



2015

MARCH NEWSLETTER



Affiliated to SAVVA

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clubhouse: 3 Athol Oaklands Road, Oaklands, Johannesburg



CLASSIC CARS FOR SALE:



1977 Alfa Romeo Montreal

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Alfa Romeo 2000 Touring Spider
Alfa Romeo 750 Spider

Brian Noik

Tel: 082 416 9584

Website: www.OLDCARS.CO.ZA

E-mail: brian@noik.co.za



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1913 Cadillac



1929 Austin 7 "brooklands" special



1969 Alfa Romeo 1750 RHD



1969 Mercedes Benz 280Se 3.5 V8 Coupe RHD



1939 Dodge Bakkie

Independent broker of Vintage, Veteran & Classic cars

Stephan Welz & Co. EST. 1968

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Classic Cars | Paintings | Jewellery | Furniture | Silver | Watches | Stamps & Gold Coins and other fine collectables

8 ANNUAL AUCTIONS | RECORD PRICES ACHIEVED



A 1958 Austin-Healey, sold Johannesburg April 2012



Other collectables sold by Stephan Welz & Co in 2012

For a free auction valuation, please contact:

Jack Rosewitz

011 880 3125 | jack.rosewitz@stephanwelzandco.co.za
13 Biermann Avenue, Rosebank
Johannesburg

Anton Welz

021 794 6461 | anton.welz@stephanwelzandco.co.za
The Great Cellar, Alphen Estate, Alphen Drive, Constantia
Cape Town

FROM THE CHAIRMAN'S DESK

Firstly, many thanks to all those Members that attended the Chairman's party in February. It was a great occasion and the method of catering "bring a plate", presented an exciting and overwhelming amount of food for the evening. The lights were out as usual but thankfully came on just as the function started when it became our turn to have some of Megawatts daily rations.

At the function we honoured Brian Lawlor who, after many years of assisting the Club, is standing down from his clubhouse duties but is remaining as a committee member. Brian, an Honorary Life Member has been a member of the VVC for 51 years and was a key member in the building of the Clubhouse and has taken all responsibilities for its upkeep for many years. Again, on behalf of the Club, we thank Brian for this commitment to the club over so many years.

It has also always amazed me how many members have been at this club for decades and not only have just been members but still regularly attend Club Sundays and events. These members are Rudi and Anneke De Groot - 56 years, Bill Nettleton (founder member)- 56 years, Neville Mayhew - 54 years, Mo Skikne - 56 years (founder member), Betty Richmond -56 years, Jolyon Simpson - 53 years, Judy Hayward - 56 years, Roy and Tony Watson- 52 years&were present at the inauguration of the club, Roy Lyons – 52 years, Peter Hall - 51 years Howard Freeman- 51 years, Brian Lawlor - 51 years, Mary Brodie - 51 years, Chris Cardwell - 49 years, Vittorio Fancioso - 49 years, Keith Rice - 48 years, Ian Shepherd - 48 years, Clive Woolley - 47 years, Noel McIntosh - 46 years, Harry and Lorna Shutler - 46 years, Colin Oakhill - 45 years, Dick Harris - 44 years, Noel Fordred - 42 years, Chris Lewis - 42 years, Jock Meldrum - 42 years, Rob van Zyl - 42 years, Syd Biddulph - 40 years, Derek Heard - 40 years, Andries Janzen - 40 years, Rob Cunninghame - 39 years, Bill Cunningham - 39 years, Robert Hart - 39 years, Roy and Janet Jones - 39 years, Ian Simpson - 39 years, Harry Boys - 38 years, Peter Gerber 38 years, Part Barclay 37 years, Richard Dismore 35 years, Henry Watermeyer - 34 years, Micheal O'Neill - 33 years, Bryan Rowland - 33 years, Liz Addison - 32 years, John Allison - 32 years, Eric Mcquillian - 32 years, Dick Sheppard – 32 years, Wally Bellairs - 31 years, Dick Maizey - 31 years, Alex Dewar - 30 years.

Not only have these members supported the club for so many of these years, but so have their wives and partners.

Footnote:

I apologise if there are any names that should be here but are not here and I attribute this to a data base that might not be accurate or my lack of knowledge. In cases, I do not have start dates. If a name should be here and is not, please notify me, will be supplementing this list in the next edition.

Paul Koski



HAPPY BIRTHDAY!

**Vince Warren-
Hansen**

Tony Watson

James McGee

Howard Freeman

Phillip Gordon

Robert Hart

Derek Heard

Roy Jones

KC Saayman

Hamish Morrison

Colin Oakhill

Ian Shepherd

Willian van Rooyen

Alan Hogg

Ron Wheeldon

Edward Doel

Harry Calver

**Neville Bensted-
Smith**

Michael Stephanou

William Hebenton

Bert Scheepers

Basil Vertue

Piet van Vuuren

Johnny Thompson

Charl Coetzee

Michael Salomon

Please join us on
Friday evenings
at the club,
in the "Milk Bar"
for a few rounds!



THIS MONTH'S COVER



Ali van Jaarsveld in the 1921 Rolls Royce Silver Ghost 1921 Rolls Royce Silver Ghost, fitted with Barker Torpedo Tourer body. The car was delivered to Joffe Marks (Founder of Premier Milling), who was staying at the Regent Palace Hotel in London.

After some touring in London the car was shipped to South Africa on the SS Centurion. Joffe owned the car for a number of years before acquiring a Phantom II around 1935. It was then owned by a Mr Martinusens, then Mr. Joe Dunning and later by Bob Johnston who bought it in 1948 for 230 Pounds. Bob owned the car for 62 years and the car is now in the Van Jaarsveld collection.

Well done Ali for bringing it out.
It looks like you have been driving it for years.

NEW MEMBERS

We are welcoming 5 new members this month thanks to our existing members. Terry and Hilary Baker from Edenvale, driving a 1958 Jaguar. Basil Androliakos from Kya Sands driving a 1960 Jaguar and also a Mercedes from 1980. Jay Owens from Parkview. Vivian and Jodie Gravett from The Hill, driving German vehicles, BMW, Mercedes and Porsche. We hope to see you at the Club for Sunday Club meetings, the Friday evening bar and our other events.

We might see our latest new member a little more infrequently, Gregory and Valerie Heard from Perth, Australia who are the lucky owners of a 1935 Bentley.

Thank You to the last few members who have paid the annual subscription fee. It will now be a while before you hear from me again regarding fees.

Lost Property. We have a number of glasses/sunglasses and also a bunch of keys which we have found at the club. Please ask the bartender on duty, they might just be there.

On Sunday the 25th of January a member brought a large amount of Riley magazines. Lots of interest was shown and some discussions took place regarding who got to read them first. Please continue to bring your pre-owned magazines.

Wishing everybody Happy Driving and Good Luck to the DJ riders.

Karen Kaiser



0110500507

Waterford Shopping centre, Witkoppen Road, Fourways

The car specialist - Call us for a quote

SAVVA TECHNICAL TIP No 93 - SU Fuel pumps

I recently had a problem with a comparatively new electronically operated fuel pump (SU look alike) that was squirting petrol out of every orifice possible except the correct one – the diaphragm had split. Unfortunately the manufacturer doesn't deem it necessary to keep replacement diaphragms so the entire pump has to be scrapped. They cost about R500.00 each and last about five years so that works out to R100.00 a year for a pump. So rather than rush off to buy a new one I decided to check out the old ones I had accumulated to see if any of them still had "life" in them. It was a rather interesting exercise – most of them were SU's of varying ages, some I suspect even pre-war. Interestingly, all of them had working diaphragms but the points were working only sporadically. Fortunately, SU replacement points are still available (at a price that is).

As you are no doubt aware SU's use two types of points i.e. single and double. The single points are fitted to very early models and the double points to later ones. Some of the later ones had double points but with a condenser fitted across the points to stop sparking resulting in much longer point life.

As an experiment I ran a very old, pre-war single point pump which sparked away merrily and then held a condenser across the points and the sparking went away. The conclusion was that regardless how old these pumps are, even a pre-war one, it would be advisable to fit a condenser to stop the sparking. I contacted an SU agent in England to determine the capacity of a suitable condenser and needless to say they offered a rebuild package for UK pounds 40.00 - sis tog! Maybe someone can offer more professional advice regarding the capacity and voltage rating of a suitable condenser. The pump illustrated has just had new points fitted and came standard with a 0.05mfd, 200 volt condenser fitted. However I have a feeling anything that area would do the job.



A tribute to Frank Hayward by Betty Richmond

I am lucky enough to count the late Frank Hayward as one of my oldest and dearest friends. Whilst his rallying (with Judy) prowess is well documented, I would like to fill in on some more personal aspects of this man which made him the well-rounded personality that he was.

My first meeting with the Haywards came about in the late 1950s. Due to an overseas trip resulted in him not featuring as a Founder Member of the VVC in 1959. Frank and his brother, Ernest, were heavily involved in show jumping and reaching Springbok standard. His motoring interests were centred on one of a series of his beloved "Yankee tanks" 1955 Dodge Kingsway and as far as I remember, his first vintage car was a very pretty Ford "A". He was always admired for his meticulous restoration and the stable grew with the addition of a Chrysler, an Auburn, an Austin Bantam and pride of place being taken by the magnificent L29 Cord Dual Cowl Tourer. They took the Cord to the States for a gathering where he took top honours for restoration and mechanical excellence. Frank also applied to his foray into the motor cycle world. An Indian, a Harley and a very rare Henderson featured with Frank winning the prestigious DJ on his Indian.

Frank had many quirks of fussiness with regard to his diet. At one stage he had a penchant for mashed potatoes. At a steakhouse one evening, he asked the waiter if he could have a side of mashed potatoes. The chef apologised and could not provide this. Frank then ordered a baked potato and when it arrived, he asked for a jug of hot milk and some butter and proceeded to mash the potato. "You see", said Frank to the chef "you CAN make mashed potato". His love for champagne was well known and fortunately their rally results afforded many opportunities to indulge in the celebratory drink, for their table top was always covered in trophies. As a practising dentist, it was surprising that he took 4 tsp sugar in his tea whilst his children were on a strict "no sweets" regime which entailed taking little packets of dried fruit to parties.

Frank and Judy travelled extensively in South Africa and overseas. As with all aspects of their lives, these holidays were meticulously planned and documented with his photography. Club members were treated to many slide-shows of both rallies and family holidays.

He and Judy also put us to shame at the prize-giving dances. I was the lucky one who was always asked by Frank to partner him in the Mambo which only he and I seem to have mastered. On National rallies, as soon as the car had been fed, watered and put to bed, Frank and Judy would be seen going for a long ride or a hike up the nearest mountain! The late Reg Loney was heard to remark that he often saw the Haywards going out early in the morning to get in a pre-breakfast game of tennis at the same time that he and usually, Peter Mac, were coming home from an evenings merriment in the bar.

In the spirit of rallying at prize-giving, the Haywards would often appear in full detail-perfect regalia which would add to the general fun. Generally, they were dressed on rallies to be colour coded to whichever car they were in. This attention to details spilled over into their social lives. I remember two memorable parties held in their lovely Craighall Park home – one when Frank had completed the garage refurbishments complete with pit and we were all asked to wear overalls or garage related clothes and one with us all prancing around in pyjamas on the completion of their new bedroom/bathroom extensions.

Although Frank had a great love of music, he did not enjoy the real head-banging, multi decibels that often used to creep in towards the end of the prize-givings. We were all muttering about the noise one evening in Rustenburg when Frank disappeared, only to return a few minutes later armed with side cutters with which he disarmed the sound system. He was not very popular with the band or the management but much admired by the rest of the crowd.

At any competitor's meeting, Frank questioned the slightest inaccuracy on behalf of the organisers. Our favourite saying was when he stood up and asked the other competitors to "stay off my piece of road" if he was trundling along, spot on time.

To end on a really personal note: When I was having my mid-life crisis and planning a re-marriage, Frank was the ONLY one of my friends who took me out to lunch and asked me if I was really sure that I was following the correct course. I was so grateful for his care and interest in my welfare. The last couple of years have been a great strain on Frank's family as his health deteriorated and we wish Judy, Hilton, Grant and Kerry strength in their loss and may they enjoy the many, many happy memories of life with Frank.

Betty Richmond

This year marks the 102 year of the DJ.

The event ends on the 7th March at Classic Motorcycle Club in Germiston. For those members that have not been at the finish line, it is a wonderful eye candy experience to see these bikes and their exhausted riders come in.

Lets support them with a collection of old cars at the event.

Take Germiston offramp, at the T-Junction turn right, continue straight on Refinery Road for approx. 1 KM and just after Power Street there is a gate on the left

This is a VVC event, lets support them please



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**Our Showroom/Workshop is located at
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WANTED

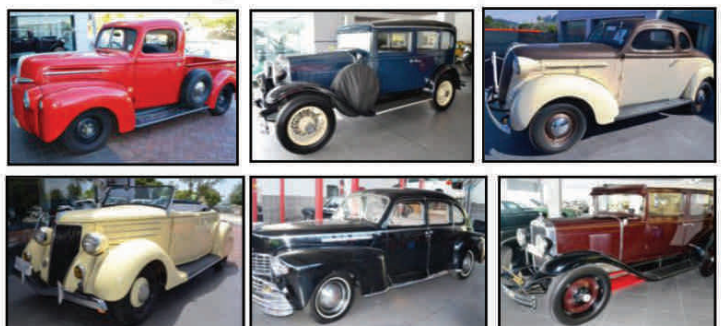
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RESTORATION MEMOIRS OF IAN SHEPHERD

Dear Members,

I joined the VVC in 1967 and about 23 years ago I moved to White River. I still

enjoy reading about the Rallies and all the happenings of the Club, so I thought it was about time I wrote an Article about my personal memoirs.

My interest has been in Restorations, taking a heap of scrap and turning it into a beautiful vehicle. Since being in White River I met a few enthusiasts, and started doing restorations again. The first, was a 1906 Model N Ford for Nigel Atherstone and, one thing led to another and for the past 20 years have had more work than I knew what to do with.

At the beginning of my restoration career, I rebuilt a 1936 Bentley four

and a quarter. I did things to that car which I would not do later on in my career. However, I did drive my 2 new born daughters home in a Bentley which I later sold and bought a 1928 Chev, restored it and used it for a few Rallies. At the time I could not afford a hood and upholstery, so we bought a fancy upholstery sewing machine and Sue, my ex wife, and I did the upholstery ourselves. Sue subsequently went on with the upholstery business for many years and most of the cars I have restored were upholstered by Sue

I later bought a 1913 Bradbury motorbike which I rebuilt and rode two DJs. I eventually swapped the Bradbury for a 1929 Talbot 90 with Stewart Halsall. Stewart put a wicker sidecar and did a DJ with his daughter in the sidecar.

I restored The 1929 Talbot 90 into a Le Mans Replica and did a few Rallies. The Talbot is now in England.

After the first Chev, I bought another 28 for the design of the boot, so that I could make mine as authentic as possible. I kept this car for a few years and sold it in mint condition. At this time I imported a 1942 Vincent motor bike from England, restored it and rode it for 18 years

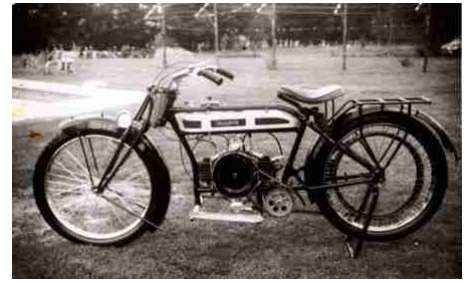
Whilst half-way through the restoration of the second Chev, I was given a 1936 Austin Ruby by the seller of the Bradbury. The Ruby was built into a garage, and we had to knock down a wall to get the Ruby out. Only the engine was missing. I later bought a 1926 single-seater Austin 7 racing car complete with 4 engines using one for the Ruby.

I gave the Ruby my father who kept it for a few years, but hardly ever used it. I eventually sold it with a BSA Sloper which is still awaiting restoration.

Later I bought the remains of a 1924 Excelsior motorbike, restored it and rode 2 DJs on it. The second time I won the Baby Scott trophy for the best under 250cc bike. It was a "run and jump" with no clutch, so going through the traffic lights in Pietermaritzberg was difficult. All the DJ's I ever rode were belt drives. I recall Betty passing me outside Colenso whilst trying to light a cigarette and at the time I was having a dice with Tony Tashner on the 1913 Clyno.



The next bike I bought was a Douglas, the first of the all-chain models, and I think I rode it in one Rally. Whilst in White River the only VVC member in White river was Nigel Atherstone. Nigel and I got together to restore the Model N Ford 1906. I took over one year to restore this fine vehicle to it's original condition. Nigel luckily managed to track down the headlights on a local lady's mantelpiece. For the beading on the seat, I could not find the correct wood to bend, but had recently chopped down a Bottlebrush tree; sawed it up and found it was the perfect wood for bending the beading.



The first Rally we did in the Model N was in Hazyview but unfortunately, due to the thread on the front wheel nuts, the right hand wheel came off whilst passing Da Gama Dam. We still managed to correct the fault and finish the Rally.

We rallied in Bloemfontein in mid-winter, and after slipping on the ice in the car park whilst cranking, we nearly froze to death for 2 days as an open 1906 with no windscreen in sub-zero temperatures,



Later I built a 1929 Speed 6 Bentley for Nigel who found an engine and imported a chassis from UK, and I did all the modifications to turn it into a Le Mans replica. Nigel then wanted the vehicle registered in England with it's original registration No. We went to England and Nigel arranged for me to work on the car in Grahame Gooch's workshop where I put through the MOT and then delivered it to a Museum in Bridgenorth. I think that was the most ambitious rebuild I ever took on



Through Nigel, I became friendly with the van der Merwe family, and they started collecting cars for their Museum at "Casterbridge". I restored their 1934 Morris Minor, a 1912 Overland, two 1928 Dodge Brothers, a L-type MG Magna, and lots of bits and pieces for the Museum. I finished Eric Arnot's 1936 Alvis Speed 25 which Eric had been working on for 10 years. Eric then persuaded Ian Middleton to put the 1930's Rolls Royce on a low-loader and bring it to my workshop. I finished the restoration, and Ian also drove it back to Joburg.



Through joining the Lowveld Old Wheels Club, I met collectors David and Tina Hoff. David eventually found the remains of a 1916 Dodge Brothers car and also many pieces of later Dodge Brothers cars. I started the restoration of the 1916 Dodge and rebuilt the chassis, body, and hard-top which David had found the design in an American magazine. He used this car the first time on a Rally in Natal, and has used it on several runs since then. Following this, I built a 1926 Dodge two-seater with Dicky which won the Concourse on one of the Vintage runs. Other cars of David's collection I worked on are a 1936 Packard, the ex-Tom Jones Bentley 4 and a quarter on which I modified the seating position as it was very awkward to change gear.

I later bought myself a Derby Bentley and took it into the Kruger Park on 2 Vintage Rallies, and used it for a couple of Weddings.



Next came one of my favourite restorations, the 1907 Stanley Steamer for Kobus van Jarsveld who sent me to Vancouver Island in Canada to take dimensions, templates and lots of photographs of the most original Stanley Steamer EX of which there are only 3 left in the world. One on Vancouver Island, one in Australia and the one Kobus found just outside Johannesburg. Kobus decided that it was better for me to do the research as I was going to build the motor car. Kobus did the final assembly of the engine, but I built the chassis, body and wooden mudguards.



On it's first Rally in the Cape Winelands, I drove the support vehicle to carry water and petrol, as the Steamer could only do about 80 kms. on a tank of water, and was also very heavy on petrol. It had so much power up and down all the hills . I then started on motor bikes again, and restored a 1920 Harley Davidson for Nigel Atherstone, as he wanted to ride a DJ. Unfortunately, Nigel fell off the bike in the car park at the start, and could not continue.

I then rebuilt two 1926 Triumphs for myself.

Whilst taking lots of photos and dimensions of the other Model N owned by Eddie Dickson in Pretoria, I noticed a gearbox of a single cylinder De Dion Bouton. After I finished restoring the Model N, Nigel unexpectedly gave me the engine and gearbox of the De Dion which he bought. It lay in the back of my garage for almost 20 years. I did a lot of research, joined the De Dion Club dated it at 1905 got the works drawings of the chassis. The only De Dion I knew was the 1904 belonging to Roy Watson who helped me tremendously.

By this time I was getting old and my years of smoking Texan, spray painting and my original trade as a Printer were taking their toll on my health. I started on the De Dion realising this could be my swan song. I began building the chassis, and went on making the whole car. The only pieces I imported were the steel rims, tyres, cast iron step plates, the brass plaque, the De Dion script for the radiator and the atmospheric inlet valve. It was a long 18 month project, but I had lots of help and encouragement from my friends in White River Fred Bitter and Ken Grossmith.

I entered it for the Veteran Run in Komatipoort in May 2010. I was a bit ambitious, as I took it on the Rally before I had finished the bonnet. Due to a lot of rain, we suffered from water in the engine, but eventually finished the run. Roy Watson used his 1904 De Dion, so it was good to see two almost identical De Dions together on a Rally.

I eventually finished and fitted the bonnet, and took it to a few Car Shows and When I think back on making the complete car, even working out the Ackerman Principle of steering, making the axles, all the controls, wooden wheels and the complete body, I was very proud of it. It stood in my garage for about one year collecting dust. David Hoff, the then Chairman of the Lowveld Old Wheels Club who had watched the progression from the beginning, eventually bought it, and it stands in the prime place in his Collection. David starts it regularly, and it has a very good home.

All in all I have restored 22 motor cars and 8 motor bikes, but have never had a collection of cars or bikes myself. My interest has been in restoration and not in collecting Vintage and Veteran vehicles.

I hope this may influence a few younger people to take an interest in restorations. I would also like to thank the Clubs for the comradeships and all the people I have met over the years of my Membership.

IAN SHEPHERD, WHITE RIVER, RSA.

2015 CALENDAR OF EVENTS

(Subject to amendment – see Magazine & Notice board for more current information) Social evening; Monthly breakfasts (usually 2nd Sunday of month)

FEBRUARY

Feb 22 VVC DJ Bikes on Show

MARCH

Mar 5 VMC Century Run

Mar 6/7 VVC DJ Motorcycle Rally finish at CMC Germiston

Mar 8 VVC DJ prize giving function at VVC

Mar 15 PR Piston Ring Swop Meeting

Mar 29 VVC Vintage Cars & Bikes with Austin Healey Club

APRIL

Apr 5 Delta Park Angela's Picnic at Delta park (SAMCA – Johannesburg)

Apr 26 VVC Red Cars & Bikes

MAY

May 3 SUNBEAM DAM BUSTERS RALLY - SUNBEAM CLUB

May 17 VSCC Cars in the Park (VSCC – Pietermaritzburg)

May 24 VVC Parkhurst gathering (Provisional date)

May 31 VVC Motorcycle day with VMC & CMC

JUNE

Jun PMC Mampoer Tour – Pretoria

Jun EPVCC Milligan Rally

Jun 28 VVC American Cars & Bikes with Piston Ring

JULY

Jul 4/5 CMC 1000 Bike Show (CMC – Johannesburg)

Jul Tba VVC Winter Run to Wigwam in Rustenburg

Jul 26 VVC Post-vintage Cars & Bikes

AUGUST

Aug 2 PMC Cars in the Park (POMC – Pretoria)

Aug 9 VVC Kenjara Lodge Lunch Run

Aug Tba POMC Magnum Rally

Aug 30 VVC AGM Club Sunday Post Vintage Cars & Bikes

Aug/Sept VOW Wheels on the Vaal (VOWC – Vanderbijlpark)

SEPTEMBER

Sep 19 SAVVA SAVVA AGM

Sep 20 P R Piston Ring Swop Meet

Sep 23 National Drive it Day! SAVVA

Sep 27 VVC Post-45 Cars & Bikes & Buick Club

OCTOBER

Oct P R Motoring Memories Piston Ring

Oct Studebaker Club Show Day Smuts House

Oct 25 VVC Sports Cars, Bikes, RR & BDC & Flea Market

NOVEMBER

Nov 7 (tbc) Fairest Cape Motorcycle Tour CVMC

Nov 29 VVC Veteran Cars & Bikes & Jaguar Club (year end event)

DECEMBER

Dec 13 VVC Christmas Lunch – venue to be advised

Dec 27 VVC Christmas Meeting

notice board

In Loving Memory



Ian Glauber

OBITUARY

Long standing member Ian Glauber passed away in the middle of February. Ian had been a member since 1962. Our sincere condolences to his family.

BOOKS, MEMOIRS AND ARTICLES

ROY WATSONS - "Bush Pilots Do It In Fours".

I have just read Roy Watson's book: "Bush Pilots Do It In Fours". I really enjoyed this book describing his flying career from acquiring his pilot license before he could get a drivers license. From flying the Tiger Moth to Margate to converting to the larger aircraft and flying into Africa was fascinating reading. Roy has been a member of the VVC club since 1963 and was present at its inauguration.

I am sure you will find the book in the club library.

HARRY SHUTLERSAn - "Inherent Obsession for Collecting"

Harry wrote a book titled an "Inherent Obsession for Collecting"

Harry has been a member of the club since 1969. Although a member for 46 years, spanning the last twenty years, Harry missed only one Club Sunday, to attend his granddaughters wedding.

His book is also a fascinating history into his passion for cars, bikes and collecting.

Karen Keiser

MEMOIRS

We are still collecting our members memoirs for future editions. We urge you to take a few hours and put down your personal memoirs and email them to Paul on chairman@vvc.co.za.. This is going to be such interesting reading for our members.

JOY ACROSS AMERICA – Joy Rainey

I have just read Joy Rainey's "JOY ACROSS AMERICA", where she travelled coast to coast covering 3500 miles in a 1904 Curved Dash Oldsmobile. More recently she has done 2700 Km's in Australia in the same OLDS.

An interesting extract. "...With flashing headlights, it was the local sheriff, Oh dear what now I thought." The Sheriff walked up to the back of the car and Mark Hopped out. He asked for his license "I'm not driving he said" The policemen looked a bit bewildered, then came around to my side and asked what we are doing. When he returned after checking the license, he remarked that he noticed the driver (who he thought was the driver) was spending a lot of time looking behind him, which was hardly conducive to good driving.

SPARK YOUR DREAM – Herman and CandeloriaZapp

The crazy Argentinian family that visited the VVC in 2013 and that have driven over 250 000 miles across the globe in a 1929 Graham Paige, giving birth to 4 children along the way and lengthen the car in the process to accommodate them all. Truly fascinating reading how they achieved this adventure. Available from Paul.

notice board

EVENTS

The events are published in the newsletter every month and will also be announced at the Sunday Club meeting held on the last Sunday of every month.

There is a breakfast meet on the 2nd Sunday of the month at various venues around Johannesburg.

In January, it was held at Thyme on William Nicole and on the 8th of February at The Secret Garden in Fourways. These are truly enjoyable and kindly arranged by John Hassal. If you would like to be on the invite list for these please send John an email on jh29@pixie.co.za or Karen on willdo@icon.co.za

CONGRATULATIONS

Congratulations to Ian Holmes on the birth of his grand daughter on 2nd February 2015.

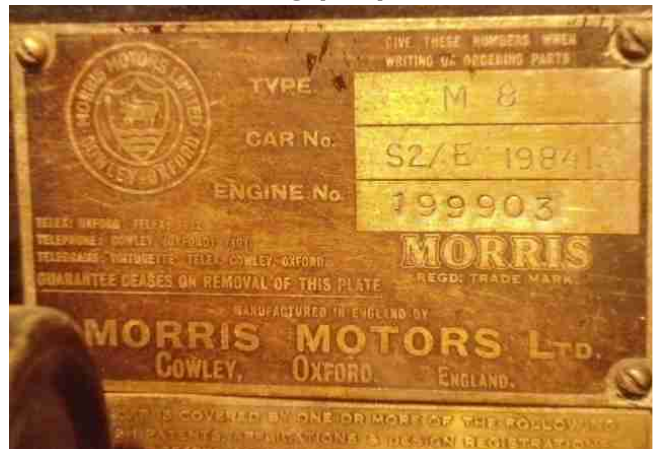
SHIRTS, REGALIA & FIRE EXTINGUISHERS

You might have noticed members wearing new club shirts. There is a blue short sleeve shirt with the VVC badge above the pocket and also white polo shirt with the VVC badge. They will be on sale at the Sunday Club meetings. If you would like to place an order kindly contact Karen on willdo@icon.co.za or Jeff Morrow on defendersafes@mweb.co.za

We have also secured a number of fire extinguishers, 1.5kg and 1.0kg and also fire blankets. These will also be on sale at the club.

CLASSIFIEDS

1938 Morris 8 Coupe. R70 000 - contact Micheal Fleming (082)600-5501



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

CLUB FUNNY

Not a joke but kindly supplied by Dennis Denysshen
Your Phone number will reveal your Age.
I do not know who discovered this? Really accurate.

It will take about 15 seconds, read and do it at the same time so that you will not lose the fun.

- [1] Take a look at your last digit of your cell phone number
 - [2] Use this figure and multiply by 2
 - [3] Then add 5
 - [4] And then multiply by 50
 - [5] And then add the number 1764
 - [6] The last step; with this number, subtract your birth year.
- Now you see a three-digit number.
The first digit is the last digit of your phone number,
the next digits is your actual age!
Surprising?



VVC COMMITTEE FOR 2014/2015

Paul Koski	paul@frontiers.co.za	Chairman	082 442 6662
Jeff Morrow	defendersafes@mweb.co.za	Vice Chairman	083 537 0441
Alan Hogg	alan.h@mweb.co.za	Events	082 469 5755
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Brian Lawlor	bjclawlor@cinet.co.za	Treasurer/Clubhouse	082 853 7312
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CORRESPONDENCE

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

PLEASE NOTE

Deadline for articles for the next issue is the **7th of the previous month**
Please do keep your articles coming in. Your contributions are appreciated!
When submitting photographs please ensure that they are high resolution,
to do justice to the pictures, particularly in the printed version.



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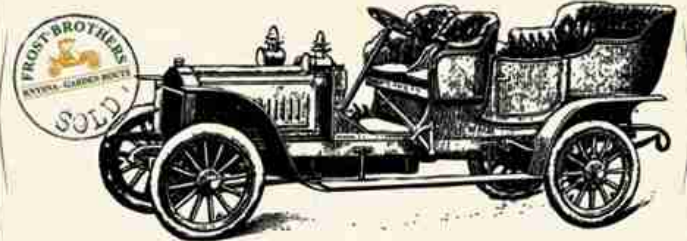


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