 1949 Morris Minor sedan that was bought by Mr. Malan in 1956. As a first task it was stripped right down. The body was then cut away, leaving the bare platform of the mono-construction, complete floor base, two side rails and front and rear wheel-boxes. Strengthening plates were welded on the existing side rails and at other strategic points.

Aluminium (16-gauge) was used



This view of the "Incorporated Special" shows well the wind-cheating lines of the car. The body was designed by Mr. Douglas Lindsay. With the special Alta "Birmidal" cylinder head, the engine develops 38 b.h.p.

in the construction which was carried out by Mr. Douglas Lindsay, a freelance designer who was commissioned by Mr. Malan to style this new body. Mr. Lindsay has designed a number of racing bodies, among these being cars driven by Mr. Les Miller and Mr. Billy MacLean.

While the body was being constructed Mr. Malan had the engine conversion work put in hand. Refinements included the fitting of an Alta "Birmidal" cylinder head supplied by Victor Perrotti of British Car Spares Company, Durban.

This Alta kit transforms the Morris side-valve engine into o.h.v., bringing power output up from 24½ b.h.p. to 38 b.h.p., and compression ratio up from 7.00 to 1 to 8.25 to 1. New pistons, connecting rods and crankshaft were fitted, and, to allow for higher revs., the flywheel was skimmed down.

Mr. Malan is reluctant to give any estimate of the speed he will attain when he gets his car flat-out on the track. The most he will say is that he is very hopeful and is more than pleased with its easy handling on one or two preliminary runs.

Motor-racing film



Motorists in various parts of the Union will soon have an opportunity of seeing "Checkpoint". This film deals with an attempt to smuggle a "wanted" man across the Italian frontier during an international motor race. Filmed around Florence, it stars Anthony Steel, Odile Versois, Stanley Baker and James Robertson Justice. A Rank Organisation production in Eastman Colour, it was produced by Betty E. Box and directed by Ralph Thomas. In the scene from which the "still" that is reproduced here has been taken, Anthony Steel apparently finds his attention to the problem of driving fast on wet roads distracted by a blonde on his right (Odile Versois) and a gun in the hand of the man on his left (Stanley Baker).

American cars at Le Mans. Chevrolet Corvettes and Ford Thunderbirds are among the cars entered for the Le Mans 24-hour race that is due to be run on 22nd-23rd of June.

★ ★ ★

New baby Fiat. Although no details are yet available, it is generally accepted in Europe that the Fiat Company will shortly introduce a smaller version of the "600". The engine will probably have a capacity of about 400 c.c.

★ ★ ★

Turbine research. The British Motor Corporation (Austin, Morris, etc.) is currently employing about 100 people on research directly connected with gas-turbine engines.

★ ★ ★

Memorial to Ray Amm. "A great ambassador for Rhodesia" said Geoff Duke, of the late Ray Amm, when he unveiled a memorial to the famous Rhodesian rider who was killed two years ago while racing at Imola, Italy. The memorial, in grey granite, bears a bronze relief of Ray Amm's head and shoulders and a bronze plaque on which is inscribed a record of his successes on motorcycle racing circuits all over the world, including the T.T. Double in the Isle of Man. The memorial is at the corner of Ray Amm Road in Salisbury.

MAKING ALL THE BITS...

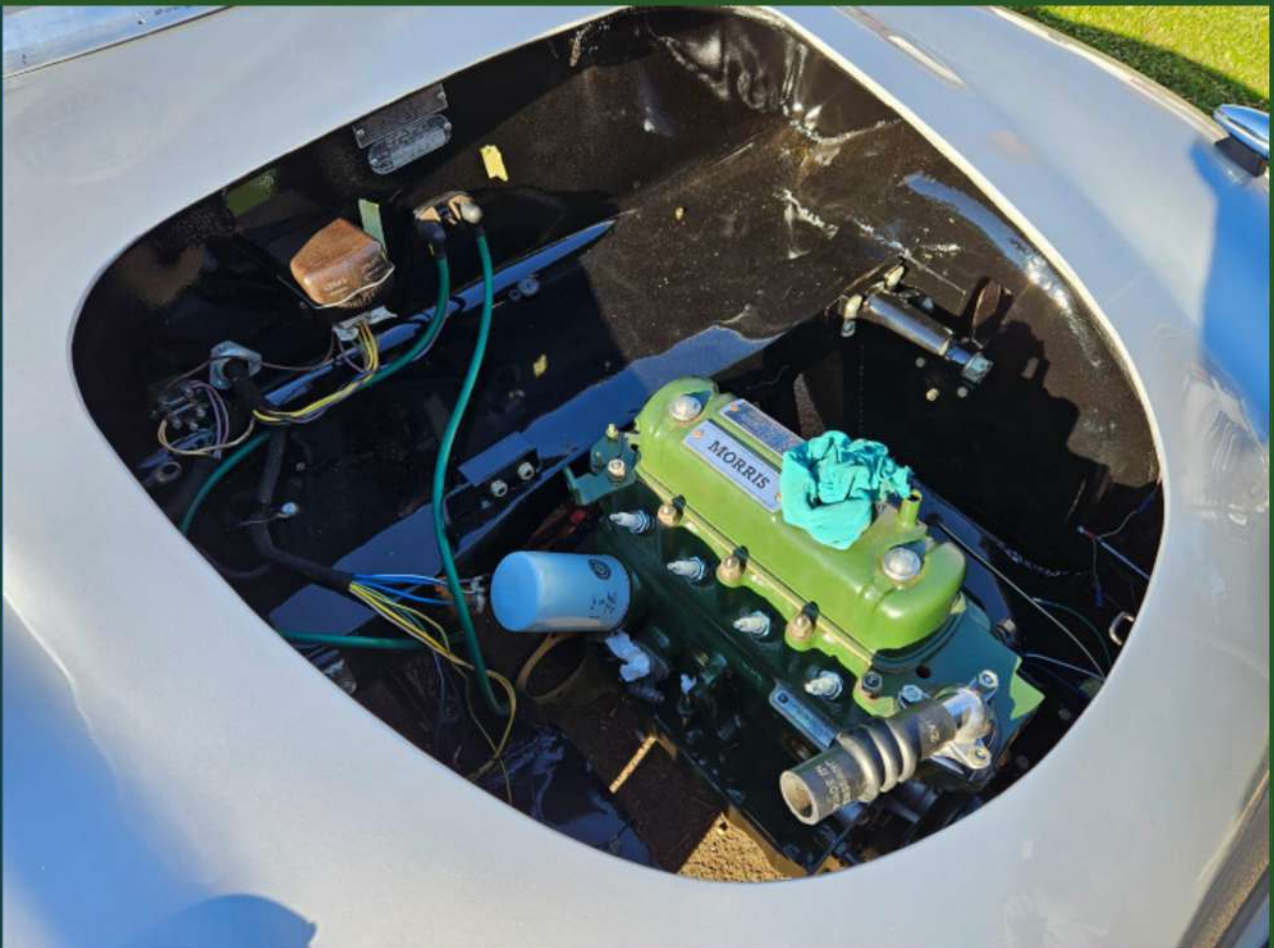
As there was nothing to start with, and nothing is available off the shelf, I had to learn some new skills. I had to fabricate bumpers, grill, bonnet, boot, door covers, etc. Hans Hartmann, lent me an English wheel, which helped immensely. It is not an easy process. Edwyn White did the chrome for me and Alan Grant gave me the Spitfire seats. We decided on a colour scheme and made the door cards, carpets, etc. We modified the steering column and made a gearbox remote linkage.



Once all the body parts were made, Andrew Saunders, very kindly, welded it all up for me. While it was in for paint, I rebuilt the engine with high compression pistons, SW5 cam, twin SUs, a branch and had the engine balanced. We made the form for the windscreen and had it moulded. All the suspension is new, with a telescopic shock conversion. We used a modified Mini radiator and an electric fan, as there is simply no space for a belt-driven fan. What you see in front of you is 7 years work, to prove my friend, John, wrong!



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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



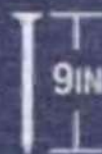
Always Leave 'em Laughing!

**The closest I get to a
Spa day is when the steam
from the dishwasher**

Smacks me in the face.



BANDS OF THE 90'S





THE SCENT
OF SUCCESS

A good education is important



but a good Porsche collection
is importanter

Always Leave 'em Laughing!

**WIE KAN DIE
DIESEL KRISIS OPLOS?**



JERRY KAN

For sale: Photo bottle for fishermen.



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the police are British, 

the chefs Italian, 

the mechanics German, 

the lovers French, 

and it is all organized by the
Swiss. 

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the chefs British, 

the mechanics French, 

the lovers Swiss, 

and it is all organized by the
Italian. 



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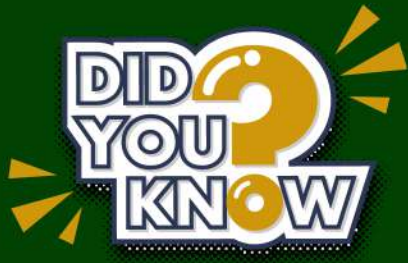
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A CITY CALLED JOHANNESBURG

Johannesburg, affectionately known as Jozi or the City of Gold, was born from the discovery of gold on 4 October 1886 during the Witwatersrand Gold Rush. What began as a mining settlement quickly grew into South Africa's economic powerhouse, attracting thousands of settlers and shaping the future of the country.

Today, Johannesburg is a city filled with history, culture, and impressive landmarks. The Johannesburg Zoo, founded in 1904, spans 55 hectares and once housed Africa's only polar bears. Sandton, now known as one of Africa's leading financial districts, gets its name from the suburbs of Sandown and Bryanston.

The city is also home to some of Africa's tallest and most iconic structures, including the Carlton Centre, Ponte City Apartments, Hillbrow Tower, and the Sentech Tower. Johannesburg's skyline reflects its status as a modern African metropolis.

OR Tambo International Airport, opened in 1952, is the busiest airport in Africa, welcoming more than 28 million passengers each year. Johannesburg is also home to City Deep, regarded as the world's largest dry port, helping move massive amounts of cargo despite the city not being located near a coastline or navigable river.

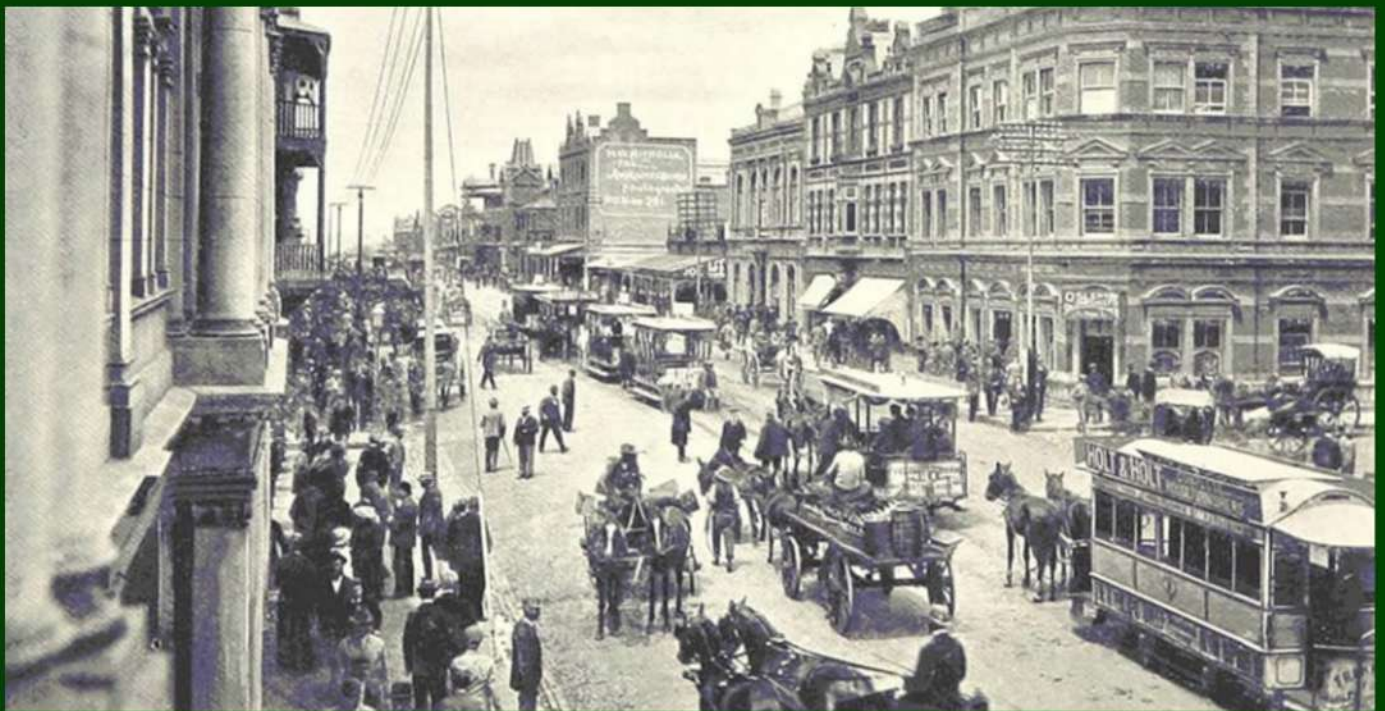
Johannesburg holds several remarkable records. It is home to Chris Hani Baragwanath Hospital, the largest hospital in Africa, and the world's deepest gold mine. Around 40% of the world's gold is believed to be found in the greater Johannesburg region. Many also describe the city as the world's largest man-made forest due to its millions of planted trees.



The city's cultural and historical significance is equally powerful. Vilakazi Street in Soweto is the only street in the world to have housed two Nobel Prize winners — Nelson Mandela and Desmond Tutu. The Nelson Mandela Bridge stands as a tribute to the former president and anti-apartheid icon.

Johannesburg also offers world-class entertainment and attractions. FNB Stadium is the largest stadium in Africa, with a capacity of nearly 95,000 spectators. Gold Reef City is home to the Tower of Terror, Africa's tallest and fastest rollercoaster. Hidden gems like the Melville Koppies Nature Reserve offer breathtaking views, archaeological sites, and a glimpse into the city's ancient history.

From gold mines to global business hubs, Johannesburg remains one of Africa's most influential and dynamic cities — a place where history, resilience, and innovation continue to shape its identity.

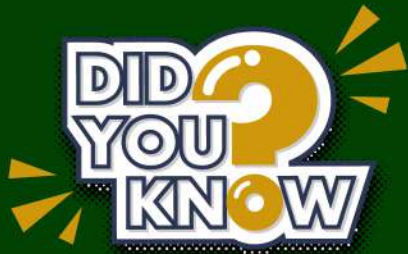


The Rand Club, Johannesburg.





Johannesburg Nigel, via Heidelberg, Transvaal. 29th Dec.
 Wishing you a very Happy Christmas & New
 Year. Many thanks for letter. Sincerely
 Yours A. M. C.



STAY AWAKE MARATHON

In February 1951, five young Johannesburg men spent more than 50 hours without sleep in the window of a La Rochelle shop. They were competing for a spring mattress and a pair of women's pyjamas. They were participants in a contest organised by a cinema manager.

The winner was the one who stayed awake the longest. Six men started the test on a Friday evening, but one fell out with eye strain after 40 hours. A doctor examined the remaining five, reporting that they were all fit apart from fatigue. The competitors had chairs to sit on, games to play, and all their meals were provided. About 25,000 people had stopped by to see the men.

The five men (L to R): Cecil SINGLETON, W. BOTMA, J. THERON, S. HUGO and N. JOHNSTON.





THE CARLTON HOTEL

The image shows the entrance to the historic Carlton Hotel in downtown Johannesburg, South Africa, during its peak in the late 1970s. This landmark was once the pinnacle of luxury in Africa, but today it stands as an abandoned shell in the heart of the city.

Quick History & Facts

Opening: The current 30-story hotel tower opened on October 1, 1972, as part of the massive Carlton Centre complex.

Predecessor: It replaced an original "first" Carlton Hotel (built in 1906 and demolished in 1963) that was located two blocks away.

Architect & Style: Designed by the renowned American architect Gordon Bunshaft of Skidmore, Owings & Merrill (SOM) in the Brutalist style.

Peak Grandeur: In its heyday, it was a 5-star establishment with 670 rooms and a famous rooftop pool. Its restaurant, The Three Ships, was considered the best in the city.

Famous Guests: The hotel hosted global figures including Nelson Mandela, Mick Jagger, Whitney Houston, Margaret Thatcher, and Hillary Clinton.

Historical Significance

The hotel was the site of several pivotal moments in South African history:

1991: The National Peace Accord, a critical step in ending apartheid, was signed here.

1994: Following the country's first democratic elections, Nelson Mandela gave his victory speech in the hotel's Grand Ballroom, famously declaring the nation "free at last".

Decline and Closure

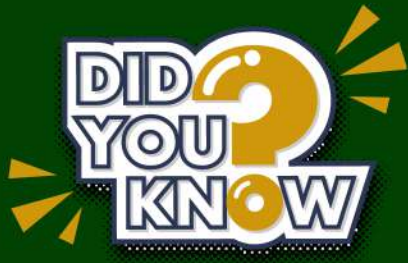
Closure: The main hotel tower closed in December 1997, and the entire complex followed in April 1998.

Reasons: Its downfall is attributed to the rapid urban decay of the Johannesburg Central Business District (CBD) in the 1990s, characterized by rising crime and "white flight" to northern suburbs like Sandton.

Current State: The building was sold to Transnet in 1999 for R33 million (a fraction of its cost) and has remained empty for over 25 years. While the adjacent Carlton Centre office tower and shopping mall are still in use, the hotel is now a "ghost" location often used for film shoots, including scenes for District 9

Carlton Hotel





THE CARLTON HOTEL

As of April 2026, the Carlton Hotel remains closed and has been unoccupied for over 25 years. While the adjacent Carlton Centre office tower and underground shopping mall are still operational, the hotel itself continues to stand as an empty, dilapidated shell in the heart of Johannesburg.

The Carlton Centre Today

Tallest Building: After 46 years as Africa's tallest building, it was surpassed in 2019 by The Leonardo in Sandton and is now the fifth-tallest on the continent.

"Top of Africa": The 50th-floor observation deck remains a popular tourist destination, offering 360-degree views of the city.

Shopping & Offices: The underground mall currently hosts about 180 shops, including retailers like Shoprite and Nando's. Transnet staff occupy roughly 50% of the office tower, although many have been moved to Midrand.

Recent Developments & Future Plans

Failed Sale: In late 2024, Transnet attempted to sell the entire complex for R900 million, but the sale fell through when bidders failed to produce proof of funds.

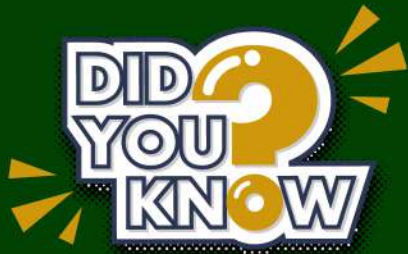
Refurbishment Focus: Transnet is now moving toward refurbishing the centre itself rather than selling it outright. This plan reportedly includes:

Converting parts of the complex, potentially including the hotel, into affordable housing.

Structural improvements like new elevators and enhanced security systems.

Modernizing the retail and dining spaces to attract more visitors back to the CBD.





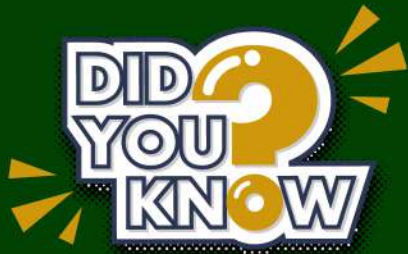
STAR WARS

In Star Wars: Episode IV – A New Hope (1977), the production team had to make Luke Skywalker's landspeeder look like it was hovering over the desert terrain of Tatooine.

To achieve this illusion on a limited budget and without modern CGI, they mounted mirrors at an angle on the sides of the landspeeder to reflect the surrounding desert ground, which hid the vehicle's wheels. And the reflection made it appear as if the speeder was floating.

A great example of clever practical effects.





CAPE TOWN TO LONDON IN A KOMBI

Sixty-three years ago, the fearless travelers drove 13,500 miles from Cape Town, South Africa, to London in a standard rear-wheel-drive 1954 Volkswagen Type 2 Kombi. They brought along small jerry cans of gasoline and water but had to carefully monitor the consumption of both.







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FOR SALE

Contact: Philip

082 552 3385

philv@iafrica.com

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.

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 R5000.

I am in JHB but can ship in SA.



FOR SALE

Austin Seven, 4-seater Tourer

R100 000 (neg)

Contact: Brian Nielsen

082 667 2506

Offered a 1936 Austin Seven in original specification.

The vehicle is running, starts easily from cold, and drives well.

Engine was recently overhauled and a new SU carburettor fitted.

Has a full set of original instruments.

Paint is in good condition with minor age-related chips.

Interior has been reupholstered, plus new hood and full set of side-screens.

Extras included: Spare gearbox and set of spare tyres.

This is an honest, usable example, not a concours restoration — well suited to an enthusiast who values originality and enjoys driving their cars.

Johannesburg, R100,000 (negotiable) serious enquiries welcome.

Additional photos and walkaround video available on request.

If you are interested in the car contact Brian Nielsen on 082 667 2506



HELP!

CLASSIFIEDS

I am doing some research into a race car which I believe existed in South Africa in the early 1930s to 50s registration ref. "GE 15307" and wondered if you can tell me anything about it. I attach photo of the car in period, possibly at the inaugural South African GP? Thanking you in anticipation.

Regards,
CLIVE GODSELL

clive@autochron.co.uk -
www.autochron.co.uk



FOR SALE

**1916 B S A motorbike 500cc
& B S A 350cc**

Call 082-416-9584



CLASSIFIEDS

I have attached a copy of Grant Stirlings business card which I thought would be of interest to our VVC members.

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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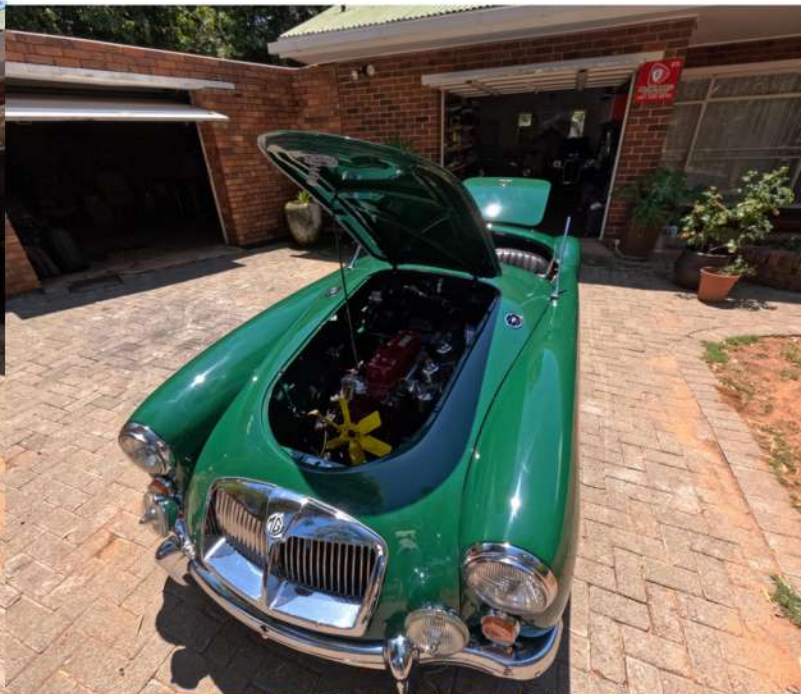


FOR SALE

1960 MGA MK2 1600

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Tel: 071 614 2061

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	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

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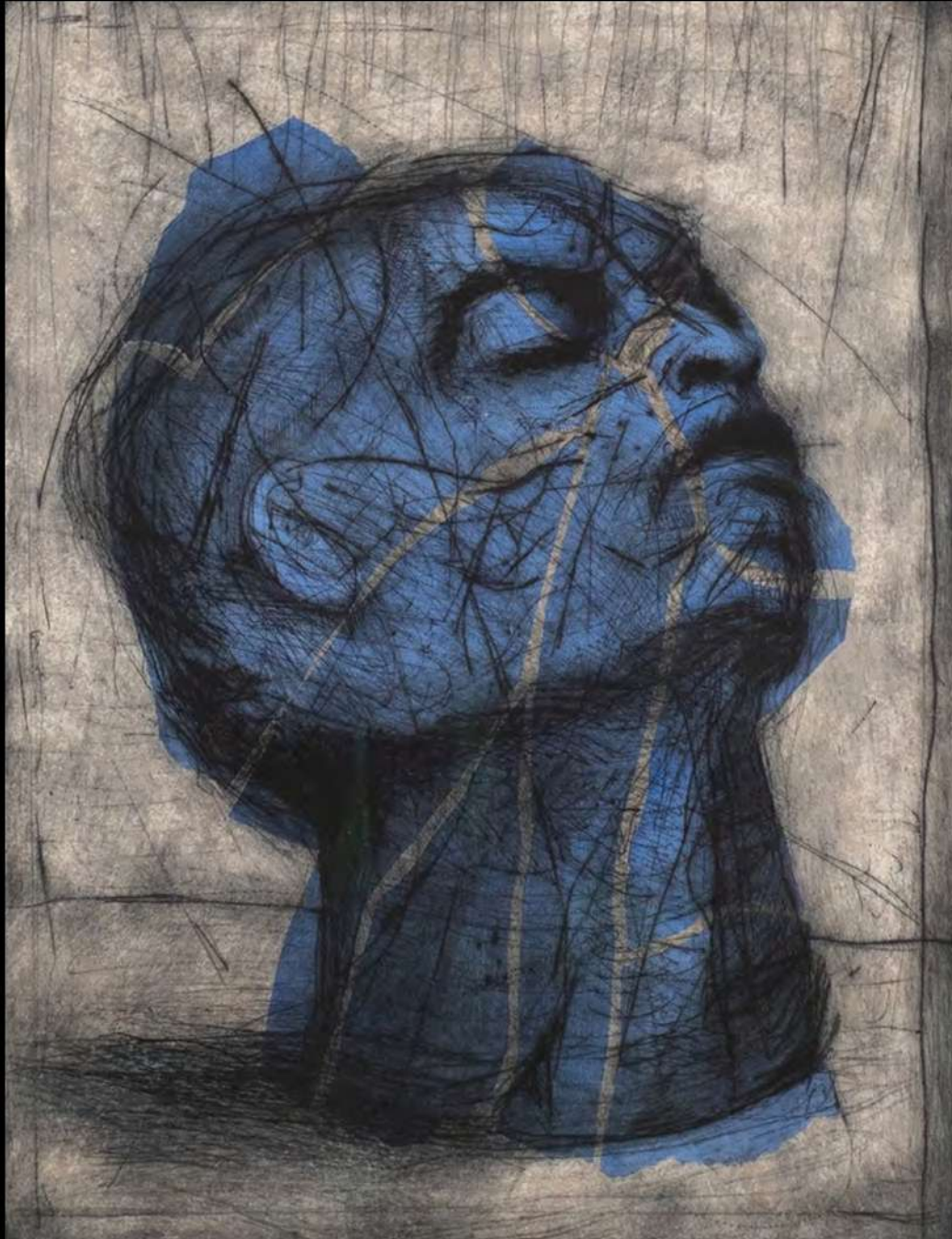
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