

ISSUE 09 | OCTOBER 2026

THE V.V.C.VIEW

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



THE SLK WAS A MERCEDES LIKE NONE BEFORE IT

A STING WITH A TALE

MY 1973 PORSCHE 911E

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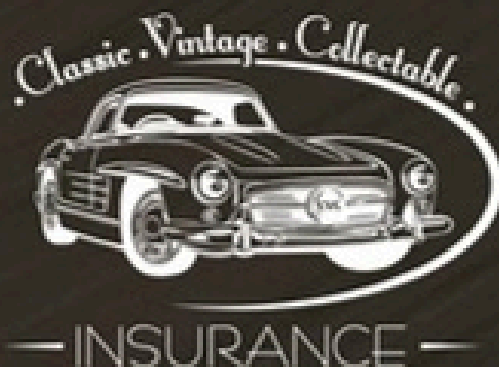
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Piper and Jeremy

EDITOR'S NOTE

Welcome to the Team



Welcome, from the new editorial team of The View. I would like to think that this is a first in the history of the VVC to have a father/daughter combo to bring you the details of activities of the club.

So, introducing Piper, a Bachelor of Information Sciences from Tukkies and currently studying law, and Jeremy, a retreaded lawyer currently working in the health funding space. We have a history with the VVC; my father (and Piper's grandfather) Henry was a member from the 70's, and I previously served on the committee in the 90's until children arrived to consume all of my time.

It's been great to come back to the club and find how well it's doing in keeping alive the interests of yesteryear motoring alive. And it's been special to introduce my daughter to the many wonderful cars, not to mention the eccentric characters, present in the club. We look forward to reporting on your involvement and participation in the club, highlighting the many interesting activities and memories that club members can share.

To this end we would encourage club members to either write articles about matters of interest and club history or, if they prefer, we can interview them. Preserving the living history of the club is going to be one of our primary objectives.

We have also been briefed by Brian to update some of the look and feel of the newsletter (apparently he absolutely hates the title "Chairman's Chatter" in his monthly feedback), all the while not making too many changes to the format – I know

I hate going to a supermarket only to find that they've juggled around the goods and what used to be in aisle 3 is now in aisle 7.

And then I would be very interested in hearing about the various cars that club members own, or have owned; why did you purchase them, what are their essential or irritating characteristics. Every last Sunday of the month members bring their cars and bikes and it's always a pleasure to see such beauties on display. I've often wondered how many classics are currently under the auspices of the club and what rare examples there might be. In these days of privacy it would probably be difficult to ever compile a register as members may have concerns about everyone from prospective scammers to SARS using the information, but I'm still curious.

We look forward to working with our members on the club.

Piper and Jeremy

CHAIRMAN'S CHATTER

New Chairman, carbooks and RMC trophy's

Welcome to our first father-and-daughter editing team! (I am told Piper now has the use of all Dad's cars to attend the club to undertake her editorial duties!)

Welcome to our new committee member, Oliver Gerondeanos, who was thrown to the lions at the last committee meeting!

Welcome, Ollie.

I am actually not sure why I am writing the Chairman's Chatter, as a chairman has not yet been voted on by the Committee.

Several changes were made at the AGM. A new "Dowager" membership category was added for those wives (or husbands) who wish to stay on as members after a principal member passes away. These memberships are not charged for.

The meeting decided that the Committee was to draft the MOI and present it back to the members for inspection and then ratification. We are working with the legal eagles to draft this and will report back on progress.

Putting new rings in my Rolls-Royce 20HP and snap, crack! We broke one piston ring. I jumped in the car and headed off to Denver to H.W. Godwin & Sons, established in 1923! Chatting with David, the owner, an order was placed for several more three-inch piston rings, with delivery in a week or two!

A fascinating workshop with early machines, and the factory structure was imported by his grandfather from the UK. The I-beams are cast with "Cargo Fleet England". The structure arrived in the 1930s, was delivered to the next-door railway siding and erected! I am sure it was ordered from a catalogue.



I wonder how many other companies have been under the same family ownership for 103 years!

I have a compulsion for car books, especially South African content, and recently bought a CYMOT Motor Trade Catalogue, Cy-CYCLE and Mot-MOTOR, from the 1930s. 548 pages thick! (Facebook Marketplace is absolutely addictive and, for my ADHD brain, it's a dangerous place to have adult money!)

Back to the catalogue. It lists everything motorcar- and motorcycle-related, supplied to the motor trade from their building in Marshall Street. How fantastic this place must have been! From asbestos cord to vices and wrenches, this catalogue lists thousands of items, all carried, according to the book, ex stock!

I often wonder how many interesting things are in the basement levels of Johannesburg CBD buildings. It's getting difficult to find the suppliers and the bits and pieces to restore and maintain our cars, which I have spoken about numerous times. We need clubs like the V.V.C. to share this knowledge.

BUT

This is a **member-funded club**. Everything we enjoy at the V.V.C. - the clubhouse, bar, kitchen, grounds and events - exists because members support it. Facilities do not maintain themselves. Insurance, utilities, repairs, security and staff all cost money. **Membership fees keep the doors open.**

We are seeing an increase in **non-members using the club's facilities** without contributing through membership. When that happens, the cost is unfairly carried by those who do pay their fees, and it puts pressure on maintenance, improvements and the sustainability of the club.

Being a member is about **fairness and respect**.

- You contribute to what you enjoy.
- You help preserve the club for the next generation.
- And you become part of a community, not just a visitor.

So the message is simple:

If you enjoy the facilities, please support the club by paying your fees.

And I ask our members to help. If you know someone regularly using the club without being a paid-up member, please encourage them - respectfully - to do the right thing.

The newsletter is available freely on the website and is not password-protected or limited, in the hope that a prospective member will see what the club is about and hopefully join.

Just a reminder that the club is now **CASHLESS**, for our safety and your convenience. Card facilities are available and online payments can be made.

On the 4th of October, we are celebrating the **Old Crocks Run**.

FROM ROY WATSON:

It has been 90 years since the original Old Crocks Run. The interest in old cars started in 1936. The Sunday Express staged a 20-mile contest called the Old Crocks Race for 20-year-old cars, with a finish at the Empire Exhibition. The exhibition was held to celebrate the 50th anniversary of the discovery of gold on the Highveld.

My dad, Jeff Watson, was very interested and searched for a suitable car. He eventually found a 1913 Metz in rather derelict condition. It had been passed on to a daughter and was left outside in a poor state.

He used it with his brother Neville and had a great time. It was a dress-up, and Neville was wearing a dress. Unfortunately, it went under the floorboard and got caught up on the propshaft, pulling him down. The only thing they could do was cut that part off to release him. Other than that, they had a great time.

Some time later, he tried to track down all the cars that had participated, and all but five (including Mitzi) had been scrapped. He bought three of them, and the other one, also a Metz, is now owned by Nols Fonternel.

We will publish the full story in the next issue!

Stay Tuned!

Brian

MEMBER'S CORNER

Notes and nick-nacks from the members.



Hi Brian, I hope your weekend was good 👍
I went past the Club and report that there are no leaks in the club . There are a couple of, outside taps that need new washers.

The outside gutter running above the toilets and last store room is the running water running down the down pipe into the drain. This I believe is not a vvc issue as the water appears to be coming from piping higher up and running into the gutter.

Attached are the pictures of the mad Hatters having a bit of fun last Friday night, please include them in the next Vvc minutes.



Welcome to our new members

A warm VVC welcome to Victor Petcu, Merwyn Wolder, Mario Blazevic and Careen Rascher and her son Tristan.

Careen brings a lovely family connection to the club: her father, Fred Rascher, was a former member, a stalwart of the old car movement in Maritzburg and a previous SAVVA chairman.

We look forward to welcoming you and your families at our club gatherings and outings, and sharing many happy miles together!

Dear Brian and Peter

Good to see you guys still running the VVC and keeping the members together.

There may not be many current members who go back to 1969 but I am one!

I am still rallying in my 3 cars. Last week we went on a 4 day rally from Sydney to Canberra and did over 1000 miles. Last year we drove our Riley Lynx from Sydney to Perth and back, a total of 8000 miles. 6 nights each way and then a 10 day rally.

Sold the RR 20/25 in 2010 and Stan Wesslink's 1913 Vauxhall in 2005. Should have kept the V as I drove it Across Russia, USA and Australia

Derby Bentley 1936 3-position HJMulliner 3 1/2

Riley Lynx 1937 12/4

1990 Honda NSX

I have been remiss in not sending occasional stories to you. Must try harder.

Keep up the good work Peter, please give my best wishes to those club members I once knew, who are still above ground.

Cheers

Noel Donna McIntosh.



Canberra 9/26. My grey Bentley



Riley on way to Perth 5/2024



Me, Start line marshal at VSCC Prescott Hill Climb 8/26





Mister Peter Elliott, the last remaining member of the RMC, has donated the RMC trophy's, history and other materials to the club.

In the coming weeks we will ensure they are put on display behind glass for safekeeping and for all to enjoy and admire



2026/27 CLUB MEMBER SUBSCRIPTIONS ARE NOW DUE.

The accounting system should have sent members a simple payment link, giving the options to pay via EFT to:

Vintage and Veteran club Nedbank account 1973 038 617 (Please use your name as a reference)
or secure online credit card payments at Payment page .

<https://pay.yoco.com/vvc>

Ordinary member R600-00
Country member R400-00

Card facilities are also available at the club and we would like to limit cash payments as much as possible. Thank you do those that have already paid.

To help us maintain an accurate and up-to-date membership database, we kindly ask you to complete this form:

<https://forms.gle/7V21QatoLT4QeE5WA>

with your current contact details and communication preferences.

The information you provide will be used solely for club administration and communication purposes. Keeping our records current ensures that you receive important club notices, event information and newsletters.

Thank you for taking the time to assist us in keeping the V.V.C records accurate and complete.

COMPULSORY!

Please complete, even if you think your records are up-to-date , we would like to do a complete refresh of the out dated database - thank you for your attention to this matter.

Wulf & John

V.V.C MONTHLY BREAKFAST

SEPTEMBER 2026

Well, well!! -- Dear old mother Nature (surely she's female?) didn't disappoint and came to the party for our September VVC Monthly Breakfast meet.

The weather was just perfect for a fun Sunday's ride in your favourite Classic, out for breakfast at a boutique restaurant on the 'East Rand'.

We had in excess of 17 Classic Cars present with only 5 'Classic' MG's.

That in itself is an achievement – we knew that a number of our regulars had other than MG's in their collection, to use for the monthly VVC Sunday Breakfast meetings.

'The Landing' venue in Dunvegan/Edenvale, breakfast and service could well have been one of the best we have experienced in recent years – what a pleasure!

Our French restaurant owner - Estelle, proved to be an example many others we know could follow -- she did us proud & made sure all the 'detail' was in place to ensure our comfort & pleasurable experience was insured.

We will be back.

The VVC members cars present are as can be seen in the attached pics. Included a respectable range of desirables. They certainly attracted a substantial amount of attention for the restaurant's regular customers.

Our VVC member cars are generally sadly lacking in Veteran & Vintage examples -- however this remains a topic for discussion some other time.

The cars present did include - a DS Citroen, 2 x Mk 2 Jags, XK 8 Jag., an early Ford Mustang, Bentley R , Porsche 911, Short Landy, etc. – 4 x MG's plus our little TC.

We look forward to seeing as many of our regular breakfast group again on Sunday 11th. October.

Take care & drive safely.

Talk to your cars (modern or classic talk).





MEMBER MATTERS

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
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
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

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V.V.C
MEMBERSHIP FORM**



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— EST. 1947 —

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GREAT
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GOOD FRIENDS
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**ENJOY
TONIGHT!**





V.V.C VETERAN & VINTAGE RUN

SUNDAY, 4 OCTOBER 2026

A social outing for owners of older vehicles



ELIGIBLE VEHICLES

- Veteran vehicles
- Vintage vehicles
- Post-Vintage "loose light" vehicles

Preference will be given to the older vehicles.

10:00

Meet at Creative Rides, Bryanston

Corner Posthouse Street & Main Road, Bryanston.
Coffee and a croissant at The Italian Job, kindly sponsored by Creative Rides.

11:00

Start of the run

Cars leave at one-minute intervals to avoid congestion.
The route is approximately 15 km through the northern suburbs of Sandton.
Each entrant will receive a detailed route schedule.

From approx. 12:00

Buffet lunch at Arinto's Bryanston

Enjoy an all-you-can-eat buffet including starters, seafood, prawns, beef casserole, chicken and dessert.
Our cars will be parked within sight and under guard while we enjoy lunch.

COST:

R300
PER PERSON

The buffet lunch is R300 per person.
Please pay this into the VVC banking account and Email PoP, with completed entry, to:
aneck-hahn@mweb.co.za

Enquiries Peter 083 250 5440

Please submit as soon as you are able in order for us to prepare accordingly.

Banking Details

Vintage and Veteran Club
Nedbank
Account - 1973 038 617

**CLOSING DATE FOR ENTRIES
27TH SEPTEMBER 2026**



Bring your Vintage Bike

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



**Vintage
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22 June 2026

**THE MODEL T FORD CLUB OF SOUTH AFRICA – 10TH ANNIVERSARY
CELEBRATION TOUR
4 – 8 November 2026 | Eastern Free State**

Dear Veteran and Vintage Vehicle Enthusiast,

The tour organizers are pleased to announce that registrations have now opened for the upcoming tour. Planning is progressing well, and the team is preparing to welcome approximately 30 participating vehicles. The tour is exclusively for vehicles manufactured before 31 December 1930 and motorcycles manufactured before 31 December 1936.

Every tour presents financial challenges and cannot take place without sponsors. We are therefore proud to welcome the following sponsors and would like to express our sincere appreciation for their valuable support in making this event possible:

1. Marx Dental, Bethlehem
2. Ojanna Ceiling and Drywall Distributors, George
3. Cross Country Insurance Company / Puma Insurance Brokers, Randburg
4. QT Curls Hair Salon, George
5. MMG Ford, Bethlehem

The program promises an unforgettable experience and includes visits to Golden Gate, the Sandstone Heritage Trust and the picturesque town of Clarens. The tour will conclude on a memorable high note with a formal gala dinner at the beautiful Lavender Hill Country Estate.

If you have not yet registered, do so now to avoid disappointment!

Limited entries available. Registration closes on 30 September 2026.

For further enquiries:

Hennie Marx

Chairman – Organizing Committee

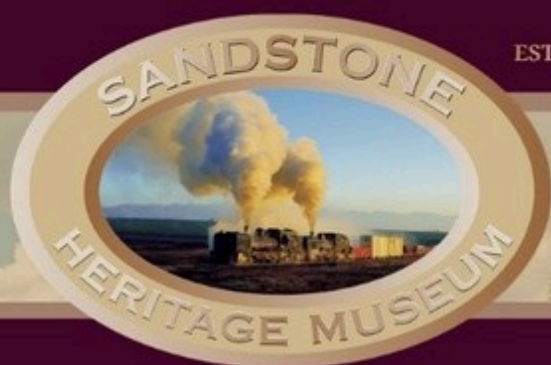
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Children (age 4-15) **R195 pp**

Children aged 3 & under are free

Multi-day discounts available!

Tickets include rides on operating vehicles of the day and train rides on the "Grootdraai Loop" & Seb's Children's Railway.

Tickets are sold separately for the **SEKONYELA EXPLORER**, Sandstone's flagship rail journey of ~2 hours, and for classic aircraft flights.

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Enjoy steam train adventures, ox wagon rides, military vehicles, historic farming displays & vintage aircraft flips alongside the local cherry harvest celebration!



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at www.sandstone.co.za

Sandstone is on the R26 route between Ficksburg & Fouriesburg, Free State, South Africa.

NATHAN CHADWICK

THE SLK WAS A MERCEDES LIKE NONE BEFORE IT

Hagerty, 9 September 2026 / Images: Mercedes-Benz AG

Cast your mind back to 1996. The Bayside Boys remix of “Macarena” is all the rage, the dot-com bubble is inflating at a terrifying rate, and a pint of lager still leaves change from a fiver.



The R170 SLK

In the automotive world, the roadster is undergoing a renaissance. The Mazda Miata has successfully proven that the British sports car concept works brilliantly when assembled by people who understand waterproofing. BMW is flogging the Z3 on the back of Pierce Brosnan’s James Bond, and Porsche is betting the entire farm on the mid-engined Boxster.

And then, into this fray, strolls Mercedes-Benz. Not with a traditional ragtop, nor a stripped-out track weapon, but with a technological party trick that rewrites the rulebook.



The Vario Roof at work

The R170 SLK—short for Sportlich, Leicht, und Kurz (Sporty, Light, and Short)—didn’t just move the goalposts; it folded them up, packed them into the trunk, and drove off. The Vario Roof was a stroke of absolute genius. At the push of a button, an intricate ballet of hydraulic rams and folding metal transformed a snug, refined winter coupe into a sun-drenched roadster in just 25 seconds. Peugeot had experimented with the idea decades earlier with the Eclipse, as had Ford with its Skyliner, but Stuttgart perfected it. Overnight, the canvas roof felt utterly archaic.



A ballet of hydraulic rams



Where the roof goes

Yet, for all its structural brilliance, the R170 Mercedes-Benz SLK has spent the better part of two decades fighting a frankly tedious image problem. Slapped with the lazy “hairstylist’s car” moniker by pub bores whose driving experience rarely extended beyond an Olds Achieva, the SLK was dismissed by purists as a boulevard cruiser. But view the R170 through the lens of a modern classic, and you quickly realize those critics were missing the point entirely.

Approach an early SLK today, and the Bruno Sacco-directed styling has aged remarkably well. There is a chunky, carved-from-solid aesthetic to the R170 that later, more bulbous Mercedes designs lost. The twin

power bulges on the hood are a delightful, unapologetic nod to the legendary 300SL Gullwing, while the truncated rear end gives it a purposeful, wedgy stance. Inside, Mercedes went remarkably bold for a company usually associated with somber charcoal cabins. You could spec your SLK with two-tone leather in vibrant scarlet or lurid yellow, offset by faux carbon fiber trim that screamed late-'90s optimism. It feels surprisingly intimate, but the ergonomics are pure, uncorrupted Mercedes: logical, robust, and built for immense mileage.

“To criticize the SLK for not being a Boxster is to criticize a hammer for not being a scalpel.”



Pure, uncorrupted Mercedes

Turn the key, however, and the initial aural experience is somewhat at odds with the elegant exterior. The defining engine of the pre-2000 era is the SLK 230 Kompressor. Under the hood lies the M111 2.3-liter four-cylinder engine, a unit that owes more to Stuttgart's taxi heritage than its motorsport division. At idle, it is undeniably gruff. It clatters with a utilitarian, industrial rhythm that entirely lacks the cultured, mechanical thrum of a Porsche flat-six or the silky hum of a BMW straight-six.



The SLK 230 Kompressor

But pull the chunky gear selector into Drive—because here you really do want the slick five-speed automatic over the notoriously notchy manual—pin the throttle, and all is forgiven. As the revs climb, the gruffness is drowned out by the distinct, industrial whine of the Eaton M62 supercharger. It sounds like a miniature jet turbine spooling up, and it delivers a thick, meaty wedge of mid-range torque. With 192 horsepower and 206 lb-ft of twist available from just 2500 rpm, the 230 Kompressor doesn't need to be wrung by its neck. It surges forward on a relentless wave of forced induction, dispatching overtakes with a muscular, effortless shove that feels wonderfully old school.



Coupe to roadster in 25 seconds

Throw it into a series of demanding back road bends, and the SLK's true character reveals itself. If you approach it expecting the scalpel-sharp turn-in and mid-corner adjustability of a Boxster, you will walk away disappointed. The R170 utilizes a relatively slow, lightly assisted rack-and-pinion setup. It results in a helm that is undeniably vague off-center, requiring a moment to translate your inputs to the front wheels.

But to criticize the SLK for not being a Boxster is to criticize a hammer for not being a scalpel. The SLK is not a pure sports car in the Boxster sense; it is a small-scale grand tourer. Treat it as a pocket-sized SL and it suddenly makes perfect sense. The ride, while firm over urban ridges, settles into a glorious, long-legged lope at highway speeds. The chassis is astonishingly stiff

with the roof up, banishing the scuttle-shake that plagued its contemporaries. You pilot the SLK with your fingertips, riding that supercharged torque curve, pointing the long hood toward the horizon and letting the car's inherent waft-ability do the heavy lifting. Here is a car designed to cover hundreds of miles at a time and still leave you feeling fresh enough to order a martini at the other end.



Stuttgart's pocket grand tourer



Boulevard cruiser? Not quite

If you desire a sweeter soundtrack there's the post-2000 facelift introduced the SLK 320, which packs 215 horses from its buttery-smooth M112 3.2-liter V-6. It lacks the punchy, low-down urgency of the Kompressor, but it transforms the car into a genuinely luxurious prospect, complete with upgraded interior materials and standard ESP to rein in the occasionally lively rear axle in the wet. Cars equipped with manual transmissions also gained an extra gear. In 2001, AMG contributed its own version; the resulting SLK 32 AMG packs 349 hp.

The R170 was replaced by the R171 SLK in 2004, but as this era fell within the DaimlerChrysler marriage, car spotters will note that the bones of the R170 (80% of them, in fact) lived on for a further four years in the Chrysler Crossfire.

Over the last decade, #1 (concours) values for SLK 230s and 320s are up 39% and 33%, respectively. Prices peaked from mid-2022 to mid-2024, with #1 values for both models topping out at just over \$26,000. Over the last two years, both have dropped roughly 15%–20% from those highs. Unsurprisingly, buyers tend to favor the refinement and extra power of the SLK 320, and it carries a slight premium over the SLK 230—roughly \$1000–\$3000 depending on condition. If a concours example isn't in the budget, it's not hard to find solid drivers in #3 (good) condition for less than ten grand.



A modern classic bargain

Of course, buying an R170 today requires going in eyes wide open. One of the biggest issues is rust. This era of Mercedes-Benz was infamously plagued by cost-cutting and a switch to water-based paints, meaning SLKs can dissolve with terrifying enthusiasm. Front fenders, rear wheel arches, the trunk lock surround, and the spring perches must be inspected with clinical paranoia. Mechanically, these Benzes are largely strong, but you should check the K40 relay module—the unit that sends power to various electrical components and control modules. These are notorious for dry solder joints that cause intermittent starting issues. It is crucial to ensure the complex roof mechanism operates smoothly and without leaks. And interior soft-touch plastics have a habit of peeling away like bad sunburn.

Find a good one, however, and the Mercedes-Benz R170 SLK represents one of the most compelling modern classic bargains currently on the market. It is a car that democratized the folding hardtop, wrapping strong mechanicals and genuinely punchy performance in a shell that still garners admiring glances.

It is time to ditch the outdated clichés and view the R170 for what it truly is: a brilliantly engineered, all-weather cruiser with a heavy-hitting supercharged punch. It's Stuttgart's miniature grand tourer, and it is finally coming of age.



OCTOBER GALLERY



















MIKE MONK

A STING IN THE TALE

Images: Mike & Wendy Monk



The rear-engined 911 was introduced in 1963 and has been steadily developed ever since. A successor to the 356, the 911 has become one of the world’s most iconic cars, even staving off an in-house threat from 1976 to 1995 by the front-engined 924/928/944/968 evolution as the company’s staple sports car offering. Despite having gone upmarket to make room for the more affordable Boxster/Cayman in the corporate line-up, the 911 continues to thrive and there is no sign of any imminent demise.

Harking back to the VW Beetle flat-four that was at the heart of Porsche’s original 356, up until the introduction of the 996 all Porsche engines were air-cooled, which helped create a distinctive sound, especially from the hotter versions. But where does the 930 Series fit in the overall picture, and what significance does it have?

The basic sequence of 911 series numbering is:

Porsche 911	1963 – 1989
Porsche 964	1989 – 1994
Porsche 993	1995 – 1998
Porsche 996	1999 – 2004 (all-new body and water-cooled engines)
Porsche 997	2005 – 2011
Porsche 991	2012 – 2014
Porsche 991.2	2015 – 2019
Porsche 992	2019 – present



Simply put, it was Porsche’s first turbocharged road car and was a derivative of the first series 911. Because of the changes made to the basic floorpan, it was given its own series number and was in production for no less than 14 years, from 1975 to 1989. The bodywork included the impact-absorbing bumpers that were adopted to meet US safety legislation in the USA, where the car was as much of a success as it was in Europe, until emission laws forced its temporary withdrawal in 1980.



Using technology learnt from the 917/30 CanAm race car project, Ernst Fuhrmann began developing the Turbo motor in 1974 using a KKK turbocharger fitted to the fuel-injected Carrera RS 3.0 single overhead-cam flat-six engine. It delivered 191kW at 5500rpm, compared with the 169kW of the naturally aspirated 2994cc motor, while peak torque was 354Nm at 4000rpm. To handle the increased outputs, a revised suspension and larger brakes were added to the package, as well as a stronger clutch and gearbox. But to the dismay of many, it was four- rather than five- speed. The now infamous ‘whale tail’ was adopted to improve air flow to the engine, as well as adding some aerodynamic downforce. Massively flared rear wheel arches housed 15x8-inch rear wheels shod with 225/50VR rubberware. Fronts were 205/50VRs on 15x7- inch rims. The car was launched at the Paris Motor Show in October 1974.

Performance figures suggested 0-100km/h in 5.5 seconds and a top speed of 246km/h. It is thought that no other production car accelerated as fast.

In 1978 the engine capacity was increased to 3299cc, and an air-to-air intercooler added under the slightly raised and reprofiled whale tail. Wheels were enlarged to 16-inch and tyres were 205/55 (front) and 225/50 (rear). With up to 1 bar of boost, peak power was raised to 224kW, still at 5000rpm, and torque to 407Nm, at the same revs. To cope with the improved performance, the cross-drilled ventilated disc brakes were upgraded too. Although the changes increased the car's weight (to around 1310kg), the benchmark 0-100km/h time dropped to 5.3 seconds while top speed was raised to 260km/h, figures that many of today's performance cars would be pleased with. The extra mass and its location had more of an effect on the handling.



All 930s are left-hand drive and typically the floor-mounted pedals are offset to the right, but the slightly skew driving position is not that apparent once behind the fixed, padded three-spoke steering wheel, which sits close to the full-width fascia.

“The whoosh effect is electric and as max revs approach, shift into top for uninterrupted urge.”

Although there is plenty of seat adjustment, for someone who is tall the position is a tad compromised, yet somehow not too problematic. Five dials house the comprehensive instrumentation, which includes a central rev counter red-lined at 7000, a 300km/h speedo and a boost gauge. Oh, and there is even an original Porsche-branded radio/cassette player.

It fires up with a long turn of the key and settles into an easy idle. The gearbox on this 150 000km car is a bit slack so care will be necessary not to hook the wrong gear when pressing on. Pottering around is no real hardship, except for the steering which is ‘sticky’ because of the grip of the tyres. Quiet and civilised. The leather seats have integral head restraints: the +2 rear seats with fold-down backrests are more akin to a child's seat than anything an adult would fit into. This is not a family car.



Like with any performance machine, driving the 930 quickly requires concentration.

All-independent suspension gives a naturally stiff ride around town but as speed rises it combines with the steering to give plenty of valuable feedback. On a clear stretch of tar select third, press the accelerator and watch the revs rise as the notorious lag preludes the infamous kick and, sure enough, at 4000 the boost comes on strong and immediately the 930's *raison d'être* becomes apparent. The whoosh effect is electric and as max revs approach, shift into top for uninterrupted urge.

Brakes are very effective.

Ah, but that is only part of the story. Twisties approach and the 911's notoriety for being a ‘widow maker’ springs to mind as gear, turn-in and acceleration need to be balanced to make the 930 go where you want it to rather than kick ass and spin you off into the scenery. But those big tyres and wide tracks manage to compensate for the 911's short wheelbase and increased rearward weight bias output more than I expected.

It is not even a case of ‘slow in, quick out’ because the laws of physics will apply if there is too much too early. It is all about balancing steering lock with application of the right foot. Find some quiet space to find the limit. Quick application of opposite lock will counter rear waywardness, but the steering is heavy and unless you really want to play hooligan there is more satisfaction to be gained by staying on or close to the limit – not over it.



A 'flat nose' version was offered in 1981 as part of Porsche's special-order programme, and in 1984 the fastest of the 930 Turbos was developed with a 0-100km/h time of 4.8 seconds and a top speed of 278km/h. In 1989, the car's final year of production, a five-speed gearbox was fitted that saw 0-100km/h in 5.1 seconds and a top speed of 260km/h. The 930 set a turbo benchmark for all future iterations of the 911. By today's standards it is a handful when approaching the limit: no plethora of driver aids to act as a guardian angel here. Why, it does not even have ABS – but it does provide A Brilliant Sensation.

HOMOLOGATION

The main purpose of the Porsche Turbo road car was to gain homologation for the 1976 racing season. The FIA had announced that for Group 4, cars had to be production models available for sale to individual purchasers through manufacturer dealer networks and 400 had to be produced within 24 months to gain approval. Porsche met the target by the end of 1975, and the Turbo quickly became a cult car. By 5 May 1976, 1 000 had been built.



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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.

Join the
WHATSAPP GROUP
SCAN THE QR CODE



VVC social and chat group

WhatsApp group



Jeremy Yatt

MY 1973 PORSCHE 911E

From a Le Mans-struck kid to a daily driver bought for the price of a Corolla – on the quiet ceremony of owning a classic



As a kid, growing up, I had always liked Porsche, mainly because of the movie Le Mans which featured the iconic 917. But I had always assumed the marque to be out of my range and I had contented myself with my slightly modified Beetle that was great fun if somewhat slow.

In 1998 I was driving a 1972 Porsche 911T but I was hankering after something with a bit more pep. A friend alerted me to a white 1973 911E, an F-series and the last of the steel bumpers. The car was in excellent condition having been restored by a previous owner and so I found the finance to pony up the R90 000 the dealer was asking for. At the time R90k would buy a new Toyota Corolla 1.6 GLe, so I figured that it was not such a bad deal. The little 911 became my daily drive and it made going to work more pleasurable than it might otherwise have been.

Selling cars is not one of my strong points and so I hung onto it while children entered the fray and opportunities to drive it became scarce. And then when we moved to India for a few years I took the opportunity to have the car returned to its original metallic silver colour. A few years later I did a complete engine overhaul that was more expensive than the original purchase price, but which was totally worth it. The car drives beautifully and is incredibly reliable (although I've probably just jinxed that by mentioning it...)

So what's the big deal? It's this: there's a ceremony to driving a classic. From picking up the key with the leather Porsche key fob, walking towards the car with its purposeful stance, opening the door that then closes with a satisfying thunk, the smell of the Recaro leather and engine oil, the whirr of the starter and the distinctive air cooled bark as the engine bursts into life,

and then once the engine oil is warm, the heady sound of the engine going through the revs, to parking it and walking away and turning back just to admire it one more time.

We drive art and it's an absolute privilege. And to be clear, this applies to any classic car (even English ones...)

“We drive art and it’s an absolute privilege.”



My 911 was the height of engineering back in 1973. Its 2341cc flat six engine delivered 165hp allowing 100 km/h to be reached within 6.8 seconds. Today, a GTI or BM would easily outdrag it from the traffic lights, but it will never match the style and class. No driver aids (heck, it doesn't even have power brakes) and driving is a visceral experience. I took a decision a few years back that when I drove the car I wouldn't molly-coddle it but would drive it the way it's meant to be driven.

It's possibly hard to explain to a non-car enthusiast how owning and driving a classic can be so rewarding but I suspect members of the club would understand. The irony is that today I wouldn't be able to afford to buy a similar car as its value has appreciated so much over the years. I'm just grateful that I bought it when I did and have enjoyed it ever since.

Always Leave 'em Laughing!



fig 1.

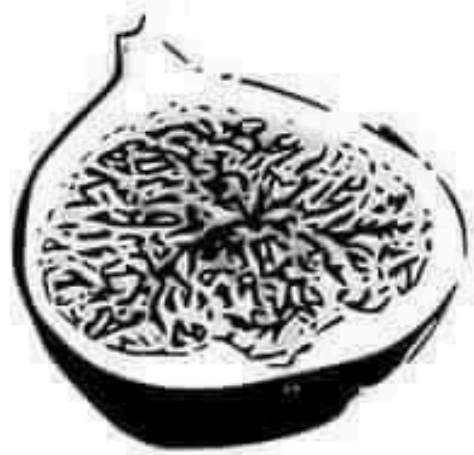


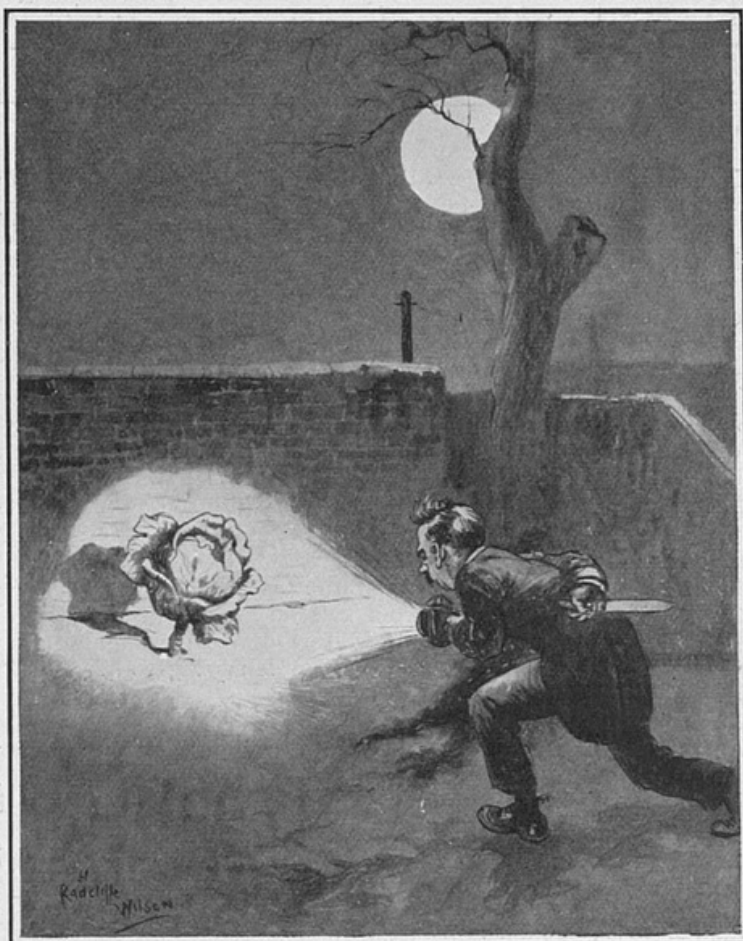
fig 2.

Roofrack for sale. Serious buyers only please.



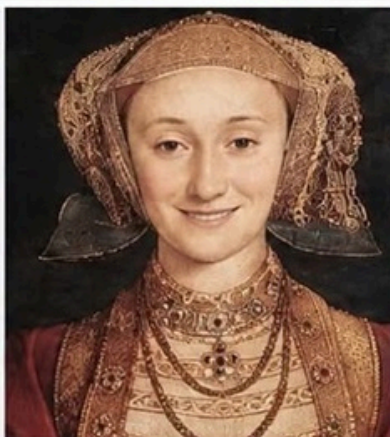
Ever since I was a little boy, I knew I wanted to log into Microsoft Authenticator 27 times a day, create deliverables for key stakeholders, and boil the ocean

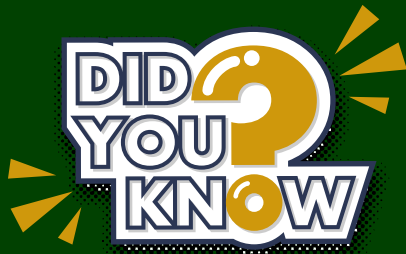
**Socialism Is So Good
That They Had To Build A Wall
To Keep People From
Escaping All That Happiness.**



THE VEGETARIAN TRACKING DOWN HIS PREY AT DEAD OF NIGHT.

Henry VIII's wives if they'd
never met him





THE RABBIT IN MABIBA'S EAR.

**Great Moments in SA Art History:
Why Sculptors placed a Bunny in
Madiba's Ear**

In a rushed effort for the ANC to capitalise on the timing of Mandela's death at 95 the Department of Arts and Culture commissioned 2 well know sculptures Andre Prinsloo and Ruhan Janse van Vuuren to sculpt a 9 Meter high bronze sculpture of Madiba to be placed in front of the Union Buildings, Pretoria.

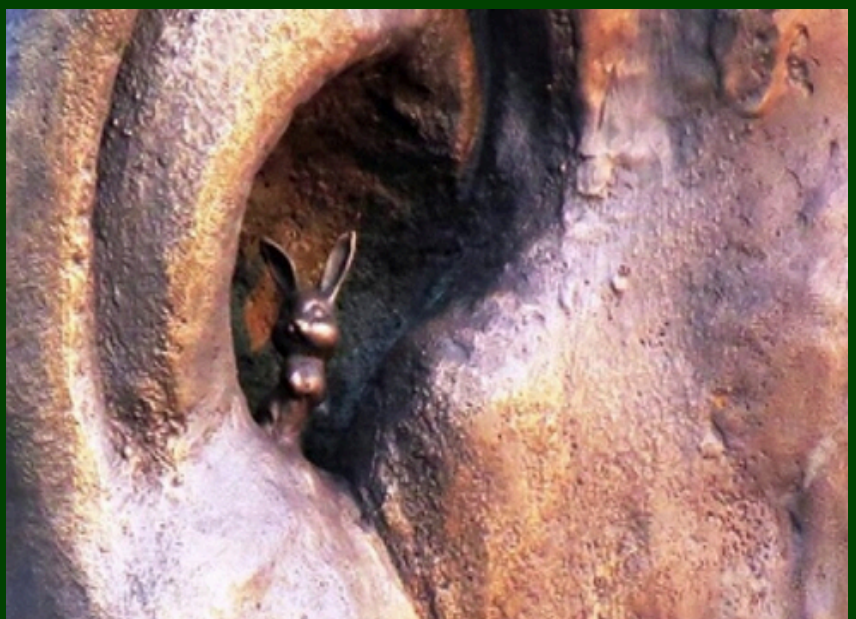
There were two conditions placed on the sculptors- the sculpture had to be finished within days "chop - chop" in order to be erected after 1 day after Mandela's funeral (16 December) and the artists weren't allowed to sign the sculpture.

The artists decided to use the rabbit as an alternative creative stamp – mainly because making, casting and mounting was a huge undertaking- to be done in extreme haste - In the Afrikaans language, the word for rabbit or hare is "haas", which also translates directly to "haste".

The bronze rabbit, sitting on its haunches with one floppy ear went unnoticed for months as it was hidden inside the ear and wasn't so easily seen due to the height of the sculpture – until someone let the secret out – probably over a beer. After collecting their bunny, the sculptors apologized, "We accept their apology and that their intentions were honourable." a spokesman for the government said.



**Great Moments in SA Art History
Why Sculptors placed a bunny in
Madiba's ear**

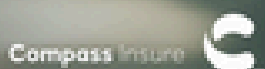
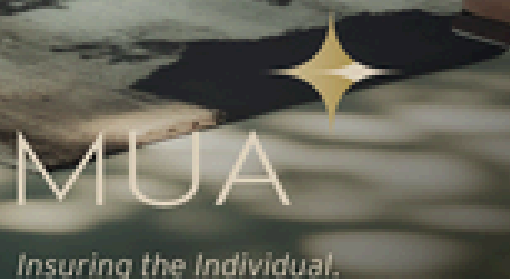


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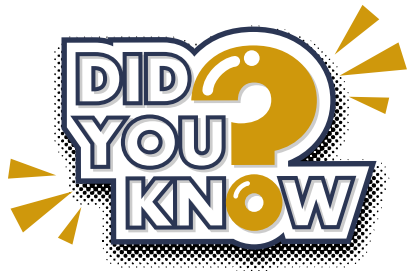


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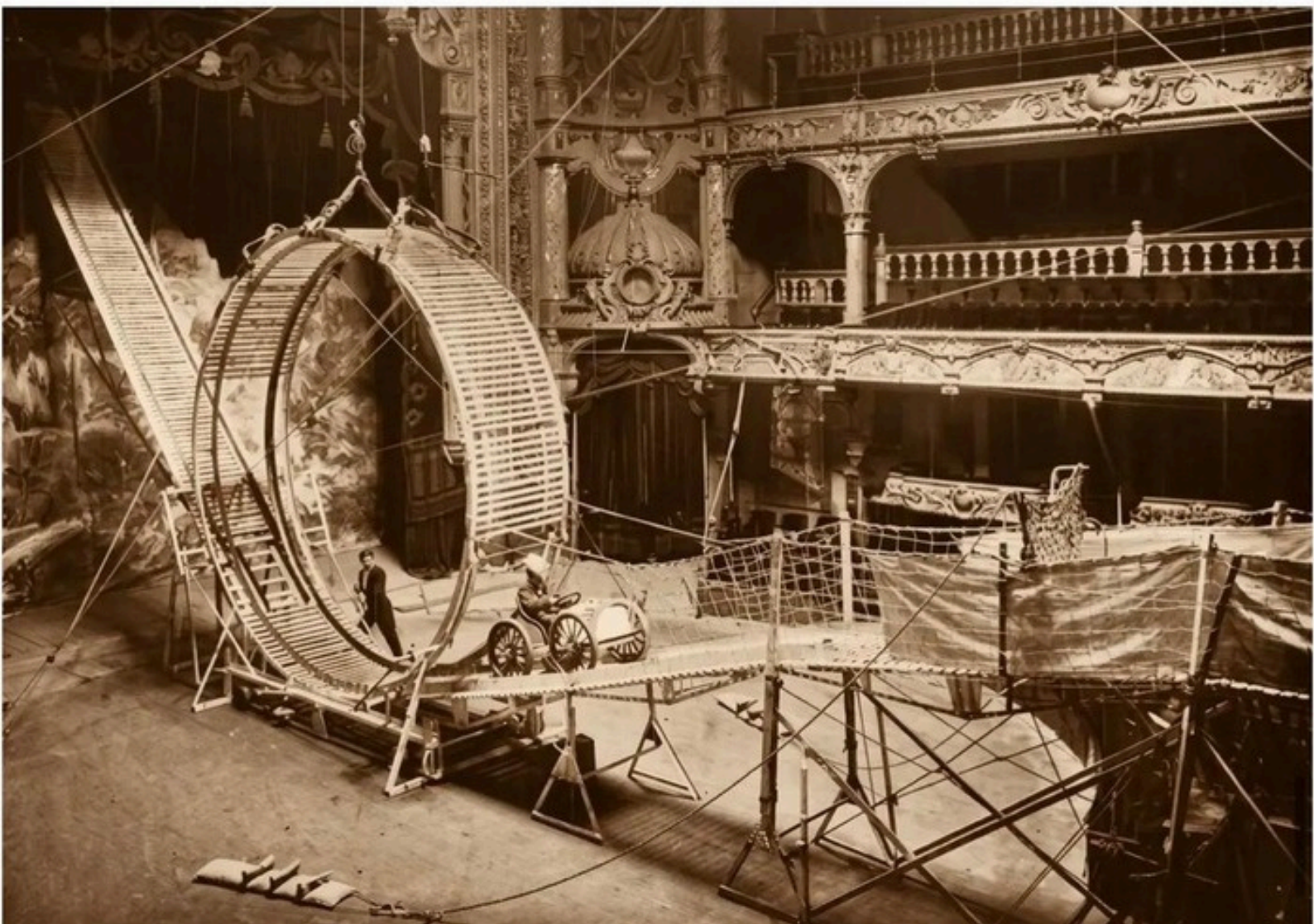
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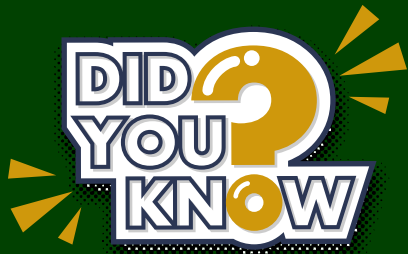


LOOP THE LOOP

Looping the loop at the London Hippodrome in 1903. An operator opened/closed a trap door on the big wheel, while the stuntman hurtled down from a great height. There was a net, at the end of the track, to capture the midget car.....

I seem to recall having a similar Matchbox set-up as a kid.



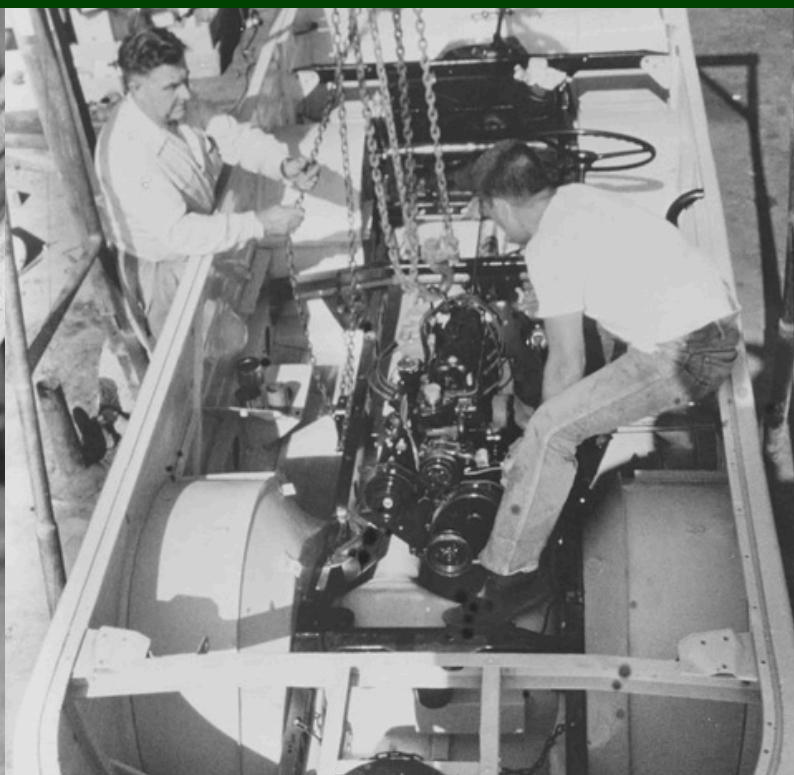


AMPHIBIOUS JEEP

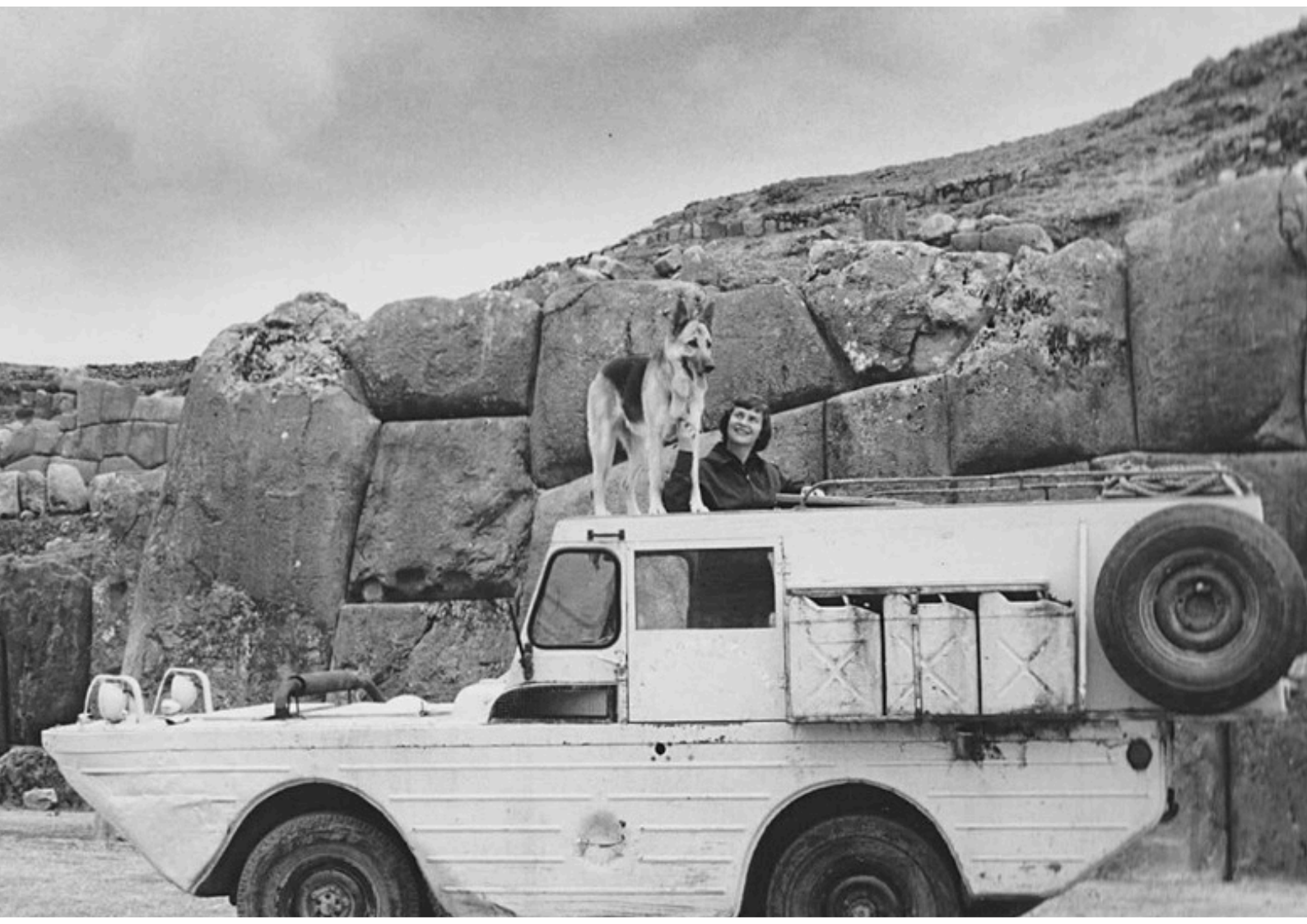
A propeller at the rear and a rudder connected to the steering wheel by steel cable made the vehicle seaworthy, while drive shafts running to all four wheels allowed the Schreiders to eventually leave Jakarta, breathing in the scent of frangipani and chilis cooking in coconut oil as they passed nearby fishing villages.

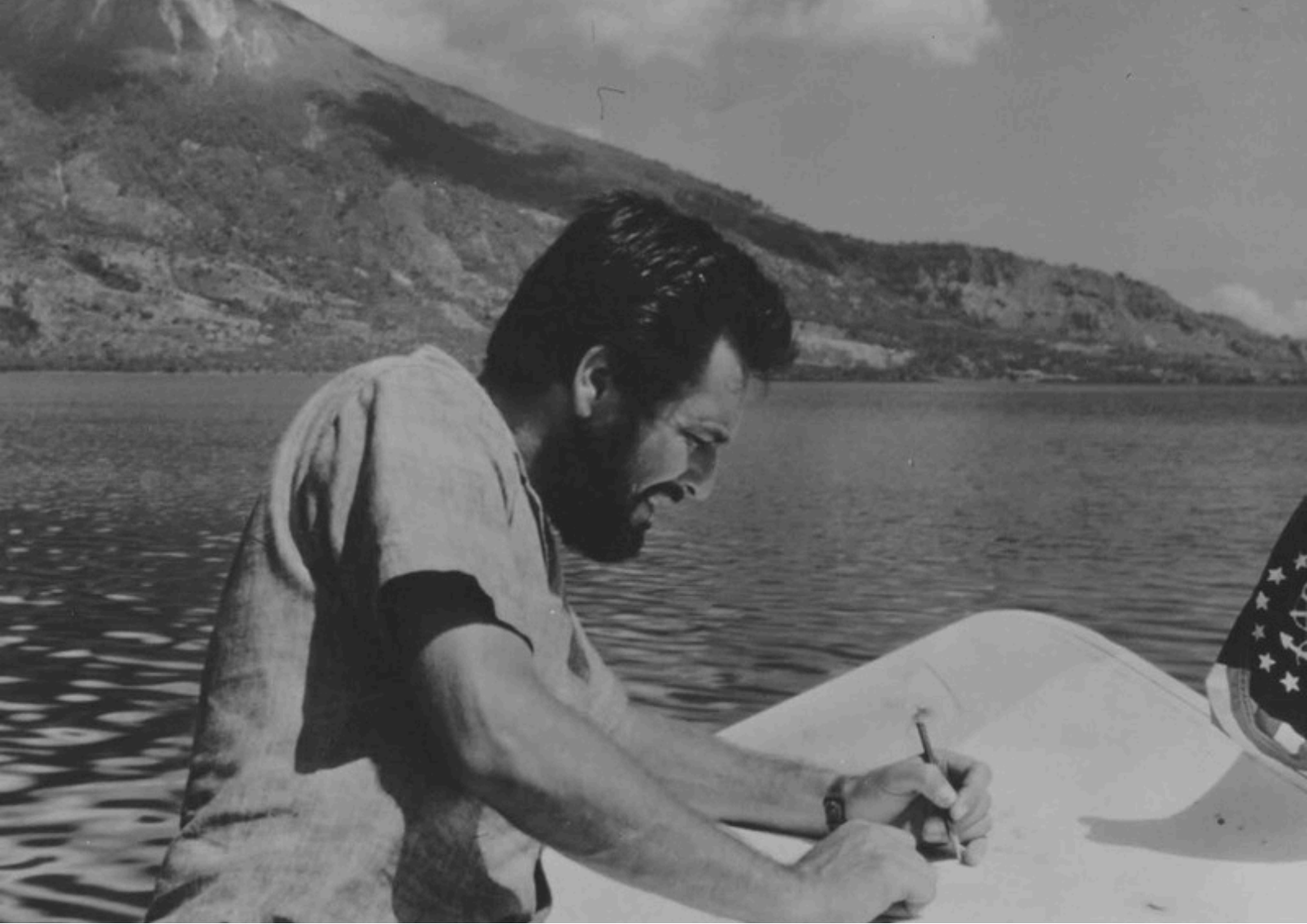
The 15-foot Tortuga II was equipped with a dual-cooling system for sea travel, a calibrated compass, and a chart table for navigation. The enclosed galley featured an alcohol stove and tiny sink with water piped from a 10-gallon tank in the bow. Cabinets held enough tinned food for two months off-grid, and fuel tanks carried enough gasoline for 150 miles at sea or 270 miles on land.

The Standard Vacuum Oil Company arranged for 300 additional gallons of gasoline and motor oil to be delivered by prahu, a traditional Indonesian sailboat, to the main islands along their route.









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The Vase from London

Earlier this year chairman Brian had the pleasure of meeting with the great-granddaughter of I.W. Schlesinger, Charlotte Morris, who is married to Brett, nephew of VVC member Joe Gates. A brief background about this remarkable gentleman and his association with "The Vase" makes for interesting reading.



The Schlesinger Vase: The magnificent Schlesinger Perpetual Trophy, commissioned by I.W. Schlesinger for the Rand Motor Cycling Club. Its Birmingham sterling-silver hallmarks date it to 1913-14. Note the distinctive pineapple decoration amongst the fruit and foliage.

Isidore William Schlesinger was born on 15 September 1871 in the village of Lemešany, in Austria-Hungary, and grew up on the Lower East Side of New York. In 1894, at twenty-three he read of the gold strikes on the Witwatersrand and sailed for the South African Republic, arriving with a salesman's instincts and almost nothing else.

Within a decade he had founded the African Realty Trust and African Life Assurance, and by the time the Union of South Africa was a young country he was building an empire that would eventually include African Consolidated Theatres, African Film Productions and its weekly newsreel African Mirror, African Caterers with its grip on the Carlton and Polana Hotels, and the vast citrus plantations of Zebediela.

He married Mabel May, an actress well known on the Johannesburg stage, and in 1923 the couple had their only child, John Samuel Schlesinger, Charlotte's grandfather, who was educated at Michaelhouse and Harvard before returning to take charge of his father's businesses.



I.W. and Mabel Schlesinger (seated) with Charlotte's grandparents, Jonathan and Iva (standing).



I.W. Schlesinger with Charlotte's uncle, Jono.

It was in this time that Schlesinger became president of the Rand Motor Cycling Club, the Johannesburg body that in 1913 had launched one of the great tests of early South African motoring: a race between Johannesburg and Durban, run on open dirt roads

over several days, with riders handicapped by engine size so that a modest single-cylinder machine might start hours ahead of the powerful scratch men.



Detail: the enamelled Rand Motor Cycling Club monogram crowning the Vase's lid.

The race demanded as much endurance as speed. Punctures, washed-out drifts, and the 52 farm gates that marshals had to open and close across the Transvaal were as much a part of the contest as the engines themselves, and by the early 1920s crash helmets had become compulsory equipment for riders who, in the first years, had ridden the route bare headed.

As the club's president, Schlesinger donated the race a trophy worthy of the effort involved in winning it. In 1914 he commissioned a silver vase in London, valued at £125, a considerable sum for the period, and presented it to the Rand Motor Cycling Club to replace the earlier Hutchinson Trophy as the premier award for the race's winner.

It became known formally as the Schlesinger Trophy and, to generations of riders, simply as the Schlesinger Vase.

“To generations of riders, simply as the Schlesinger Vase.”

The silver itself tells part of the story

The hallmarks still clearly visible on the Vase provide a fascinating physical link to its origins. They show the maker's initials T.W., the Birmingham anchor, the lion passant denoting sterling silver, and the date letter “o” for the 1913–14 assay year. The T.W. mark is associated with Birmingham silversmith Thomas Woolley, whose registered mark was in use during this period.

Thus, although the historical accounts describe the Vase as having been commissioned in London, the

hallmarks show that the silver itself was assayed in Birmingham in 1913–14, exactly the period in which the trophy was created.

Another intriguing feature of the Vase is the repeated pineapple motif amongst the elaborate fruit and foliage decorating its upper body. Pineapples had long been used in British decorative art as symbols of hospitality, welcome, abundance, prosperity and prestige, and they also appeared on important sporting trophies. The best-known example is the Wimbledon Gentlemen's Singles Trophy, which has carried a pineapple since the nineteenth century.

Pineapples are sometimes associated with good fortune, although their better-established meaning in British decorative tradition is one of hospitality, abundance and prosperity.

There is also a remarkable coincidence in Schlesinger's own story. In later years he became closely associated with South Africa's pineapple industry, developing extensive pineapple interests near Grahamstown. As the Schlesinger Vase was made in 1913–14, before his documented pineapple enterprise, there is presently no evidence that its pineapple decoration was intended to represent those later agricultural interests. Nevertheless, with hindsight it is an extraordinary connection between the decoration on his trophy and one of his later business interests.

The miniature Schlesinger Vases

The great Vase was a floating or perpetual trophy. The winning rider could hold it, but it was not his to keep permanently. Schlesinger therefore also provided twenty miniature silver Vases that could be presented to winning riders as permanent mementoes of their victories.



Original DJ medal on display in the clubhouse: a Durban–Johannesburg finisher's medal awarded to No. 91 Tommy Scott in 1914, riding a Bradbury. The medal was donated to the museum in 1959 by Mrs Scott.

One particularly important original miniature survives today in the B. Noik Collection. (This miniature was used to recreate a miniature to hand to D–J winners going forward.)

It was presented to R. J. “Bobby” Blackburn, winner of the 1921 Johannesburg–Durban race. Its original engraving reads:

**R. J. BLACKBURN 989 cc
HARLEY DAVIDSON Time 10h. 12m. 19s.
1921**

Those details correspond with the surviving race records: Blackburn won the 1921 event riding a 989 cc Harley-Davidson, recording a time of 10 hours, 12 minutes and 19 seconds.

Blackburn's victory was particularly notable as he started from the scratch mark and is recorded as the only rider to win the event from scratch.

The Blackburn miniature provides another important piece of physical evidence. Although awarded in 1921, it carries the same T.W., Birmingham, sterling-silver and 1913–14 date hallmarks. This is consistent with the miniature Vases having been manufactured with the original trophy and subsequently engraved as they were awarded to individual winners.

The miniature is simpler in decoration than the great Vase and does not carry its prominent pineapple-and-fruit decoration. This suggests that the pineapple ornament belonged to the elaborate decorative scheme of the principal trophy rather than being essential to the identity of the Schlesinger Vase itself.

Schlesinger's other business, film, kept pace with his motoring interest. African Mirror, the newsreel arm of African Film Productions, regularly sent cameramen to cover the Johannesburg–Durban race, so that cinema audiences across the country who would never see the machines pass could watch the dust, the gates, and the finish line unfold on screen within days of the event.

In 1922 the race was reversed to run from Durban to Johannesburg, the direction in which it has been run, in its modern commemorative form. By 1936, the year in which Schlesinger turned his attention to

sponsoring the trans-continental Schlesinger African Air Race between Portugal and South Africa, motor traffic on the country's public roads had grown too heavy and fast for a point-to-point contest of this kind to continue safely, and the authorities brought racing on those roads to an end.

RAND DAILY MAIL, JOHANNESBURG, WEDNESDAY, MAY 16, 1928.

THE DURBAN-RAND SPEED CLASSIC

SOME OF THE PRINCIPAL AWARDS

By "THE PACEMAKER"

Two weeks from to-day the stage will be set for the start of the thirteenth great Durban-Johannesburg motor cycle race. Road work has already commenced in earnest, fully half a hundred riders having been up and down the road during the past week. A fortnight from to-morrow the race will be over and won.

MOTORCYCLES—from the smallest side-stand economy stars to the largest distributing agency—have been thronging with "race" gangs since the handbills were published in the "Rand Daily Mail." The first publication of the acceptance was the signal for a general burst of activity both on the road and in the workshop. At the Natal end, too, riders have been busy on the road. Next week will see a general assembly of Rand riders to the coast, where they will establish their headquarters and commence work on the mountain roads.

THE LIST OF AWARDS

This year the list of prize money and awards has been considerably increased. The winner of this year's classic will hold the Schlesinger Vase for a year, and will receive, in addition, a silver miniature replica of the trophy, a club gold medal, and a cash prize of £100. The first ten men will receive gold medals, the awards being as follows: Second, £75; third, £50; fourth, £25; fifth, £10; sixth, £5; and the seventh, eighth, ninth and tenth men will receive two guineas each. In addition, the first six men will receive a cup presented by Mr. B. Adler, Commercial Rand, Newcastle, and a club gold medal. The rider returning the fastest time will receive the Wahlefeld Cup, together with a replica in miniature of the trophy. The Wahlefeld Cup has to be won three times in succession or four times in all. A special finishing trophy will be presented by Frow (S.A.), Ltd., to the rider returning the fastest time with a 250 c.c. machine. A gold medal will be awarded for the most meritorious performance. Every other competitor com-

GREATLY IMPROVED CHRYSLER "52"

ANOTHER NEW ARRIVAL

By H. J. F.

NUMEROUS have advanced in the production of modern cars are evident by the arrival, this week, of a still further addition to the Chrysler range. This time it is the new "52" cylinder series, a touring model of which was exhibited previously to a brief examination and trial on the road. From the accompanying photograph it will be seen that the new model possesses all the graceful qualities of appearance for which the popular six-cylinder type are famous. The other schemes are useful, sturdy and well balanced, the external equipment is complete and of good quality, and exhibited in genuine leather in exceptionally deep and luxurious tones.

Chief among the improvements and additions in the new "52" range are, hydraulic brakes on all four wheels, self-shifting springs; a newly-designed high-compression cylinder head giving substantially increased brake horsepower; a new induction manifold; larger valves; automatic window wiper; extra tyre and tube with sun cover; strip seats and bumpers. The new car, it is felt, a fully equipped model, setting in the way of extracts being necessary.

GENERAL IMPRESSIONS

Having considered its general make-up, the two most notable features of the Chrysler "52" are its performance and price. The appearance of the car, in fact, is extremely high, and when one has handled the car under various tests it becomes apparent that the American automobile has made enormous strides in the last three years. At £250 the Chrysler "52" is indubitably regarded as high motor value as one could reasonably expect with South African Customs duty and railway carriage at their present prices. On the road the car, though taken straight from the packing case, displayed an almost unbelievable degree of flexibility and acceleration for a four-cylinder motor rated at 21 h.p. I will remember that the first four-cylinder Chrysler that was landed in South Africa. Motorists acquainted with the gradient of Sir Lowry's Pass will appreciate the car's performance when I say that the car made the climb in top gear in what was then, at least, record time. The

DURBAN RACE SCRATCHINGS

In connection with this year's Durban-Johannesburg motor cycle classic, it is understood that few riders have withdrawn their entries. The riders are G. Rennie (Boson), Calhoun, and F. Ferguson (Boson). New Imperial, A. Peters will pilot a 175 c.h.s. Calhoun in place of C. de Plessy, while Du Plessy will ride a 240 c.h.s. Calhoun.

Points will be scored as in the team competition. The winning club will hold the Lloyd Trophy for one year.

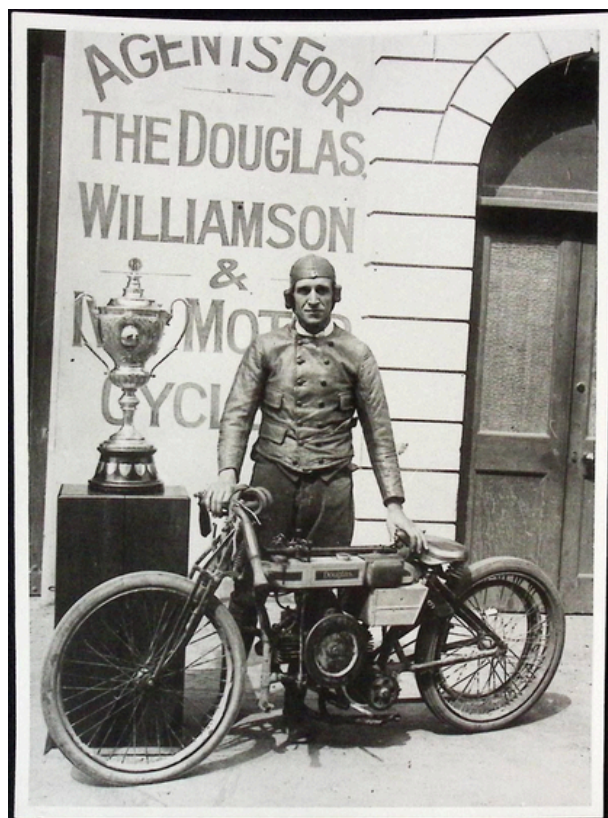
Riders have already been warned that Municipal and Provincial regulations and speed limits must be observed when passing through municipal areas. The police, it is stated, will prosecute those exceeding it within an hour, and competitors have been ordered to observe all the rules of the road when passing through towns or villages. In addition, every machine must be fitted with an expansion chamber and correct silencer. Any infringement of the speed limit, either while practising or during the progress of the race, which results in a Police Court conviction, may entail disqualification and forfeiture of any prize won, and such other penalties as the committee may decide to impose.

Isolated officials who may be called upon to give a ruling on a point can only do so on the clear understanding that their ruling is subject to confirmation.

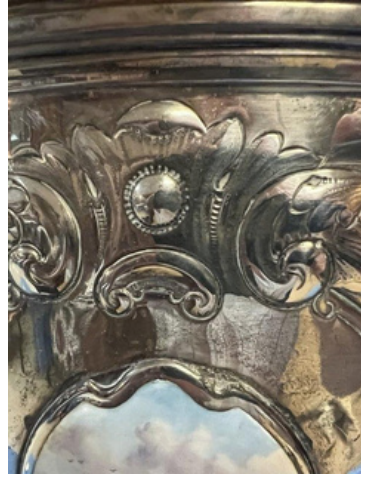
Newspaper: Rand Daily Mail, 16 May 1928: the awards for the Durban–Johannesburg motorcycle race included possession of the Schlesinger Vase for one year, a silver miniature replica, a club gold medal and £150 for the winner.

I.W. Schlesinger died in Johannesburg in March 1949, and in 2024, at the South African Board of Deputies' 120th anniversary gala dinner, he was honoured among 100 remarkable Jewish South Africans who have contributed to South Africa.

Today the Schlesinger Vase is held in the custody of the Vintage and Veteran Club, and it remains the principal award presented each year to the winner of the Commemorative DJ Rally that keeps the old Durban–Johannesburg contest alive.



Details and close ups of the Vase



Other trophies



The Wedd Memorial Trophy (Awarded to best motorcycle performance – RMC) – French '950' silver cup & cover with marks for 1879 (maker untraced), circa 1920.



The Diamond Cup – Silver plated presentation trophy measuring 50 cm high.



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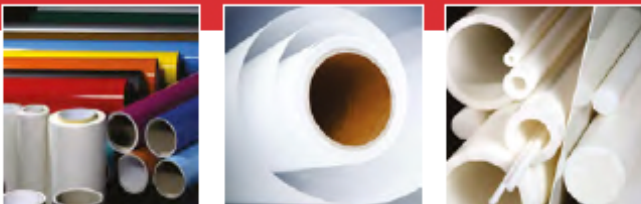
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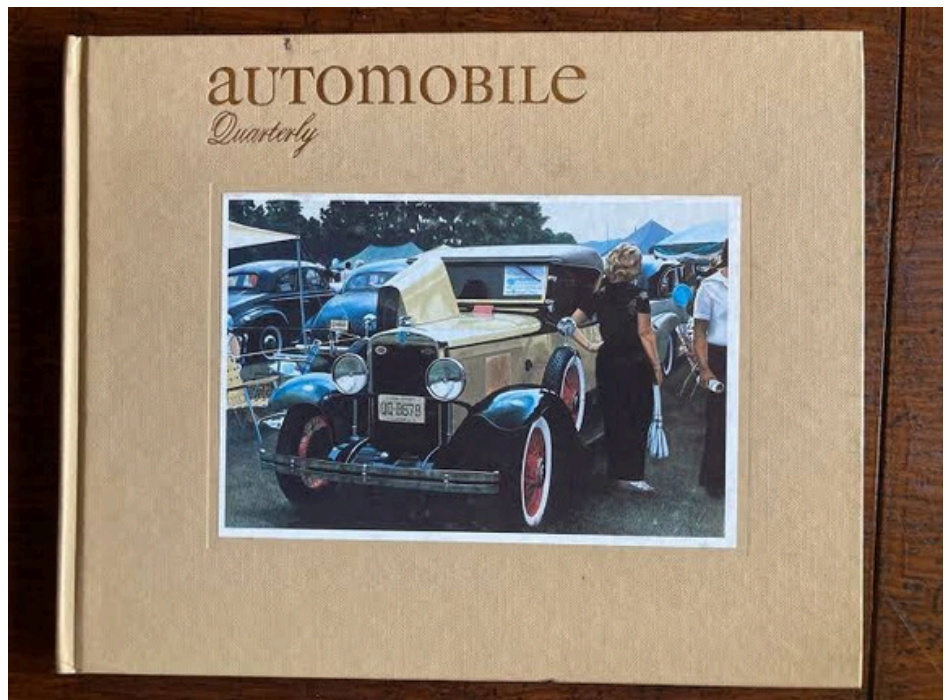
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Chairman/Dating Officer	Brian Noik	chairman@vvc.co.za	082 416 9584
Finance / Associate Club Liaison	Patrick Gearing	patrick@vvc.co.za	082 337 7072
Memberships/Accounts		accounts@vvc.co.za	
Editor	Piper Yatt	editor@vvc.co.za	
Treasurer	Paul Koski	paul@koski.co.za	082 442 6662
	Oliver Gerondeanos	olivergerond@gmail.com	072 117-5078
	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 are 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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