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WINTER WARMERS

It has been a little fresh countrywide lately but while it means many of us aren't venturing into the garage every night to tinker, it is good to see that we are making use of the slightly warmer daytime temps to use our cars. In the last month the events calendar has been bursting at the seams with often more than a handful of classic runs taking place on a single weekend. We try to get to most of them but logistically this is not possible. If you have organised an event or even just visited it then please feel free to send a few pics and some words through to us. All contributions are welcome.

This issue Graeme Hurst visited Cars in the Park Pietermaritzburg to give us a brief insight there, as well as looking at the Mercedes-Benz Museum on a recent trip to Germany. I got to drive one of my bucket list cars in the form of a BMW 2800CS but had an eye opener as to how good its Ugly Duckling sibling 2000C is. Roger

Gaisford talks about the iconic Land Rover, Barry Ashmole introduces us to the world of custom car building with a subtly-done Chevrolet Apache truck, and Mike Monk tracks down a 4x4 DKW of all things.

People and the characters behind the scenes are a large part in the reasoning behind playing old cars and the characters continue to raise their heads. Dave Hastie catches up with historic race car builder John Ten Doeschate, Ryno Verster tells of Brian Ferreira and Roger McCleery talks Jaguar with the firm's local boss, Kevin Flynn.

Local historic motorsport gets a look in and we cover the best of old and new competition with a blast up the hill at the Jaguar Simola Hillclimb, which took place in Knysna recently. Our favourite section – your letters – is full to the brim towards the back of the magazine.

Please enjoy
Stuart

THE MOST BEAUTIFUL RACE IN THE WORLD...

...Except it isn't a race, officially. Or so they say... The original Mille Miglia road-race was banned in 1957 when Count de Portago crashed his Ferrari 335S into the crowd killing himself, his navigator and nine spectators, just 70 clicks from the finish.

By Robert Coucher

Photography by Wolfgang Fotografo

In 1955 Stirling Moss famously won the 1000 mile Mille Miglia in just 10 hours, seven minutes and 48 seconds averaging 98.53mph. He was driving the Mercedes-Benz 300 SLR, with Denis Jenkinson navigating who used pace notes for the first time in competition. They clearly worked.

The original Mille Miglia first ran in 1927 up until that fateful date in 1957. It was re-introduced in 1977 as a retrospective regularity rally for vintage and classic cars that competed in the original races, i.e. cars manufactured from '27-'57, keeping a tight lid on eligible machinery.

Since then the drama, excitement and legend of blasting 1000 miles



Robert Coucher was born in Cape Town but has lived in London since 1988. Previously the editor of Classic Cars and the Bentley magazine, Robert started *Octane* magazine ten years ago and it now sells around the world to discerning motoring enthusiasts and racers.
www.octane-magazine.com





through Italy from the northern town of Brescia to Rome and back has made the Mille *the* event every car enthusiast in the world *has* to do. All you need is to find a pre-'57 sports car, pay the €8 540 entry fee and you are ready to go.

Obviously it isn't as simple as that. Never is. Last year new organisers took over running the MM and now apply much stricter controls on eligible cars. These days, to get an entry you really need a car that actually took part in the original event or exactly the same model. With thousands of keen enthusiasts (all wealthy individuals who are used to getting their own way!) from all around the world applying for 450 start numbers, the competition is intense. Sure you don't actually need a multi-million rand V12 sports car, in fact the more ordinary cars are encouraged like Triumph TRs, Borgward Isabellas, Renault

Dauphines, Volkswagen Beetles, etc., but trust me, you want a bit of grunt on the mountainous Mille.

Of course, the handsome entry fee is just the beginning. You need to get the car to the start. Most entrants have a spannering team in a van as support but at least every entry receives, as part

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of the start package, a rather delectable Chopard wristwatch. Just one... you need to fight over who gets it, or spend another couple of thousand euros buying another. A discount is on offer.

Jaguar Heritage has recently taken it upon itself to invite celebs and

personalities to drive its historic cars on the MM and this year we had actor Jeremy Irons, sleb Jodi Kidd, F1 commentator Martin Brundle and racer Bruno Senna with Jaguar designer and proper car enthusiast Ian Callum riding with Mr Classic Car Enthusiast USA, Jay Leno. I was supposed to be part of the Jaguar team but was elbowed out by one of these lesser slebs. Oh well, will have to take up the Bugatti offer instead.

I have been very fortunate to have competed in the Mille Miglia four times in the past. The first was in a 1927 Chrysler 75 which gave the vintage Bentleys a good run. Then in the ex-Maurice Gatsonides Triumph TR2 which, with its overdrive working on 2nd, 3rd and top gears, startled a few Merc Gullwings up and down the mountain passes. Then I followed the event in a Bentley Continental T. The Italians loved the Bruiser because it



was painted in bright *Giallo Fly* yellow and the 6.75-litre engine roared like Richard the Lionheart. Finally in a C-type Jaguar, the perfect car for the Mille except my driver thought this was a race and thought he could win it by driving like a nutter. *Afkak!*

So this year my mount is a fabulous 1930 Bugatti Type 51, originally supplied to Prince Georg-Kristian Lobkowicz of Czechoslovakia. The straight eight, 2262cc, double overhead cam engine is supercharged and pumps out 180bhp at 5000rpm and, most importantly for a rally car, musters 220lb/ft of torque at just 2500. My co-driver is Herr Willy Netuschil, head of engineering at Bugatti, no less.

The Bugatti is scrutineered in *Piazza della Vittoria* on Thursday where we retire to a local restaurant for the drivers' briefing. The Bugatti team issue us with iPads that contain the clever ChronoMaster programme that you swipe on at every special stage and it counts you across the section in the perfect time. Not really

historic navigation in my book, but hey... technology.

We all drive down to the Mille Miglia Museum in good time for the 1800hrs start. Then it's over the famous ramp and into the night for the first stop in Padova. Get there at about midnight, which is OK.

Up at seven the next morning, heading for Rome. The driving is mixed and some of it is rather good and I get behind the wheel for the leg into Rome through the rolling hills. But we only reach the capital city at around midnight some 17 hours later, which is just too damn hard in an old car.

But all is forgiven the next day as the MM heads north through Tuscany: Siena, Pisa, Luca and up through the legendary Futa and Raticosa passes to Bologna. Utter driving pleasure. The Bugatti's gearbox does without any sort of synchromesh and the gearshift pattern is upside down. But learning the car is an art and when you mesh with it the whole straight-eight package comes alive beautifully.

This year the Mille Miglia is different because a fourth day has been added, the leg from Bologna back to Brescia. That's great because it takes the sting out of the previous late night slog to the finish. As I mentioned earlier, the retrospective event is not officially a race. But this is Italy and everybody, from the thousands of spectators who line the whole route, to the excellent motorcycle police and innocent civilian traffic coming the other way, really, really want it to be a race. So it is, unofficially. Through the Futa and Raticosa passes, we clip the Bug on behind a motorcycle cop and he does the business. He cranks his big BMW 'bike up to full chat, his blue light and whistle clearing the roads ahead at over 80mph! It is utterly brilliant probably because these days motorists are put upon by authorities who use safety as an excuse to raise revenue by fining us at every turn. Not in Italy. Here the cops are on your side. But you really have to drive damn fast to keep up with 'em. *Viva Italia!* 🇮🇹

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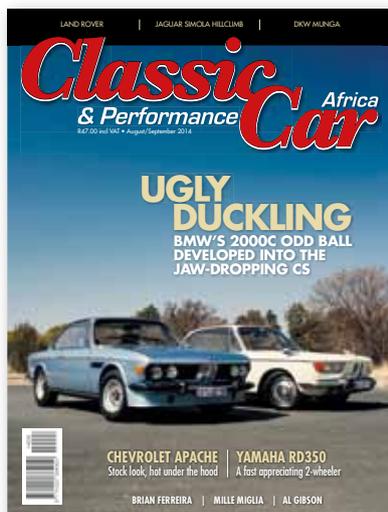
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bring back the memories of motoring times gone by. Whether your heart flutters for pre-war engineering, or brute-force muscle, gentle drives in scenic places or screaming tyres and a whiff of Castrol R, we have something in every issue that will appeal. Subscribe, and never miss another issue.

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Al Gibson standing with Dawie Gous and the Elva Porsche.



Al Senior and Alastair Junior with the 1936 BMW R5.

POPULAR MECHANIC

A legend in South African motor racing, Alastair Gibson Senior, or simply Al as he was known, passed away in his sleep at Edenvale Old Age Home on 18 May, three weeks short of his 93rd birthday.

The popular yet humble racing mechanic first came to prominence in the early 1960s, both in motorcycles and as Dawie Gous and John Love's mechanic on their Nine Hour winning RSK Porsches. He also became the most sought-after local tuner of the Repco engines that powered the then World Championship-winning Formula 1 Brabhams.

Throughout the 1970s there were many famous racing personalities, local and international, who came to visit Al in Scott Avenue in Edenvale, where he plied his trade from his home's double garage. Visitors may have initially come to see Al due to his technical skills, but they would soon become regular visitors and friends, for he was a captivating man who lived by his motto of 'Be good to all people'. He was a warm and caring person and very knowledgeable on many a

subject. Even though he always had an informed opinion on most things, he was never opinionated, and always listened and tried to learn something new from other people.

Among the many and regular visitors to Al's home was the famous Sir Jack Brabham, of Formula 1 fame. (Sir Jack Brabham passed away in his home country of Australia on the same day that Al Gibson passed away.)

Al's talents and passion for motor racing were definitely passed on to his son, Alastair Gibson Junior, who went on to become a chief mechanic in Formula 1 for the Benetton and later BAR Honda F1 teams, having worked with many distinguished Grand Prix drivers, including two World Champions, Jacques Villeneuve and Jenson Button. Having retired from Formula 1, Alastair Junior now lives in the UK where he applies his Formula 1 skills to art, producing

carbon fibre sculptures.

Al's passion for motorcycles also made him a popular and regular participant in the epic D-J races, on his beloved 1936 BMW R5, the immaculate distinctive 'TJ 31'. This decades-old 'family tradition' continues through his son, who comes over from the UK every March to do the event on the same bike.

After a lung complication about 2 years ago, Al was confined to a frail care unit, where the occasional TV interview still took place and where he still received phone calls from friends, sometimes from as far afield as Australia and Canada occasionally requesting some bits of technical information.

Al's popularity was mostly evident by the number of visitors and well known motoring people who regularly continued to see him right up until his last days, and even at that point, Al was still making new friends... 

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FRUITFUL GATHERING

The Garden Route Motor Club's annual charity motor show is rapidly growing in stature and following on the successful format of quality rather than quantity introduced in 2013, this year's event offered even more classic variety than before. Together with a couple of surprise attractions adding interest and glamour, the Show acted as the backdrop to the 2014 MG Indaba with over 160 examples of the marque on view. Knysna High School's sports field was packed to the perimeters with a glittering display of veteran, vintage and classic vehicles together, for the first time, with an excellent display of some rare and exciting motorcycles.

Amongst the 350 cars on display, anniversaries for 50 years of the Ford Mustang and the Sunbeam Tiger V8, as well the Mini Cooper's first win on the Monte Carlo Rally, were honoured. Motor racing is part of MG's heritage, and famous race cars on view included the 1932 supercharged 750cm³ Montlhery Midget, the ex-Les Miller 1950 1 250cm³ Spider, and the famous – infamous? – 1959 1 250cm³ special Hedgehog that is regularly campaigned by Roger Lewis. Among the more modern exotics on view were a McLaren MP4-12 C convertible, an Audi R8 V10 Spider and an impressive display of Ferraris.

Building on last year's awards, the *Classic & Performance Car Africa concours d'elegance* floating trophy was awarded to Ron Hollis' stunning 1958 Aston Martin DB2/4 Series III. Show attendees were invited to vote for the People's Choice trophy and this was won, by the narrowest of margins, by Rordon Tait's Alfa Romeo Spider 1750. The AutoGlym-sponsored *Style et Luxe* prize for the most desirable car on view went to Brian Bruce's immaculate 1953 Jaguar C-Type tribute.

An added attraction of special note was the Bloodhound SSC driving experience, a simulator of the 100 670kW world land speed record-breaking car being prepared to attempt 1 000mph at Hakskeenpan in the Northern Cape in 2015.

Knysna's House of Classic & Sports Cars held a silent auction at the Show. Included in the line-up of 25 classic, vintage and sportscars were a 1926 Ford Model T Touring, 1928 Ford Model A, 1929 Buick Roadster, 1930 Chevrolet Landau, 1934 Chrysler Sedan, 1935 DKW R4 Cabriolet, 1947 Austin A70 Hampshire, 1947 Citroën Light 15, 1950 MG TD, 1958 Austin-Healey Sprite Frogeye, 1960 Opel Olympia pick-up, 1967 Mercedes-Benz 230S Fintail, 1972 Austin Mini 1000 and a 1978 Ford Mustang. Successful deals were completed at and after the Show and HC&SC donated the buyer's premium of 6% to the GRMC for onward donation to charity.

Combined with a select few trade stands, it was a show full of appeal for enthusiasts and casual onlookers even though being held on Mother's Day and a week before the Jaguar Simola Hillclimb weekend. Close to 3 000 spectators attended the event and from gate takings and other income, R53 000 was donated to Knysna Hospice, Animal Welfare, e-Pap Feeding Scheme and other local charities.





ONE FREEZING SUNDAY

In keeping with having a theme for each of their open Sunday events, the Pretoria Motor Club chose a Veteran and Vintage Day on 8 June. Despite the winter chills arriving in full force, an excellent array of the best of the 1930 era was presented. These included the only RHD Buick 601 Dual Cowl in the world. The 6-cylinder engine weighs in at over 2 000lbs, and signs of the future are spotlights that swivel with the steering wheel, a unique front suspension and steering design that 'floats' in order to smooth the ride on huge wooden-spoked wheels, and a braking system that has 4 brake shoes in each wheel. The shoes operate progressively relevant to the pressure applied to the brake pedal. Another unique car was an Austin 7-bodied 'station wagon' powered by a two-stroke DKW engine. A 1926 Ford Model T Tudor featured a huge wind horn that was almost as big as the tiny motor and looked the part surrounded by tons of brass work in the engine compartment and grille. Not to be outdone was a convertible Ford Thunderbird that looked almost too modern for the present company.

WITBLITZ CLASSIC CARS

The Annual POMC Mampoen Regularity Rally gave competitors the option of entering Class A for Sealed Odo or Class B for Open Odo. Four speed groups gave the options according to the ability of the car and offered at 55, 65, 75 or 90 kilometer per hour averages.

Entries included teams from the Triumph and Volkswagen Clubs, with the large number of Novice crews being well catered for with two training sessions to get them up to speed with Regularity Rallying. Quality of entries included a 1935 Bentley, a 1941 Buick, several Triumph Spitfires and a flurry of four identical-coloured 1960s VW Beetles. The route was straightforward with cars leaving the Pretoria Motor Clubhouse, heading for Cullinan and then doing two loops around Roodeplaat Dam before finishing 167km later at the traditional Witblitz ceremony at the Willem Prinsloo Agricultural Museum. Scores were on the high side and the handful of SARRA regular competitors did well. The eye-catching Datsun ZX of Stefan Loringett and Alex Couling came 2nd in Class B behind Pierre and Gwyneth Cronje's Kia. Class A was a walkover for the two AJS motorbikes of Gavin Walton and Ralph Pitchford.



PMB SPECTACULAR

Pietermaritzburg enjoyed another spectacular Cars in the Park on 18 May with the city's Alexandra Park and Cricket Oval packed with diverse classics from all eras.

Ty Terblanche's imposing 1937 Packard Super Eight in Hickory Leaf Green was a standout among the pre-war cars, having been bought new by a Johannesburg businessman while on a visit to the US. Other 1930s delights included Chris Jewitt's 1936 Morris 8 Tourer, in barnfind condition having been largely off the road since it was re-assembled from parts nearly 40 years ago. Boasting the same year of production was a Rolls-Royce 25/30 that was shipped to Cape Town in the mid '50s and spent many years in Northern Rhodesia before being bought as a wreck and re-bodied as a Gurney-Nutting-style drophead in SA.



SHOP ONLINE

JB Classic Cars has launched an online classic car showroom and portal from its base in Cape Town. The new showroom can be found at www.jbclassiccars.co.za and will list the best classic, sports, exotic, and collectable cars they can find for sale in South Africa. If you are interested in hearing about new stock, go online and subscribe to the newsletter.

CARS IN THE PARK

Don't forget the annual POMC Cars in the Park at Zwartkops Raceway on 3 August. The road into Zwartkops has been revamped and allows for easy access but more importantly this show gathers together classics from almost every walk of life, and there are more than enough stalls and entertainment areas to keep the entire family happy.

Also wowing the crowds was Des Armstrong's 1961 Volvo PV544 that has clocked up close to 700 000km while in the care of his family from new. Other single-ownership cars included an Austin 850 Mini purchased new at the city's 1963 Royal Agricultural Show.

Meanwhile the local arm of the Mercedes-Benz Club impressed with a fantastic line-up including Vinesh Ramadass' striking black 1960 190SL, and a carefully detailed replica of the 1960 East African Safari-winning 219 Ponton saloon although, judging from the attention it received, the highlight was a barnfind 1956 180D Ponton, recently saved from the crusher after rusting away under a pile of scrap metal for three decades in Johannesburg.

More local fare on show included the unique-to-SA Ford Granada Perana and Sierra XR8, along with a Fairmont 351 GT while the Austin-Healey Club boasted a line-up of Big Healeys, led by a superb grey-over-cream 3000MkI fresh out of a restoration by marque expert Ben Gerber. Not to be left out, local Jaguar enthusiasts fielded a fine display of several popular models including a delightful period (thanks to wheel spats) XK120 Roadster in Old English White and a subtly up-rated XK150 Coupe.

Other show highlights included a display of micro cars featuring a 1957 Heinkel Model 153 and a Messerschmitt KR200, which owner Gerald Meisegeier allowed showgoers to try out for size.

Also pulling the crowds was a 1947 John Deere tractor linked up to a working grain grinder while an array of working stationary engines provided entertainment too – as did the sheer scale of the various aero-engines on display, including a 2000hp, 14-cylinder Bristol-Hercules super-charged radial engine.

Oily Rag Run

SUNDAY, 14TH SEPTEMBER

EVENT INFO

START:
9am for 10am at Crossley & Webb, 15 Solan Street, Gardens, CPT

FINISH:
Franschhoek Motor Museum, B45

CRITERIA

Pre-1960 UNRESTORED Vehicles.
Vehicle will be judged on Original Body, Paint, Interior and Engine.
Points will be added for period dress on the day.

FOR MORE INFO OR TO ENTER YOUR VEHICLE CONTACT:
JASON FURNESS: JASONF@CROSSLEY-WEBB.COM / 076 215 7966
RICHARD DAGGIT: DICKON@WORLDONLINE.CO.ZA / 083 625 8678



WINGS & WHEELS

The Mercedes-Benz Club, Porsche and MG crews recently held their annual show day at the Zwartkops airbase. Besides a large variety of cars on display, spectators could also soak up the brilliant SAAF Museum, and listen to the drone of Harvards doing bumps and circles. If that wasn't spine-chilling enough, the sight of a Vampire doing some stunts blew the onlookers away. This is an essential event for any enthusiast, so keep an eye out for the next one.

CROWD PULLER

The Classic Motorcycle Club's annual 1000 Bike Show at Germiston High School over 5/6 July once again attracted a large crowd of motorcyclists and other visitors, while there were more than 400 classic and modern motorcycles on display.

The chief organiser of the show and chairman of the CMC, Hamish Ireland, says total attendance was in the region of 10 000 people, which was aided by the favourable weather on the two show days. The sports field outside the display marquee was packed with motorcycles and trikes ridden to the venue by the visitors and this was an amazing motorcycle show in its own right, particularly as regards the many customised machines.

Many of the machines on display were evaluated in *concours d'elegance* competitions and once again the standards were exceptionally high. Overall



winner – Best Bike on Show – among the classics was Kevin Robertson's immaculate 1957 Velocette Valiant, which has taken 10 years to build from parts obtained from three sources in South Africa. Robertson, an internationally renowned Velocette enthusiast, says he believes his Valiant is one of only three left in SA. Best on Show in the Customised and Street categories was the immaculate BMW Cafe Racer of Eric Repsold.

The annual event has grown into an important fund-raising event and among the charities and organisations that benefited this year were the SPCA, Germiston High School, Think Bike, Toy Run, Rotary and the Scouts.



A NEW AGE

A gathering of likeminded souls showed the benefits of Facebook and social media recently as a whack of Café Racer bikes descended on 44 Stanley in Millpark, Johannesburg. Advertised on the web, this event saw younger generation bikers riding their tastefully chopped Café Racers, and sharing in tales of what, where and how they took long-forgotten old bangers and transformed them into something desirable. Bikes ranged from your average Honda CD200 to the likes of Triumph, BMW and even a Velocette. Thankfully there wasn't a Mods and Rockers standoff though, with the Vespa and Lambretta crew who also made an appearance. It is good to see this young blood entering the classic world. Many of these guys frequent the monthly Vintage and Veteran Club meetings too and the variety of more youthful classics that hide in the back of the parking area is constantly growing. Proof that a motoring fan is a motoring fan and we all appreciate one another's rides, passion and commitment.

MEMORY LANE

Diariase 24 August as a day to go for coffee in Parkhurst as the Veteran and Vintage Club's 4th Annual Parkhurst Heritage Car and Bike day is being held in 4th Avenue Parkhurst. It is a must do for lovers of vintage cars, coffee and with the old gramophone playing in the background, a walk down memory lane with vintage cars lining the suburb's old-style main street. All classic cars and bikes are welcome.





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1929 Chevrolet Landau
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Sedan
1962 Chrysler Imperial
Lebaron*



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WINTER WINES

FMM was proud to be the host venue for this year's Franschhoek Winter Wine Festival. This has become an established annual event and it is encouraging to see the numbers of exhibitors – producers from all around the valley – turn up to present their wines – with more spectators each year. L'Ormarins Estate's own Protea and Terra del Cappo wine ranges were also on promotion for the punters to taste. Once again the event was a total success and blessed with one of the best winter's days of the year.

ON SHOW

All-new winter exhibits at FMM include a display of BMC vehicles: MG TD, Austin-Healey 100/4, Wolseley 15/60, Mini Cooper and MGB – a line-up of Model T Fords from 1911 to 1926, and a celebration of Chryslers and De Sotos from 1926 to 1936. Alfa Romeos make a popular return in the form of a 6C 2500 SS, 1900 SS, Giulietta Spider, 1750 GTV and Montreal. Variety is the spice of museum life!



OILY RAG RUN

FMM's consultant engineer Dickon Daggitt has confirmed that the Oily Rag Run for pre-1960 unrestored cars will take place on Sunday 14 September, starting early/mid-morning in central Cape Town and ending early afternoon with lunch at Franschhoek. Early entries include a 1927 Buick, 1932 Lagonda, 1934 Ford, 1935 M45 Lagonda, 1958 Austin-Healey and a 1959 'Auntie' Rover. FMM is planning to enter a 1926 Chrysler, a 1933 Ford pick-up and possibly a Model 58 Maxwell. For further details and entry applications, e-mail dickon@worldonline.co.za.

FMM ATTENDS NEW FERRARI SERVICE CENTRE

The Franschhoek Motor Museum – which has a number of Ferraris in its collection – accepted an invitation to attend the opening of the newly-formed Carlo Viglietti service centre in Gauteng. Carlo Viglietti along with Pablo Clark Racing have set up a base of operations in 6th Street, Wynberg, Johannesburg. Carlo brings countless years of experience to the partnership and now has some of the best facilities in the country available to him. The company will undertake the servicing and restoration of all models of Ferraris.



MINI GOLF

FMM was recently visited by two large contingents of modern-car enthusiasts belonging to clubs with iconic names – Mini and Golf. Over 30 immaculate Issigonis Minis arrived and they made quite a feature in the parking area. The Mini Owners Club was welcomed with coffee and tea followed by a walk through the museum's displays that included its 1964 Mini Cooper 1000. Ten modern-day Minis joined the visit, adding to the atmosphere. There was a surprise visit from the VW GTI Club as part of a breakfast run during which FMM was a pit stop. The cars filled three parking bays and caught other visitors' attention. A guided tour through the museum was followed by lunch at, appropriately, the PitStop Deli.

WHERE, WHAT TIMES AND HOW MUCH

For more information about the Franschhoek Motor Museum, view galleries of the collection and learn more about forthcoming events, log on to www.fmm.co.za

The Franschhoek Motor Museum is situated on the L'Ormarins Estate along the R45 in the Franschhoek Valley in the Western Cape. The opening hours are Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00), and the museum is open on most public holidays. Admission prices are R60 adults, R50 pensioners, R30 children. An on-site delicatessen offers refreshments and tasting of L'Ormarins estate wines is also available.



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1946 Lincoln Sedan R228 000



1947 Mercedes Benz 170V R458 000



1982 Mercedes Benz 500SL R165 000



1980 MGB R125 000



1965 Mercedes Benz 230S Fintail R95 000



2003 Mercedes Benz SL500 R320 000



1963 DKW Junior R55 000



1986 Porsche 911 Cabrio R520 000



1948 Chevrolet Fleetline R128 000



1927 Chevrolet 1.5 T Truck R228 000



1928 Hupmobile R288 000



1967 Jaguar MK2 POA



1947 Citroen Light 1.5 R95 000



2002 Saab 93 Coupe R70 000



1959 Austin Healey 3000 MK1 POA

ALSO: 1973 Rover 3.5 V8... 1974 Volvo 164... 1967 MGB Roadster... 1967 MGB GT... 1969 Rambler Rogue... 1934 Chrysler Sedan...
 1958 MGA Coupe... 1934 Studebaker Dictator... 1968 Wolseley 1660... 1986 Porsche 924S... 1955 Ford Customline... 1948 MG TC...
 1958 Buick Special... 1958 Ford Fairlane... 1964 MGA... 1960 Mercedes Ponton... 1980 Mercedes 280SL... 1978 Buick Park Avenue...
 1958 De Soto... 1983 Porsche 944... 1941 Chevrolet Panel Van... 1971 MGB Roadster... 1935 DKW Cabriolet...plus...plus...plus.

THE UGLY DUCKLING



BMW's E9 model, badged as the CS, is one of the firm's most recognisable and cherished vehicles. Sporting either 2800CS or 3.0CS, it won the hearts with a near perfect balance of practicality, classy aesthetics and sporting performance. Adding to the enigma was the brutal-looking and race track-killing CSL variant that, thanks to its plethora of large aerodynamic aids, earned the 'Batmobile' nickname. **Stuart Grant** discovers the odd-looking, less powerful 2000C is the unlikely forerunner to these easily identifiable icons.



Let's clear this up right away. The 2000C is an odd-looking car. Not really ugly, just odd. But it does grow on you and once you've driven one you will more than likely want to add it to your collection of Beemer coupes.

Launched in 1965 the single carburettor 2000C (Coupe) and twin carb 2000CS (Coupe Sport) made use of mechanicals from the New Class BMWs, meaning that the majority of underpinnings and M10 engine were like those found in the later 2002 model. In C format the 1990cc motor pumped out 100bhp at 5500rpm, while with extra fuelling on the CS was claimed at 120bhp. Power went to the rear wheels via 4-speed manual as standard, but the C could be ordered with a 3-speed auto box and top speed came in at just under 180km/h. Around 10 000 CS versions and 3 692 Cs left the



factory between 1965 and 1969. The fact that only 443 of these Cs were in manual guise gives a slight inkling that this was a car for styling and cruising rather than out and out sport driving. That said, the zero to 100km/h was more than acceptable for the time at 10.4 seconds, and BMW did see to it that the stopping ability was up to scratch with boosted front disc brakes and drums at the rear. Road manners, thanks to fully independent suspension, were akin to the BMW sporting saloons of the period and that world famous steering feel and feedback was already in evidence.

Debate rages as to who penned the shape, with some mentioning Michelotti and others claiming it as an in-house effort by Wilhelm Hofmeister inspired by Bertone's earlier 3200CS.

What is certain is that German coach builder Karmann manufactured the cars, perhaps why there are some styling similarities to the Karmann Ghia Type 34. What jolts those with a keen BMW eye is the lack of side grilles in the front panel, with just a relatively

In some ways the 2000C and 2000CS were BMW's attempt at becoming the average Joe Motorist's fashion accessory, giving those that wanted a stylish coupe, without the added expense of blistering performance, a chance of owning one

large double kidney grille finding a home. The rest of the front fascia is solid steel with a row of ventilation slots lurking behind the chrome bumper providing the cooling system and engine with fresh air. In what is

now common practice, the headlights were located behind a curved glass covering but American legislation saw to it that cars from across the pond kept traditional individual units.

Moving rearward, the Ugly Duckling gradually evolves towards a swan with the profile from the windscreen back pure 2800 and 3.0CS beauty. Not surprising when you find out that BMW simply extended the front end and restyled the front valance with the arrival of its longer, more powerful and silky smooth straight 6-cylinder in 1968.

Opening the pillar-less doors and climbing inside the cabin continues this theme of confusion with a mix of classic BMW and something a little strange. Like the 2002 the large glass area makes for a light and airy interior



– the seats, door panels and handles are exactly as you'd find in other BMW models of the era, but the steering wheel complete with chrome hooter ring and the abundance of wood on the dash look more like Scandinavian furniture than typical form follows function BMW.

In some ways the 2000C and 2000CS were BMW's attempt at becoming the average Joe Motorist's fashion accessory, giving those that wanted a stylish coupe, without the added expense of blistering performance, a chance of owning one – they weren't cheap but were within reach of those looking at BMW saloons.

In 1969 production came to an end, not because of the looks but rather because the German giant had just introduced

the 2800CS 6-cylinder E9 version, which looked and went a lot better.

Shoehorning the longer engine into the old 2000C was not an option so the wheelbase and overall length was extended to make for a larger engine

Shoehorning the longer engine into the old 2000C was not an option so the wheelbase and overall length was extended to make for a larger engine bay. While fiddling with the front end designers adopted the appearance of the firm's 6-cylinder E3 saloons

bay. While fiddling with the front end, designers adopted the appearance of the firm's 6-cylinder E3 saloons so the CS got the traditional double-kidney flanked by a set of horizontal slatted

grilles and circular lights.

Removing the slab front improved the aerodynamics, which, combined with the 2788cc 6-pot delivering 168bhp, drastically improved BMW's coupe performance in the 100km/h

sprint to 8.3 seconds and top speed jumped to 200 kays an hour. A 4-speed transferred the oomph to the exact same back end as the Ugly Duckling initially but this was upgraded to suit over time, including the addition of rear brake discs. Road tests raved about how, when driven sedately, the twin Solex carburettor 2800CS was

unbelievably smooth and quiet but when provoked would wake up and become a driver's car, eating up the roads with both grunt and handling ability. Ride remained comfortable,



some would say even soft, and the addition of power-steering didn't detract from the class-leading feedback seen in the 2000CS and making it a lot easier to park, even with the stockier rubber fitted to the new alloy wheels.

BMW also kicked the oddball interior into touch with the 2800CS, reverting to an uncluttered and very unflashy appearance with wood trim now only a highlight and not overwhelming. It wasn't a cheap car though but fit and finish came from the top drawer; mod-cons like electric windows upped the game and detailing was exemplary – for example the well stocked toolkit that hinged out from a compartment in the boot lid, set the trend for Beemers for years to come.

By 1971 BMW had enlarged the 2800 to 2986cc and rebadged it 3.0CS or 3.0CSi, the CS featuring twin Zenith carbs and the CSi Bosh D-Jet

fuel injection. The CS was good for an 8.2 second 0-100km/h while the CSi galloped in 7.5 with 180bhp and 200 respectively. CS top speed was recorded at 211 and the CSi at 224km/h. When the fuel crisis hit in 1973 BMW reacted by swapping out the engines for a 2494cc 150bhp unit but only 874 were made before the E9 production came to a close in 1975.

During the 3-litre period BMW also developed a lightweight homologation special in order to go racing in the form of the 3.0CSL – L standing for Lightweight. The use of aluminium panels drastically dropped the weight 200kg and additions of a rear wing, front air dam and various other aero gadgetry to the later 3.2-litre version helped keep the CSL grounded while also earning its Batmobile nickname. Initially the 3.0CSL had a capacity of 3.003cc to bump it up into the over

3-litre racing class and then 3153cc. Toine Hezemans scooped the 1973 European Touring Car Championship in a CSL and teamed up with Dieter Quester to notch up a class win at Le Mans the same year. CSLs went on to win the same championship from 1975 to '79, excelled Stateside in the IMSA GT class with the likes of Brian Redman and Ronnie Peterson at the wheel, while Jody Scheckter and Gunnar Nilsson drove one to victory in the 1976 Kyalami 1 000km race.

Artists Alexander Calder and Frank Stella confirmed the beauty of the E9 BMW when they were commissioned to create BMW's first two Art Cars on a pair of 3.0CSLs. Who would have thought such exquisiteness could have come from such an ugly duckling – three cheers for the 2000C and 2000CS! The world of motoring is a better place because of you. 🇩

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87 000km. Absolutely superb example of the Bentley Turbo R. This example has covered a genuine 3000kms per year from new with a comprehensive service history to support it. Balmoral green with tan leather piped green. Beautiful.



R699 000

2011 BMW 6 SERIES 640 F12

40 000km. Twin Turbo, heads up display, reversing camera, balance of motorplan. At last, a good looking 4-seater convertible. Lets be honest, the Chris Bangle school of origami styling did an injustice to the previous 6 series with its over exaggerated rear end. The colour combination on this example is superb in ice white with a rich saddle brown interior.



R 189 000

1999 MERCEDES-BENZ CLK 320

158 000km. Nice example of the classic four seater convertible with a full service history and recent service for peace of mind. Tried and trusted 3.2 litre , 6 cylinder that has that perfect combination of power and relative economy.



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2010 AUDI A3 1.8 TFSI AMBITION S-TRONIC

109 000km. Magnificent specimen of the most popular model from Audi. Factory sunroof, leather, xenon lights. The gearbox is a revelation, so smooth yet sporty. It is easy to understand the popularity as it has everything in one package.



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2012 HYUNDAI SONATA GLS EXEC

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R165 000

2008 BMW Z4 2.0M

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R219 000

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R245 000

2012 VOLVO S60 T4

59 000km. Great example with factory extras such as a glass sunroof, xenons, park distance control, and the balance of the service and maintenance plan to 2017 or 100 000kms. It is a handsome car in ice white with soft black leather.



R245 000

2006 BMW Z4 M 3.2

103 000km. THE ultimate sports car from BMW. An M3 engined convertible, the Z4M was brought in very limited numbers. This black beauty is in good condition, runs very very strong and has a very low mileage for the year.



R509 000

2014 MERCEDES-BENZ A250 SPORT AMG

3 months old, 3000 kms from new and the very best spec. Panoramic glass roof, Nightline spec, black leather with red stitched finish and red seatbelts. Balance of the 6 year fully comprehensive service and maintenance contract.



R319 000

2007 BMW 3 SERIES 335i CABRIOLET

51 000km. Climate and Cruise control, Electric mirrors, roof, windows and seats. Full service history, phone prep, Navigation, PDC. Twin turbo ideal for the Highveld. The finest deal in the country. Superb colour combination of midnight blue with light grey interior.



R365 000

2009 MERCEDES-BENZ E-CLASS E 350 COUPE

60 000km. Beautiful example of the most elegant coupe from Mercedes. Zenon intelligent lighting package, front and rear PDC, navigation. Long balance of its mobilo plan to 120 000kms. A new one costs R850K. There isn't a better deal out there.



R 325 000

2011 AUDI Q5 2.0 T FSI S TRONIC

75 000km. Late 2011 model with service and maintenance contract to 100 000kms or October 2016. Desirable extras such as front and rear PDC, double panoramic glass roof, xenon lighting and 19 inch alloys. Did I mention the electric tailgate?



R 265 000

2007 VOLKSWAGEN TOUAREG V10 TDI

100 000km. Wonderful example of the top of the range Touareg with a full service history. Glass sunroof, rear wheel carrier, roof rails, factory tow bar. Immaculate, and a legend for its reliability, comfort and towing ability. It is a million rand vehicle to replace.



R 295 000

2007 PORSCHE CAYENNE 3.6 TIPTRONIC

115 000km. Excellent example. Electric seats, tow bar, premium sound and a full service history paint an attractive picture of this well priced lifestyle vehicle. This model makes the new shape version look positively Korean. Open to any reasonable offer and any interesting item to trade



R169 000

2006 LEXUS RX 350 A/T

162 000km. Toyota's luxury brand Lexus pulled out all the stops to make this one of the leading SUVs on the market. Powered by a 6-cylinder lump this solid vehicle fitted makes for an ideal daily driver and holiday machine.

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* SWEET * MISCHIEF

Chevrolet's range of half-ton pick-ups earned a reputation of being solid, strong and good looking. **Barry Ashmole** finds one that ups the game with butter-wouldn't-melt-in-your-mouth looks packing just the right amount of brawn under the skin to look after itself in any situation.

Images by Dylan Laubscher

Living out on the 'plots' around Johannesburg may not be everyone's cup of tea, but the various sheds, lean-tos, and other buildings scattered around have turned up some gems over the years.

As a schoolboy Luke Longmore remembered passing an old pick-up truck on his daily route. Fascinated by the lines, he even went so far as to ask the elderly owner from time to time if he might like to move it on. Always with the same response; the old guy was definitely not interested in selling.

Fast forward a couple of years and Luke, now resident in KZN, was back in Jozi visiting his mom one weekend. He remembered the old truck and on a whim decided to go and check if it was still there. Sure enough it was, and there was a telephone number on the gate too. Figuring providence may be playing a role, he dialled. It was the same owner, and it seemed that the march of time had brought



him around a little. The next day they met up and put a deal together. With a fresh battery fitted, the old inline six fired right up – good portent for sure! Not one to hang about much, Luke had a transporter pick the truck up and the following day she was on her way down to Durbs to get a little love.

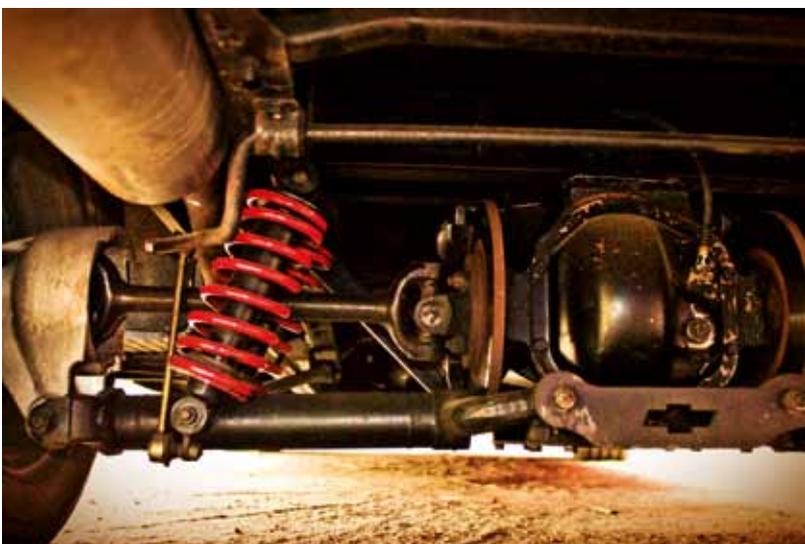
Roll the tape on another decade and we find a few changes, but thankfully nothing that detracts from the fabulous lines of the *Task Force Series* trucks. A massive jump forwards from the bulbous 1947 onwards *Advance Design* series, the new models from 1955 featured the first wraparound windscreen, power steering and brakes and a number of other features

uncommon to commercial vehicles of the time. The more open grille and oval fender emblems make the '57 our favourite of the single headlight versions. The change to dual headlights from '58, while in keeping with trends of the time also stole a little from the unaffected simplicity of the earlier offerings. Aware of the understated elegance he was working with, Luke decided that restraint was going to be the order of the day. Aesthetically anyway – under the hood he has always had other ideas, but we're getting ahead of ourselves!

The matt grey paint was inspired by a period factory colour, and was shot by Kobus from KK Motors. But

not before the virtually rust free body was aluminium-oxide-blasted back to bare metal and the heavily dented roof panel-beaten. A simple sun visor, peep-mirror, deleted tailgate hinges and bed-roll-end-caps, and chromed smoothies with baby moons made this truck a looker of note. Nailing the stance played no small part either. This is another example of a truck that will take your breath away without a single element screaming for your attention!

Greg Talbot at Speedway Auto was the guy Luke entrusted the bulk of the mechanical work to. "He really is one of the few honest mechanics around," Luke quips. Greg brought the old Apache a little closer to earth on Jaguar



suspension all round. The rear was uncaged and after a number of mishaps, a beefier LS set of guts was found for the centre. Luke likes to drive his vehicles and in setting this one up they went for a thicker front anti-sway bar, as well as a complimentary one out back.

“You really can drive this like any other car,” Luke tells us. “So many guys are driving things that are too scary to push hard. That’s not for me; I need to know the thing will handle what I throw at it!”

And it is easy to push hard – Luke went for a ‘fairly mild’ 4-bolt 350 Small Block, running Edelbrock Performer heads, Air-Gap intake and a basic cam. All the bits were planned on paper and

sourced from Thundersport, with a view to making around 300hp. With the truck clocking 290 on a recent dyno day we’d say they got things about right. The Turbo 350 auto-box has had a few changes made too. “There are more steel bits in there now,” Luke relates. “Some of the original castings just weren’t up to it” (Is anyone spotting a recurring theme here?) With a second stage shift kit and high stall speed converter in place, the job of swapping cogs happened just the way the doctor ordered. A B&M shifter replaced the original three-on-the-tree, with the original ‘tree’ having been replaced by a stainless Ididit column and Grant steering wheel. Retaining the original

bezel and housing, the instruments were updated, and the interior freshened up in keeping with the rest of the truck.

Luke sees the truck as an almost continuous build, and keeps on making slight tweaks or improvements. “It has been almost ten years and I just keep on finding small things to do,” he tells us. “I have a small engineering business and find myself turning up aluminium reservoirs for the brake booster and the like. It keeps me out of mischief.”

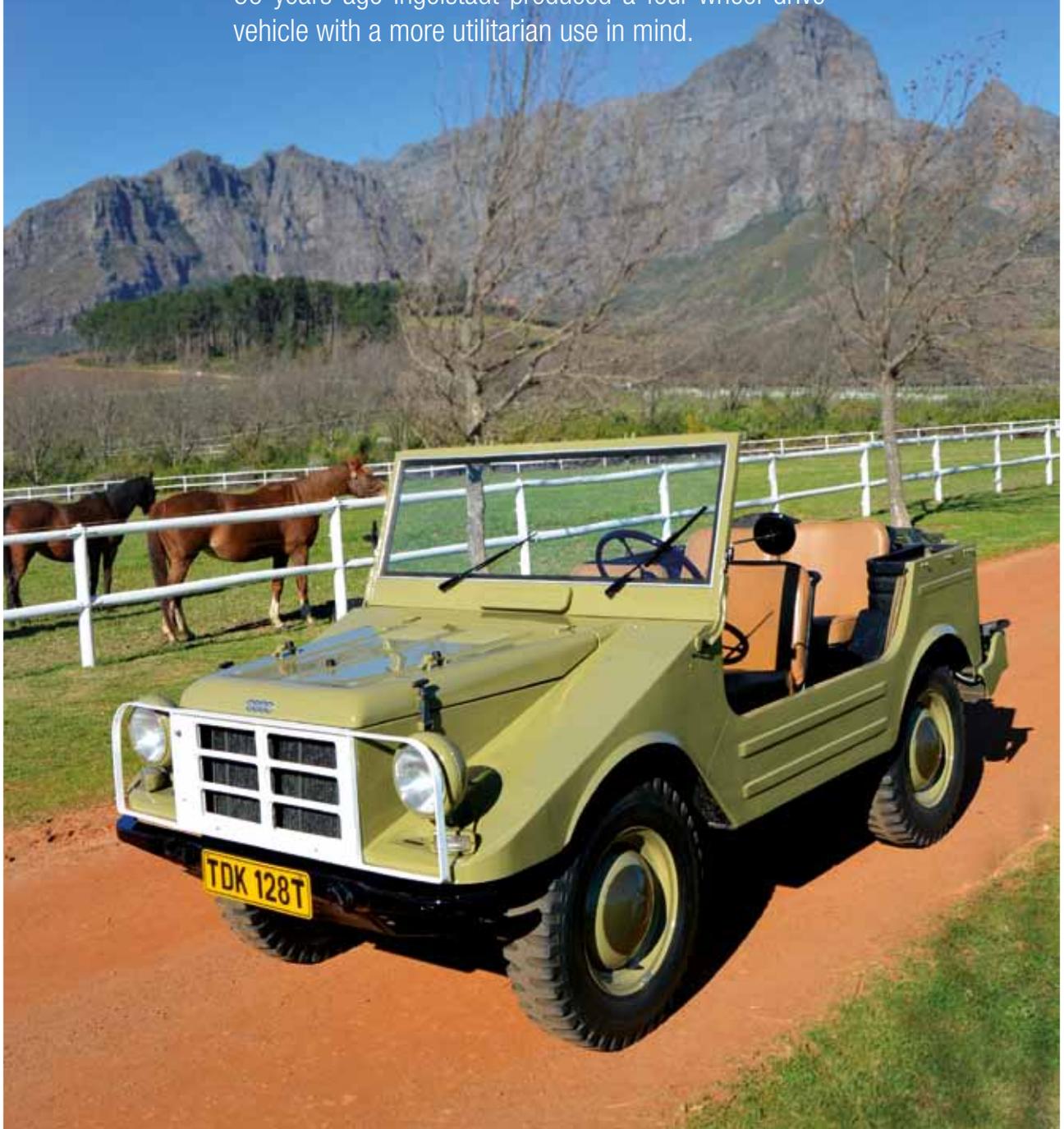
Keeping out of mischief would tend to miss the point – on the contrary, this truck is well sorted enough to hold its poise in any situation. Just the way it should be. 📌



BEFORE

QUATTRO

Today, quattro is a mainstay of Audi's *vorsprung durch technik* product line-up but **Mike Monk** finds out that 60 years ago Ingolstadt produced a four-wheel drive vehicle with a more utilitarian use in mind.





DKWs and Auto Unions are familiar sights at classic car gatherings around the country; their distinctive shape and characteristic engine note attract attention wherever they appear. In 1932 DKW merged with Audi, Horch and Wanderer to form the Auto Union that was symbolised by the four-ringed badge that now adorns all modern Audis. Once established under the same roof, DKW and Auto Union were pretty much as one and models were branded between them. One lesser known result of this coalition was the DKW Munga that was built by Auto Union in Ingostadt, which today is Audi's headquarters.

The Munga is a basic off-roader along the lines of Volkswagen's Beetle-based Kübelwagen built for use in the war between 1940 and 1945. But while Kübelwagen can be loosely translated to mean 'bucket-seat car', the Munga's definition is far more intricate and explanatory, coming from the German phrase *Mehrzweck UNiversal Geländewagen mit Allradantrieb*, which translates as 'multi-purpose universal cross-country car with all-wheel drive'. Subsequently the Munga was referred to as a DKW SUV, F91/4, M-car, DKW 3=6-terrain vehicle or DKW hunting car.

Based on the F91 DKW, production of the Munga began in October 1956 and it was launched the following year. Aimed primarily at governmental-type

applications, three body styles (a four-seat 'jeep' – Munga 4, plus two pick-ups with either a short – Munga 6, or long – Munga 8 flatbed) were developed, and customers included the German armed forces and border police as well as other military arms of NATO. The Royal Netherlands Army ordered 2 000 units but apparently gearbox shift forks kept breaking due to a manufacturing fault and such unreliability caused their withdrawal and most of the fleet was later shipped to the UK. The civilian version was targeted at agricultural and forestry as much as private use, but reportedly this accounted for only 10 per cent of the vehicle's sales.

However, it did become popular in countries where there was a demand



for 'go anywhere' transport, with South America and South Africa high on the list of export destinations. To illustrate this capability, in 1959 at the age of 63, German former athlete, DKW motorcycle racer and racing driver and sports journalist Ilse Thouret drove a Munga 17 000km from Tangier through the Sahara, Nigeria, Belgian Congo and Rhodesia to Cape Town – a test of endurance for both (wo)man and machine. In 1958 at the Los Angeles Auto Show, the car was presented to the American public as the Bronco, which must have made Ford sit up and take notice...

Production of the Munga ceased in December 1968 after 46 750 units had been built, a figure that included a number of CKD – Completely Knocked Down – units. The Munga was also built in São Paulo, Brazil by DKW-Vemag, where it was called the DKW Candango and was manufactured from 1958 to 1963 in four-wheel and two-wheel drive versions.

The Munga 4 (known too as a Type 4) in the Franschoek Motor Museum collection was manufactured in 1950 and while its early history is not known, it was eventually bought by Jele de Vries in Johannesburg who refurbished the vehicle before selling it on to well-known SA collector Bertie Bester, from whom FMM acquired it in 2007. The cylinder head and fuel lines were corroded and the brakes needed attention, but these were easily repaired and the Munga now oozes functional charm. The overall design is boxy and basic – almost Tonka toy-like and none the worse for that – measuring 3 445mm long and 1 705mm wide and having a surprisingly heavy dry weight of 1 085kg. An interesting feature is the sharply sloping front fenders that prove invaluable when cresting blind rises, as the design helps the driver to see what is immediately ahead rather than being confronted with a view of the sky over a bulging bonnet.

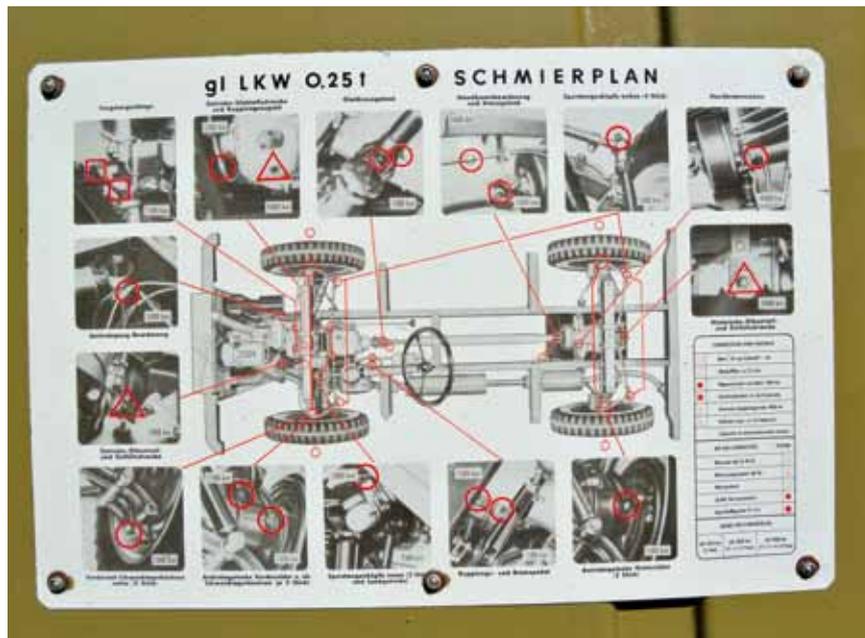
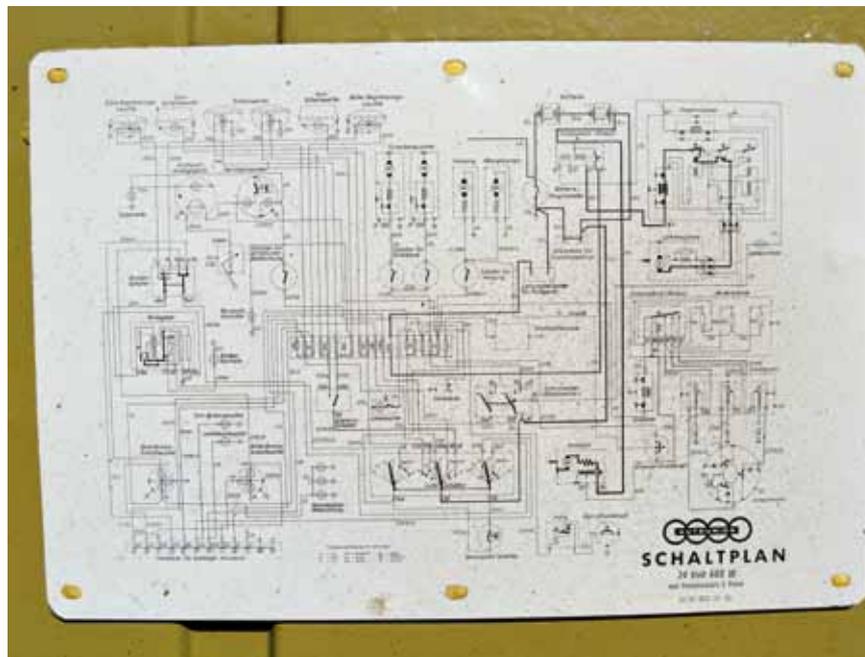
The engine first used to power the Munga was DKW's familiar 896cm³ three-cylinder two-stroke that punched out a mere 27kW at 4 200rpm – later on a 33kW version was used. A three-speed gearbox was standard with a four-speed optional as fitted to this particular example. Four-wheel drive was permanent and the transmission layout included a reduction gear operated by a T-bar handle sprouting from the dashboard. The layout meant there were in effect eight forward and two reverse gears but

pains were taken to advise that low ratio should only be used at very low speeds, in effect being a creeper setting with a lowest 'speed' of just 3km/h. So although the engine's power and torque outputs are minimal, having an octet of ratios to choose from does give the Munga plenty of the desired 'go anywhere' capability – it just happens to be slowly. A gradient climbing ability of 70 per cent is quoted and the fording depth is given as 500mm.

Getting in requires unhooking a steel rope and stepping up and over the high sill. Seats are rudimentary buckets but provide a satisfactory driving position, save for the floor-hinged pedals being offset to the right – the Munga's wheelbase is short and the broad wheel arches intrude as a result. The spindly spokes of the large steering wheel are matched by the bent rod gearlever while the far more substantial handbrake lies between the seats. What does appear out of place is the headlamp dip switch protruding from the floor under the driver's feet.

Turn the key and fire up and the familiar Deek thrum springs into life with an accompanying puff of two-stroke blue smoke from the exhaust, which is tucked away behind the left rear quarter-bumper. Left-hand drive steering proves to be not too heavy, as does pedal operation, but the gearshift gate is far from well defined – a bit 'stir it and see' until its vagaries are mastered. Typically, the DKW thrives on revs and once on the move it bowls along nicely – what it lacks in muscle it makes up for with enthusiasm. The upright screen has a pair of independent wipers – it also boasts demist vents! – there is an opening vent in the middle of the dash for ventilation when the hood is fitted (Candangos were available with an all-enclosing hardtop), and even a lockable glove box is provided. A stout grab handle is provided for the front passenger. Behind, there are cubbys under the individual seats and storage compartments on top of the wheel arches.

Running on 7.00x16-inch Dunlops, the ride is firm and compliant with only a large turning circle hampering manoeuvrability. DKW/Auto Unions enjoy healthy support from local enthusiasts with the Munga a less well known derivative as its production history would suggest. Like all its passenger car brothers and sisters, there is an attraction that is hard to pinpoint but the Munga's functionality helps make it a 'smiley classic' with a touch of rarity. 📍



Turn the key and fire up and the familiar Deek thrum springs into life with an accompanying puff of two-stroke blue smoke from the exhaust, which is tucked away behind the left rear quarter-bumper

A NEVER-ENDING STORY

It was at the Amsterdam Motor Show in April 1948 that the Land Rover was first shown to the motoring world. At a time when motor shows were crowded with facelifted pre-war model motor cars, the Land Rover was a motoring wonder. Built very much in the Jeep mould, as a light four wheel drive vehicle for use in agriculture, it was in many ways quite different to the Jeep.

By Roger Gaisford

The Jeep of the time, the CJ2A, was based on the vehicle made famous during World War 2. With a steel body, flexible channel section chassis, it was powered by the Willys 2198cc side valve engine, a machine of legendary pulling power. Driving through a 3-speed Warner T90 gearbox, and capable of driving a variety of agricultural implements via a gearbox power take off, it was a most useful vehicle. The Land Rover, although dimensionally very similar, being built on an 80-inch wheelbase with a 50-inch track, an inch wider than that of the Jeep, was quite different in that it was built on a rigid boxed chassis, which, with a very strong firewall/scuttle of heavy pressed steel, formed a solid foundation for bodywork of

aluminium plate reinforced with galvanised steel strips and gussets, the whole lot rivetted and bolted together.

Power was provided by a 1600cc 4-cylinder F Head engine driving through a 4-speed gearbox. Both vehicles of course offered four wheel

to drive agricultural machinery via a power take off, was received with loud acclaim.

The Land Rover was quickly improved, soon getting a 2-litre version of the F Head engine, then a longer wheelbase, and Station Wagon

versions and later a one ton pickup. Body work remained very much as the original, a rivetted together slab-sided aluminium construction as on the vehicle first shown in 1948. The Land Rover was soon found in some of the remotest

Body work remained very much as the original, a rivetted together slab-sided aluminium construction as on the vehicle first shown in 1948. The Land Rover was soon found in some of the remotest parts of the planet

drive with a high-low ratio transfer gearbox. Of some importance was that because of rigid import restrictions, the CJ2A Jeep was not available in Britain, so leftover Jeeps from the war were commonly used in agriculture. The versatile go-anywhere new Land Rover built in Britain, and able

parts of the planet.

It was in April 1958, almost exactly ten years after the first Land Rover was presented to the public, that the first radical redesign of this remarkable vehicle took place, and a more shapely rounded off model was presented. This was the Series 2. With bodywork two



inches wider than that of the Series 1, it was rounded at the waistline, with the upper bodywork inclined slightly to the roof. Still hand built of rivetted aluminium, the general appearance was unmistakably Land Rover, but certainly looked more modern than its predecessor. This design has served as the basis for all Land Rovers produced since, including the 90s, 110s and Defenders still produced today, 56 years after the Series 2 saw the light of day.

The Series 2 Land Rover was produced in five versions. The Regular, that is 88-inch wheelbase model, and the Long with a 109-inch wheelbase. All models were produced with various bodywork, some with easily removable canvas canopy, others as Pickups and others as Station Wagons. Regular models were still pushed along by the old 2-litre F Head, or Rover's newly developed 2-litre diesel which produced 51 brake horsepower at 3500 revs, and 87lb/ft of torque.

Calculation of forward progress on these models was done by tape measure and calendar, although some people claimed good results using a kitchen clock timing telephone poles drifting past. Long models were powered by the 2-litre diesel, or a 2286cc overhead valve petrol engine. This was based on the diesel, with an over square design that produced 77 horses at 4000rpm and 124lb/ft of torque at 2250 revs. The gearbox remained very much as on the Series 1, a 4-speed, with synchromesh on third and fourth. Final drive on the axles was 4.77, but an underdrive in the transfer case gave in effect, a 5.4:1 final drive. Petrol models could achieve 100km/h downhill, especially with a tailwind and help from a fat man on a bicycle. Realistically, top speed was about 80. Performance on diesel models was somewhat more conservative.

In 1961, with 110 000 Series 2s having been produced, the capacity of the diesel engine was increased to 2286cc, and the vehicle was then

called the Series 2A, in appearance virtually identical to the Series 2. Axles were now 1.5 inches wider. In 1967 a 2.6-litre version of the 3-litre F Head Rover car engine was offered as an alternative powerplant offering livelier performance with a considerable increase in petrol consumption. All models used a Rover back axle notorious for snapping right-hand side shafts. This was rectified with the introduction of the Series 3 models in 1972, when a Salisbury back axle, a version of the American Dana 60, was fitted. Vacuum assisted brakes, still 11-inch drums all round, and synchromesh on all gears were fitted. To comply with new American regulations, headlights were moved from the grille panel, outwards to the mudguards. To add some pizzaz, the radiator grille was now a rather snazzy moulded plastic affair. This of course upset diehards who were used to using the earlier steel mesh grille as a braai grid.



Jeff Gaisford in his Series 2 88-inch wheelbase crossing the Buffalo River on an Old Trucks meeting. Followed by a 1952 80-inch Series One.

The new 90 and 110 ranges were introduced in South Africa in 1984. Virtually totally new mechanically, they had wider axles, coil spring, rather than cart spring suspension and permanent four wheel drive, power assisted steering and front disc brakes. However, the basic classic look first seen with the Series 2 in 1958, was retained

In about 1981 a new version of the Series 3 was produced. Known variously as the 3S, or R6, it had improved steering and a new 2.6-litre overhead cam motor based on the Morris Marina 4, driving through a virtually unbreakable Spanish Santana gearbox. Styling was as on the British Stage One V8, virtually a Series 3 with 110-style bonnet and front panel flush with the front of the mudguards.

The new 90 and 110 ranges were introduced in South Africa in 1984.

Virtually totally new mechanically, they had wider axles, coil spring, rather than cart spring suspension and permanent four wheel drive, power assisted steering and front disc brakes. However, the basic classic look first seen with the Series 2 in 1958, was retained. Other than the radical mechanical and suspension changes, a taller one-piece windscreen was used as was a longer bonnet closing off the front panel which was flush with the front of the mudguards, as seen on the R6, and 'fender flares' – mudguard

extensions to cover the tyres which protruded from the bodywork due to the wider axles. The 90 and 110 ranges were initially powered by the 3.5-litre aluminium V8 and the very lacklustre 2.5-litre 4-pot diesel based on the original 2286cc model. Matters improved hugely when the diesel engines were fitted with turbocharging and intercooling, which gave rise to the 200 and 300 TDI models, now driving through 5-speed gearboxes. In South Africa some vehicles were fitted

with a 2.8-litre BMW Six.

With the introduction of the Discovery in 1991, the name of the 110 was changed to Defender in which guise, now powered by Ford diesel engines driving through a 6-speed gearbox, they are still being produced today.

Jeff Gaisford of Hilton has a beautiful example of a 1959 Series 2 Station Wagon. This vehicle has a most interesting history.

It was all due to Eugen Nick, a great Jeep enthusiast from Johannesburg. Eugen mentioned that he had heard of a rare World War 2 model Jeep lying on a farm south east of Johannesburg. He reported a day or so later that he had gone to see the Jeep, only to find it was a Land Rover, a vehicle he detested. I was a Wits student at the time and money was scarce, but I managed to scrape together R200 in old notes and change, and persuaded Leigh Kassner, a fellow partner in misdemeanor, to accompany me to see the Land Rover. Leigh was a useful customer. Unlike me having to rely on footwork, waving thumb or the SAR, he had transport, a Z-back Anglia, a car he still has.

The farmer, a *regte ou oom* clad in a grubby vest, long brown flannels and drooping black Homburg, was found taking his ease on a sofa on his back



The Series Two on the beach between Cape Vidal and Sodwana Bay 1984.



The 1959 Series 2 just purchased from a farmer in Nigel.

stoep with a quart of beer, listening to rugby on a portable radio. He indicated that the Land Rover stood behind the shed and that we could go and look at it. He would see us at half-time.

The Land Rover was found as part of a fowl run. It stood on flat and perished tyres. Its springs sagged. There was little left of the once-red upholstery, window glass was cracked or missing, the gearbox was nowhere to be seen, and the interior was awash with fowl manure. Floor panels and seat box were lying discarded in the yard with odd farming scrap. Opening the bonnet revealed a more promising picture, for with the exception of the generator and spark plugs, everything seemed in order. The fan belt still hung from the waterpump pulley. On the rear body panel next to the door handle was a cast aluminium badge proclaiming in large letters connected by what looked like a lightning strike: *Land Rover*, and in smaller letters, *Solihull, Warwickshire, England*. And below, *Four Wheel Drive Station Wagon*. So there we were.

Emerging at half-time the Oom explained that the generator, via a wind charger propeller, was now providing electricity for his radio. The spark plugs had been used as sinkers on fishing trips to Vaal Dam. He had sold the gearbox to a *pel*, but otherwise

the *Tjhiop* was in good condition. Somewhat hesitantly I asked what Oom wanted for the vehicle. He looked at me and without blinking said, *vyf-en-twintig rand* – R25. I could hardly believe it. Convention however had me still giving the motoring marvel before me another once over, kicking tyres, shaking my head and saying, “*Man, hier is baie werk!*”. Out of sight I scratched out twenty-five rand. With a “*Dankie, Seun*” he took the notes and signed a receipt. There were no documents.

A week or so later a friend from Pretoria lent four wheels and tyres, and with his own Land Rover towed our new acquisition to my parents’ home. A perusal of the Land Rover Owner’s Workshop Manual showed that, according to engine and chassis numbers, the Land Rover was a 1959 Series 2 Station Wagon. While cleaning off the Randburg TRG registration number, which had been painted on to the right-hand rear body panel, I found another older number painted over: KBR 149, a Kenyan number. The vehicle, it seemed, had been supplied from Britain to the Kenya Police Service in the guise of a police car. It was fitted with mesh screens to protect windows, a searchlight mounted on the right-hand front corner of the cab, and a left-hand windscreen of two

sheets of perspex which could be slid aside to permit the front passenger extra ventilation, the ability to shout at miscreants through a loud hailer, or in more dire circumstances, to open fire at fleeing law breakers.

With some ceremony, the Land Rover was presented to my father on Father’s Day.

It took a year’s work and R300 from the Old Man’s pocket to get the Land Rover up and running. For R70 a secondhand gearbox was found at Central Used Spares in Pietermaritzburg, a reconditioned Lucas generator was had for R12. Four spark plugs, retreaded 7.50x16 tyres on wider Forward Control rims, tubes, upholstery, window glass replaced as necessary, a couple of tie rod ends, the springs retensioned and set up and a self-done respray with one of those little diaphragm spray guns took care of the rest. The colour was changed from its original police van midnight blue to a dark bluey sea green, the colour of my mother’s dinner service. Registration and roadworthy at the old Lyttelton licensing centre was straightforward, and the Old Man’s Land Rover was on the road.

A maiden voyage was made from home in Irene to Sodwana Bay, where my brother, Jeff, had just joined the



1959 Series 2 and a Defender 90 produced nearly 40 years later.



2.286-litre 4-cylinder first fitted to Land Rovers in 1958.

Natal Parks Board as a field ranger, a distance of close to 600 kilometres. The Land Rover ran like a watch, giving close to 8 kilometres a litre. She was light to handle, though her unboosted ten-inch drums needed considerable right foot to slow her down. Runs on the beach the 70 kilometres from Sodwana Bay to Cape Vidal showed her quite able to tackle hard going with ease.

For some time the Old Man fiddled around with the Land Rover, using it sporadically about Irene before deciding that his sons, working in the bush, should have the vehicle. I was then, and still am, dyed in the Jeep wool, and so Jeff took over the Land Rover. By then he was stationed at St Lucia and so had plenty of use for it. Not long after taking over the Land Rover, on a trip back to St Lucia from Durban one night, he ran a bearing and had to redo the engine. It was not long after this that his own car, a Triumph 2.5 Chicane, was stolen and so the Land Rover became his main transport. That was in 1985, and as of 2014, the Land Rover is still his only car.

Jeff's Land Rover gives between 6.5 and 7.5 kays per litre, and has sometimes touched 8. Heavy going, one might say. But he owes not a penny on it, does his own repairs, rebuilds and maintenance, and compared to what

one must pay for the same on modern 4x4 vehicles, this must be one of the most economical and cost effective vehicles on the road. The Landy is now running on its fourth engine, the previous one having been good for 18 years. It has had its gearbox and transfer case overhauled, has new springs and prop shafts and years ago had the ten-inch brakes replaced by eleven-inch units from a 109 pickup, so braking has improved greatly. A clutch plate disintegrated on a trip to the Transkei some years ago and was rivetted back together using a large rock and a four-pound hammer. The original one piece doors rusted badly and have had to be replaced by two piece doors from a pickup. Continual trouble with rear side shafts breaking on the original Rover back axle had him replacing it with a much stronger Salisbury unit from a Series 3 Pickup. That was the end of side shaft problems, but the new axle brought a rumble at a certain speed. Replacing the axle with one said to be as new, made no difference, the rumble apparently having to do with the acute angle of the rear drive shaft brought about by fitting the different axle. Jeff finally solved the rumble by fitting an ENV from an early Forward Control Land Rover, an axle with a shorter pinion.

It still sports individual Lucas windscreen wiper motors, a hooter mounted on an arm attached to the steering column, a combination ignition and light switch, a starter push rod on the scuttle below the instrument panel, screw out windshield vents, sliding side windows with push and twist locks, radiator grille-mounted headlights, a double skinned tropical roof and twin 45-litre petrol tanks beneath the front seats which are filled by pulling up the seat cushions to get to the fillers, which have pull out extensions incorporating gauze filters. All as original as the Old Testament.

Over the years the little Land Rover has carried Jeff safely and reliably around the country. From St Lucia to Kosi by beach, up and down Sani Pass and places round about, has sheltered him while snowbound near Himeville in a blizzard, been up and about the Transkei Coast and to most of the Great Babanango Back Road Rallies and Old Trucks Babanango gatherings held since 1981, the most recent of these being the Old Trucks Babanango Rally held in the Tuli Block of Botswana in September last year. We look forward to seeing him at Old Trucks Babanango planned to be held in the Western Cape in November this year. 📍



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'59 ways through Africa

To tell the story of an extraordinary 1959 Volkswagen Kombi named Mabel, **Wernher Hartzenberg** needs to jump 40 years forward and start the telling of a newborn friendship between two young men, himself and Espen Svensen. Both had one thing in common and that was to seek adventure. At the time neither knew what impact this meeting would have on the rest of their lives and how they would both find respect for a vehicle that was once upon a time advertised as the 'people's car'.



Enjoying a sunny day in Cape Town with one of the less competitive teams.



Kruger National Park-sharing a special moment with some giraffe.

Espen was born in Oslo, Norway. With his forefathers' Viking blood running strongly through his veins, he decided he needed to see the world. He was so sure about his fate that he purchased a round trip ticket that would take him pretty much, well, around the world. Being an adventurer there was no better place to kick it all off than in South Africa.

On the other side of the world a young student, Wernher, was just getting ready to start his adult life. Like most other South Africans, he was brought up with the mindset that once you finish your studies it is time to face the real world, and that meant getting a 9 to 5 job. Luckily he was young and also knew how to use his free time. That year's summer break was going to be different; he was going to go BIG one last time.

It was 1999 and the first ever African Beetle Marathon was just the event to dip their toes into the river of adventure and boy, would this little stream soon flow like a fearsome river through their veins!

Wernher takes up the story: On Sunday 10 January 1999, six teams set off on a journey that would take them through 5 countries and more than 7 500km. Some of the teams showed up to race, but in my mind there was no point in rushing it. The

first reason was that if I raced through it all, that would mean an early arrival, which in turn would mean that I would have to face the real world sooner. What 23-year-old in his right mind would do such a silly thing? The second and main reason was that a lot of precious experiences would be lost. So 20 days it was going to be, which happened to be the cut-off time and let's face it, how fast could I really go in my grandfather's 1959 beetle? Soon the racers were separated from the pacers, and friendships started forming amongst the tail runners. This was how I met Espen, and how a lifelong friendship started. Our two teams stuck together,

especially on the second leg of the journey. We had started together, travelled together and finally finished together.

Espen enjoyed Africa so much that he substituted his ticket to see the world for a 1959 VW Kombi named Mabel. After soaking up the southern African sun for 18 months, Espen decided it was time to visit home again. What better way to get to Norway than by taking an epic journey up the East Coast of Africa, then over into Europe to finally knock on Mom's door in Scandinavia for a cup of hot chocolate?



Botswana is one of the last places in the world where elephant roam free.

Tail runners enjoying an Etosha sunset.



After a bit of preparation and a lot of butterflies, we left the southernmost point in Africa in May 2000.

Now we all know that life is what you make it and this trip was no different. The first thing we realised was that 'Africa Time' is a very real phenomenon. And the only way to make this clock tick is by doing what you can, where you are, with what you have. With that in mind we soon learned how to obtain the optimal results out of people, nature and Mabel, of course.

Espen drew a map on the Kombi's door, and then charted each trip he took in her.

These Australians' plan was simply to travel until their bus gave out...

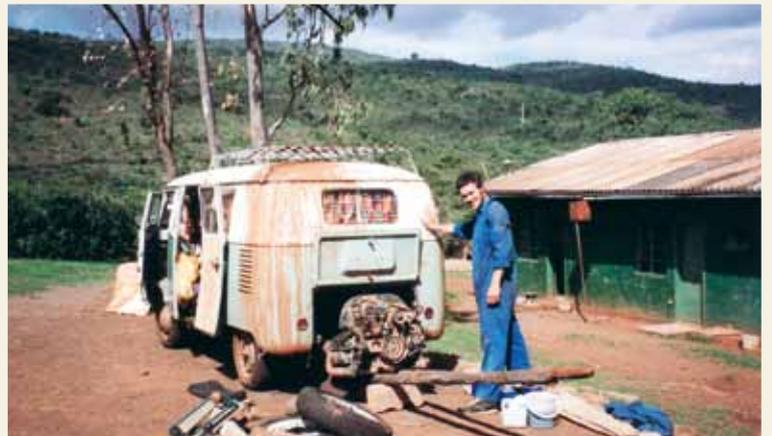
Enjoying a break in Zambia





Making our own road in northern Kenya, before the bandits arrived!

An example of how this worked in our favour was when Mabel started coughing and crawling near the Ethiopian border. We had started that day by creating a path through a washed-out section of road between Marsabit and Moyale (Northern Kenya). No one had passed through this section in 2 weeks. It took us two hours and a considerable amount of physical labour to clear a 50 metre stretch of road. It wasn't only physical stress on our bodies that day, but a little emotional stress as well. While digging, moving rocks and pushing Mabel through the muddy water, we noticed a handful of bandits, armed with AK 47s, approaching in the distance. Naturally our work pace picked up and before they got close to us, we were gone. This however did not do Mabel any favours and soon she started letting us know that there was something wrong. We spent that night on the Moyale border. Early the next morning we made an attempt to push on, with Addis Ababa still 900 kays away. This did not happen as planned and soon we found ourselves being towed by a Minister of Transport and his tractor-trailer and passengers. The first town after the border was Mega and this became our new home and workshop for the next few days. After taking the engine out and fixing what looked like valves that were starting to burn, we were on the road again, but



Our workshop in Mega, Ethiopia



Northern Ethiopia, we met a local Mini-Mabel owner.



Good bridges were a rarity in Ethiopia



Sometimes no bridges!

without the result that we were hoping for. It turned out that with our limited knowledge of these iconic cars, we had forgotten to check the R20 petrol filter, which had blocked up with the poor quality fuel and all the driving through dust and mud. We could only laugh at ourselves and after some high fives we were on the road again, a lesson well learnt.

Mabel did a superb job, taking us through 17 countries in just under four months. Sure, we got stuck in the soft Nubian Desert sand. We blew three tyres, while trying to keep up with the convoy on the rocky Kenyan roads. But that was why we did it, for the indescribable experiences. It was in the very same Nubian Desert that we saw the most beautiful sunsets, followed by nights under the pristine starry skies ... living the dream!

Mabel currently resides on a farm deep in the mountains of Norway. Espen is now happily married in Chile. As for me, South Africa is once again my home after 10 years of travel, where I still dream of one day seeing Mabel back in her rightful place. 📍



Nubian Desert, Sudan



Bedroom in the desert



Loading the ferry for the trip up the Nile to Aswan

Read more about Werner's adventures at: www.aircooledwonders.com

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Item	Part Number	Description
Bonnet Guard – carbon fibre look	PZN53A0012	Easily fitted acrylic bonnet protector. Protects the bonnet from stone chips. Also available in Clear (PZN53A0011)
Headlamp Guard - clear	PZN81A0013	High impact resistance acrylic headlight protectors. Protects your headlights from shattering, sandblasting, fading and breaking.
Fog Lamp Kit	PZ457E351400	Fog lamps offer added style plus strong illumination for bad weather driving.
Roof Rack	PZ403E3617GA	The Toyota roof rack is a lockable aerodynamic design that is easy to install and remove.
Boot Spoiler - Primed	PZ402E3470AB	Seamlessly integrates with your Corolla's streamlining to create a look of high performance.
Towbar - detachable	PZN52A3002	The Towbar gives your car an added dimension of load carrying flexibility. Please consult owners manual for towing capacity of the vehicle. (Includes towbar wiring harness). Fixed towbar also available (PZN52A3001)
Wheel locks - alloy	PZN33E2004	Set of four wheel nuts with a unique coded key, provides added security at a low cost for your wheels and tyres.
Toyota Safety Film	PZN55X3036	Quality 150 micron safety film available in clear, 50% or 35% variants. Reinforces the glass and keeps shattered glass in place in the event of an accident.
Side Visor Slimline - carbon fibre look	PZN67A0008	Four piece side visor set, aerodynamically shaped to minimise wind noise and buffeting when driving with open windows. Also available in Clear (PZN67A0007)
Boot mat	PZN58A1006	High-quality load area mat that is dust absorbent, stain proof and fire resistant. Protects your vehicle's original load area carpet.

Model shown is an accessorised 1.6 Corolla Prestige. A full range of Toyota Accessories are available from your Toyota dealer or visit www.toyota.co.za for more information.

STUTTGART STANDOUT

Graeme Hurst takes a stroll through one of the world's finest automotive maker's outstanding museum.

Displays are not presented in isolation as the company takes care to contextualise each development against the various social and economic events of the 20th century



With its reputation for pioneering safety features and excellent build quality, Mercedes-Benz has long been held in high regard as a premium brand. And even more so within our shores where local production helped ensure popularity: in the 1980s no Sandton driveway was complete without a 230E or (preferably) 280E example of the W123 executive saloon, while the imported SL series convertible was for many the ultimate in four-wheel aspiration.

Since 2006 the marque has offered fans visiting its Stuttgart home the chance to indulge in their passion thanks to a dedicated 16 500m² museum that's widely regarded as the world's finest single marque collection. Comprised of a double helix structure over eight floors, it's an iconic piece of architecture in its own right and one that allows visitors to follow the brand's incredible 128-year evolution, thanks to

a series of ramps that enable you to amble seamlessly through the years.

A visit starts on the top floor where you are thrust back into the horse-drawn era of the late 1800s and the site of a copy of the 1886 Benz Patent-Motorwagen – the world's first gasoline-engined automobile. The spindly 16km/h, three-wheeled single-cylinder car was built by Karl Benz in 1886. The speed of the brand's mechanical evolution in its early years is highlighted by the metrics of cars such as the 1902 Mercedes-Simplex. With 40hp and a rather gargantuan 6.7-litre engine, the Wilhelm Maybach-designed car could hit a heady 50mph and is the oldest Mercedes in existence, with the badge only reflecting the merger with Benz 24 years later.

The timeline quickly progresses to the badge's most decadent age with a spectacular example of the 1936 500K Special-Roadster which cost 28 000 Reichsmark (equivalent of €98 000 when new), while the company's astonishing post-war developments are celebrated with an example of the famous 300SL Gullwing. It's complemented by a display of one with its clothes off: the model's famous space frame (which weighs just 110



pounds and necessitated the use of the car's iconic Gullwing doors). Other standouts include the 1955 300SLR Uhlenhaut Coupe which was named after the company's head of the Test Department, Rudolf Uhlenhaut, along with the more humble Pagoda and Fintail saloon (another popular sight on SA's roads). The latter was the first to boast 'crumple zone' technology and the displays delve into the company's reputation for passenger safety with an example of a hot-water rocket – a 2.5-tonne unit that would accelerate a car up to 65mph for crash testing during the 1960s.

Mercedes-Benz's important aviation history is celebrated too, thanks to a 1928 Klemm-Daimler L20 lightweight aircraft (an example of which was flown around the world in 1928/9) suspended from the heavens. There's also a cut away example of the mighty Daimler DB601 engine – the world's first production engine to feature petrol injection and a record breaker after it took to the skies attached to Messerschmitt's ME209 in 1939. And there are examples of the company wings and wheels technology overlapped, such as the 1939 T80 streamliner – which used a later DB603 as an aero engine-powered attempt

on the world speed record. Although calculated to hit 373mph (thanks the 3000hp from its 44.5-litre engine) it never got to prove itself after war broke out.

The various displays are not presented in isolation as the company takes care to contextualise each development against the various social and economic events of the 20th century on a series of wall displays, while the carmaker is also candid about its involvement in the Nazi-led war effort. The lower part of the building features a dedicated chronology of the marque's illustrious competition history with racing cars displayed on a spectacular sweeping banked track. And although you might expect a focus on the brand's famous Silver Arrows cars (which there is, along with impressive aural accompaniments) and the much-publicised 722, the 300SLR that Sir Stirling Moss drove to victory in the 1955 Mille Miglia at an average speed of over 100mph, the display is astonishingly diverse. A standout is the 500SLC that led a 1-2 victory in the 3 315-mile-long 1980 Bandama Rally in the Ivory Coast at the hands of Björn Waldegård and Hans Thorszelius. Also on show is the 280E W123 saloon that won the 1977 London

to Sydney Marathon – a staggering 18 000-mile event.

Other quirky designs include an example of the Wankel rotary-powered C111, complete with Gullwing doors, which is identical to one the company debuted at the 1969 Frankfurt International Motor Show. Apparently showgoers were excited about it and several offered blank cheques to buy one but it was never slated for production. Even more obscure is the 1985 Alpha-Real Solar Car – powered exclusively from over 400 solar panels – that won the Sol Centennial Rally from Lake Constance to Lake Geneva the same year.

The museum has around 160 cars on display at any one time but many of the exhibits are refreshed on a regular basis from the company's 1000+ strong reserve collection while substitutes are made for those on loan to historic events, meaning repeat visits won't go unrewarded. And the experience is rounded off with an opportunity to purchase all manner of Mercedes-branded clothing and designer products as well as some impressive scale models, if you can stomach the Rand/Euro exchange rate! 📍

Go to: www.mercedes-benz-classic.com to plan a visit.



Scour the motor books and magazines that record early motoring and motorsport in South Africa and you will most likely find conflicting reports on when and where the country's first motor race was held. **Mike Monk** reveals the definitive version.

SA'S FIRST MOTOR RACE

In researching South Africa's historic motor racing circuits, my wife, Wendy, and I began looking at Cape Town's motorsport history, and in the process came across a couple of references to South Africa's first motor race – but the dates were not in agreement by some margin. A popular theory is that it took place on 7 February 1903 on the old Green Point cycle track and while an event did take place at this time, apparently with an entry list of 14 cars (for one it is mentioned in Adrian Pheiffer's book *Killarney 50 Golden Racing Years*), the first race actually took place almost three years earlier.

But what sparked the investigation into the actual date and venue of the first race was a letter published in *Classic Car Africa* in March 2005 (Vol. 8 No. 3 on page 50). It was written by Ken MacLeod and sent from London and described a race held at the Green Point Stadium on 1 October 1900. He stated the event was a two-car five-mile pursuit race that formed part of an athletics meeting attended by some local dignitaries and warmly

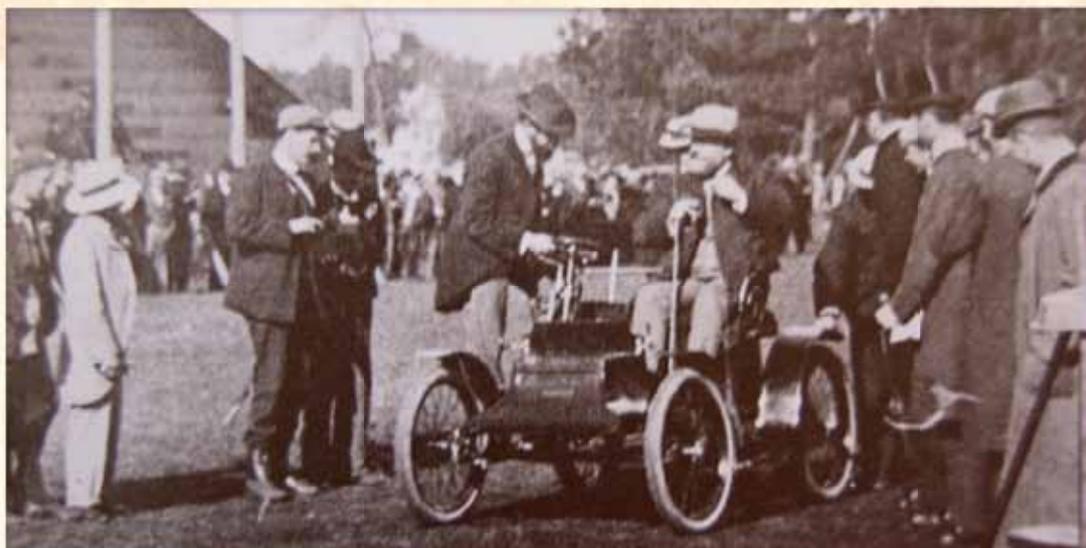
appreciated by everyone present. Lots of pomp and circumstance and a jolly good time was had by all it seems. But in his letter Ken made reference to a report in Britain's *The Autocar* and this, we thought, deserved following up.

In discussing this anomaly with friend and well-known Cape Town historian and Crankhandle Club committee member Derek Stuart-Findlay, collectively we delved into the club's library and unearthed the appropriate bound volume of *The Autocar* to find out more, and so the story began to unravel...

In the 3 November 1900 edition of *The Autocar* (which, incidentally, described itself as 'A journal published in the interests of the mechanically propelled road carriage'), a letter sent to Claude Johnson, secretary of the Automobile Club of Great Britain and Northern Ireland, from Cape Town by his brother, was published. It stated: "The game of motoring is very fashionable out here just now, and there are several about the town and as there is an agent for them just opposite my office the day is just one long horn blowing and rattle. There

was an automobile race at some sports (*meeting – ed*) held at Newlands, a suburb, last week, which created great excitement, and the Governor, Sir Alfred Milner, went round the ground twice in the winning car whilst the band played 'God Save The Queen' and 'Rule Britannia' and the whole crowd cheered their heads off. A de Dion won. On Saturday there is to be a big race, in which about eight will take part, and three American steam cars by the Locomobile Co of America have entered, and their owners seem confident of winning. There is a photo of the Governor in the car, and one of the cars on the course in the weekly *Cape Times* I am sending you."

Then in the 24 November 1900 edition of *The Autocar*, the following report was published: "On October 1st, as we have already stated in our columns, the first motor race took place in South Africa, on the Green Point track, Cape Town, this event forming a most popular item in a good athletic programme. His Excellency the Governor, Sir Alfred Milner, was present, and took a keen interest in the race. The *Cape Times*, in reference



to the race, says: "There were only two competitors, and Mr J P Engel, with his handsome motor easily won the first prize. Naturally, great interest was taken in this novel (so far as this country is concerned) race, and at its conclusion His Excellency the Governor inspected the motor. The Governor expressing a desire to have a ride on the machine, Mr Engel took him twice round the course at full speed, amid the loud cheers of the spectators, the band playing the National Anthem. Colonel Stowe (the American Consul) then had a couple of turns around the course on the motor, the band appropriately striking up the favourite American air of 'Yankee Doodle'. Needless to say, this little bit of diversion seemed to make the sport go with even greater spirit than before.

"W M Jenkins was the other competitor. The race was set down for five miles, but the motors started from opposite ends of the field, and there was a condition that on one of the motors overtaking and passing the other, the motor thus taking the lead would be declared the winner. As a matter of fact, it was apparent soon after the start that Mr Engel's motor

was the more powerful of the two, and just after the first mile had been covered it passed the other motor, and thus won the race."

So there you have it – almost. The first article mentioned Newlands as the venue, the second Green Point and neither mentioned what motor Jenkins was driving. The weekly edition of the *Cape Times* published on Wednesday 3 October 1900 provided some answers. For starters, 1 October was a Monday so must have been a public holiday of some sort for there to have been a sports meeting held. Secondly, it does state that the event took place at Newlands cricket ground. A photograph accompanied the 24 November story in *The Autocar* that was clearly taken at the same time as another photo that can be found on page 23 of Bob Johnston's excellent book *Early Motoring in South Africa*, which shows part of the Newlands spectator grandstand. However, the caption for the photo states November 1902, but this has to be an error.

As for the reference to Green Point, the confusion probably arose out of the fact that the sports meeting was organised

by the Green Point Cycling and Athletics Club, and included a one-mile walking race, a sack race and a number of cycling events. The referee was Colonel Stowe and amongst the judges were Jack Rose, Donald Menzies and 'Yankee' Jenkins – the other competitor in the motor race. Rose, incidentally, was a talented rower, cyclist (in 1898 he set a world record averaging 48km/h for an hour at Green Point) and pioneering motorist who went on to organise the 1903 Green Point motoring tournament mentioned at the beginning of this story. Fellow champion cyclist Menzies was the first man to assemble bicycles in Cape Town.

Regarding the cars, the winning motor was actually a de Dion-engined Clement and while nowhere is the other car mentioned it was almost assuredly a steam-driven Locomobile because Jenkins was the sales manager of Garlicks Cycle Supply, the local agent for the make.

The *Cape Times* report summed up the event thus: "The motor race is an event which marks an epoch in the history of sports meetings in South Africa, it being the first motor race in this country." 📌



MAKING MEMORIES

At the time of going to print, Kyalami was under the hammer, with clouds hanging over it as to the future of the iconic Grand Prix track. We can only hold thumbs it will remain as a motorsport facility, creating memories like this one from **Dave Hastie**.

Images: www.motoprint.co.za

South Africa's Springbok Series, held in December 1962, consisted of three Grands Prix starting at Kyalami with the Rand Grand Prix on 15 December, travelling to Westmead near Durban for the Natal Grand Prix on 22 December, and climaxing with the South African Grand Prix at East London on 29 December. It was a nail-biting season where the 1962 F1 World Championship would be settled at the final East London round, a real two-horse contest not seen since 1959. The winner would be crowned World Champion Driver, and his mount would earn the Constructors' Championship of the World. So the scene on the Rand was seen as a practice for the ultimate final at the coast.

Situated north of Johannesburg, the 2.5 mile Kyalami circuit held the Rand Grand Prix with a licence for 23 cars, although not counting towards the World Championship, such was the appetite for motorsport locally that the entry was oversubscribed and a reserve list published. While all hoped for the locals to show a thing

or two, the reality was that the fans packed the circuit to see Jim Clark in a Lotus Climax V8 and Graham Hill in a BRM V8 go head to head warm up for the East London affair.

Entrance tickets told a story of the period: ticket #8472 cost R1,25 for my father (as an adult) while my under-16 ticket #1634 cost 50 cents and to add insult to injury, the car park ticket #1236 cost R1.

The race programme, which cost 25c, was a full colour 38-page affair with a shark nose Ferrari on the front cover, filled with driver profiles and photographs, and by the end of race weekend it was filled with autographs of Jim Clark, Trevor Taylor, Graham Hill, Ritchie Ginther,

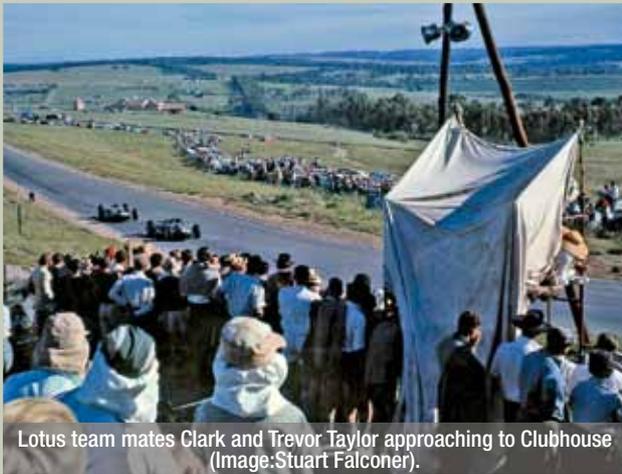
While all hoped for the locals to show a thing or two, the reality was that the fans packed the circuit to see Jim Clark in a Lotus Climax V8 and Graham Hill in a BRM V8 go head to head warm up for the East London affair



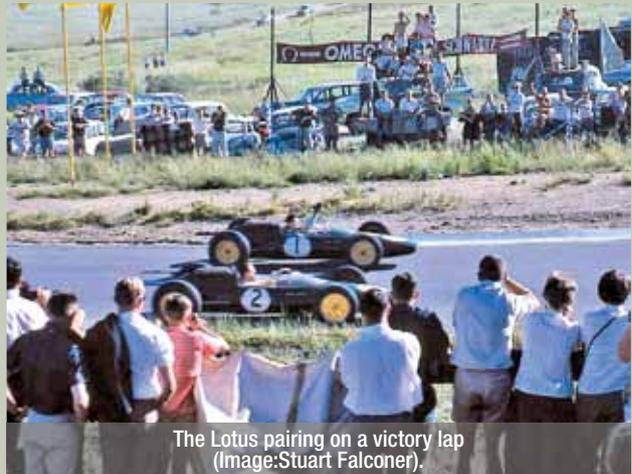
Jim Clark (Lotus 25).
(Image:Ivor Hanes)



Gary Hocking (Lotus 24).
(Image:Ivor Hanes)



Lotus team mates Clark and Trevor Taylor approaching to Clubhouse
(Image:Stuart Falconer).



The Lotus pairing on a victory lap
(Image:Stuart Falconer).

There was a low brick wall at the front, and it was there that I recall sitting while Chapman/Clark/Taylor went about their business of setting the cars up for the 4 000-foot altitude

Gary Hocking, Innes Ireland, Ernest Pieterse, Syd vd Vyver, Tony Maggs, Neville Lederle and many others, so maybe it is worth a tad more some 42 years later. Inside, the programme boasted unlimited space for spectators on the 300-acre property, with unlimited viewing from the many grandstands plotted right around the track.

Pre-race build up revolved around the Team

Lotus Limited entry of their Lotus 25 Climax 1495cc Formula 1 cars of Clark and Trevor Taylor. Owen Racing Organisation were hopeful with World Champ contender Graham Hill mounted in their V8-powered BRM alongside their Ritchie Ginther. UDT Laystall Racing had Innes Ireland installed in their Lotus 24; Rob Walker had Gary

Hocking in a Lotus 24; while Bowmaker had John Surtees aboard a Lola Climax V8. The balance of the 25-car grid consisted of the local heroes like Syd vd Vyver (Lotus 24), Fanie Viljoen, Tony Maggs and John Love in Coopers, Ernest Pieterse and Neville Lederle in Lotus 21s and two LDS single-seaters for Doug Serrurier and Sam Tingle. Most of the above were either current South African F1 champions, or were to achieve that title in years to come. In order to make it onto the reserve list, cars had to qualify in under 1 minute 45 seconds and these included the Lotus 7 of Brausch Niemann, Dave Charlton and Lionel Wilmot (Lotus 20), and Jack Holme (Lotus 18).

Kyalami was run in clockwise direction; the pits were of simple brick construction, with diamond mesh wire fencing separating the garages. There was a low brick wall at the front, and it was there that I recall sitting while Chapman/Clark/Taylor went about their business of setting the cars up for the 6 000-foot altitude. Security had not been invented yet,



and dusting off and shining Clark's blue helmet and handing it to him before he mounted the Lotus was par for the course. Cars had to enter the garages through the rear, which only happened as the day closed. There were no transporters to get the racecars to the circuit, so each team made use of their local contacts to set up base. Team Lotus used Dave Charlton's house just north of the circuit, and drove the racecars to the track on the public road. It was a common occurrence, as other teams settled in elsewhere and also challenged the local constabulary with their mean machines.

The race build up in the press was such that everyone knew exactly what to expect come Saturday race day. Street posters added colour to the city and many hundreds of motorists displayed a window decal in their cars

announcing the great event. Graham Hill had trimmed Gary Hocking's new lap record by over a second to 1 min 36.8 in the screaming V8 BRM as it revved to 11000rpm. Ginther, Surtees and Taylor also got under the old record, while Jim Clark had problems with his oil cooler and didn't join the exclusive club. The overseas contingent dropped their shirts and soaked the sunshine, as did the local babes, all eager to impress the team members and mechanics.

All the shenanigans stopped when the flag fell. Clark just drove away from them all, as both BRMs failed to finish – Ginther with gear selection problems and Hill pulled off the tarmac and parked in the grass with a broken motor. Note there weren't any Armco railings, so he simply drove up the embankment and walked

away. The two Lotus drivers reigned supreme, so much so that Colin Chapman ran onto the tarmac on the penultimate lap and issued team orders for Clark to slow down so that Taylor could finish literally inches off his exhaust!

Unfortunately this was to be the last race for Gary Hocking, as he was killed at the next round of the Springbok Series in Westmead (Natal) during a practice round on 21 December 1962. His Rob Walker Lotus Climax V8 flew off the track at over 100mph, struck a tree, somersaulted onto a tree stump as it disintegrated, killing him instantly.

It was a time when motor racing was dangerous and South African tracks offered a stage for stiff competition and a bit of fun off the grid. Here's hoping we keep our few remaining icons going. 🏁

THE ULTIMATE RACE PREP

Plans are well under way to see a South African assault on Le Mans in the near future, this time not only a driver but also a team. In order to prepare for this monstrous task **Greg Mills** looks into the latest Le Mans tech, measures and finer details.

NEW TECHNOLOGY, NEW TRACKS

Emanuele Pirro has raced in the 24 Hour 13 times, his first race in 1981 in the works Martini Lancia Monte Carlo shared with one-time fellow karter Beppe Gabbiani. The Roman has won the event five times for Audi, from 2000 to 2002 then again in 2006 and '07. He's finished third on four occasions (1999, 2003, 2004 and 2005) so is perfectly qualified to describe a lap in the *uber-successful* Audi R8.

"It very rare that you would have a lap without traffic, but let's imagine," says Pirro, "that we are on the road at 4 or 5am, when it's still cool and the car is performing well, and the track has lots of rubber on it and lots of grip. Past the Start/Finish area the car will reach 290km/h, flat out in sixth gear through the right-hand kink after which you approach the first chicane. Down to second, the car tends to go quite lightly through there and you

flick left then right, over the kerbs, trying to keep your momentum, and not overshooting your braking into the corner. Then you are over the crest, under the Dunlop Bridge, flat through the fast right-hander and then brake for the Esses, selecting third and then fourth through them. It's a difficult corner, left-hander followed by a right-hander, with a camber change three times and a blind exit, always tricky to get right. Then you are in fifth up to Tertre Rouge. Today this is less sharp than it once was, but it remains one of those corners you can always go faster through, or at least you should, since it leads onto the first 1.8 kilometres of the Mulsanne. You are in fourth through there aiming to get onto the throttle as quickly as possible. Now you can rest a bit, perhaps talk to the pits and try and look up the straight to assess where you will encounter traffic. It's a bad feeling," he grimaces,

"when you see many cars ahead."

"The first chicane on the Mulsanne is very nice, well made, even though I am not a fan normally of chicanes. You can usually brake at the 110 metre board, or at least that is what it says, trailing the brakes all the way into the corner. This chicane is a right to left turn in third gear, with some understeer expected in the middle of the corner. Then you are heading back along the next section of the 1.8km straight, quickly through the gears, this one a left to right turn, more difficult than the first chicane, but of course more rewarding too. The car always feels a bit stiff and bumpy through there. You go through in third gear, snicking fourth on the exit.

"Then you are down the last bit of straight, over the crest bump that was supposed to be flattened after Webber's flip but is still there, and down to Mulsanne Corner. I like this corner the least, along with Arnage, as



An almost romantic scene as a Porsche 919 Hybrid heads into the sunset at arguably the greatest race.

the braking area is extremely narrow, making overtaking very difficult. You are through there in first or second, depending on the grip, the corner speed being 70/80km/h. You have to take care to reduce the brake pedal pressure to about 30 percent as you slow down, otherwise you will lock up into the bend. You aim to get on the throttle as early as possible. Traction control is very important here not so much to keep the car stable, but to get grip and preserve the tyres.

“You launch into a very high speed section through the two kinks, easy flat if very narrow, where you can feel the aerodynamics of the cars next to you. They suck you in at first and then push you over as you get close. At sunset you will have the sun in your eyes at this point – quite annoying. Then you are in the Indianapolis section, which is superfast - first a right-hander and then the left-hander of Indy itself. The entry

into the first part is slightly downhill and slightly banked, where it’s easy to overshoot and there is not much grip. Third through there into fourth and then through the right-hander into Arnage, the corner that used to make most people mess up in the old days. By then you are back in first gear, always feeling very slow, but sometimes not slow enough for the corner. The track is also very, very narrow there, and you can lose or make up a lot of time at this point of the track.

“There is usually poor traction out of there towards the Porsche Curves. You drop two gears to fourth, first a right-hander, then a double left-hander, alongside the Armco, leaving no room for error. If everything is right, if Venus, the Moon, Mercury and Mars are all aligned, you could go through there flat in fourth, but I never did! This is followed by another long, constant

radius right-hander which you enter in third. Then you are at the New Maison Blanche – also known as the *Virage du Karting* after the proximity of the kart track – where you are in fourth through the right-hander and which you take in third through the second constant radius part. It’s a vicious corner with many victims, with negative camber making it very difficult. This leads onto the back straight into fourth and fifth with the option to pit, before the third-then-second gear Ford Chicane, usually faster than they look on television, before you are over the pit Start/Finish straight one more time.”

Much has changed in the thirty years Emanuele has raced at Le Mans. “The biggest change in technology,” he says, “is that in the past the driver and the team had to maintain a balance between speed and reliability. A good driver had to be fast in the past and preserve the car. Speed was important



Speed differentials between the classes have to be considered at all times.

but empathy was crucial, which meant that a great F1 driver would not necessarily be a good Le Mans contender driver. Back in 1981 I had to back off three times on the straight to cool and lubricate the turbo in the Lancia, for example. You could not brake at the maximum, as they had to be preserved. You had to take great care in shifting gears without a paddle-shift.”

LONG RACE SHORT

“Now the cars, brakes and tyres can all be driven at their maximum. The only limits are keeping the car on the road and managing the traffic. As mechanical breakdowns have become rarer, the races have to be won on speed. Now everyone goes as fast as they can for the whole race, the only grey area being what risks you should take in overtaking. This has become more difficult since our top speed has reduced from 350km/h in 1999 by 20 or 30km/h today, as a result of increased aerodynamic grip and bigger restrictions, bringing the LMP1 horsepower down, for example, from 750bhp to 550. This makes getting through the traffic, especially the GT cars, much more difficult

since the speed Delta between us and them on the straights is very small, in my opinion too small, but they have much less braking power and cornering power.

“Since tyre changing became so time-consuming, being permitted only after refuelling, efforts were made to make the tyres last much longer. Although with the small tanks we have to refuel every 40 minutes or so, the tyres can last three or four refuelling stints – two to three hours – and will only be changed when you change drivers. During the night we would try to stretch the stints as much as possible to give a bigger gap to the others to rest. The tyres are also consistent, which enables you to push very hard. For instance a place like the Porsche Curves is just incredible in a prototype, so rewarding, going through there never less than 200km/h, and all the time.

“The improvements in technology and reliability have made Le Mans today,” Emanuele smiles, “a long short race. But make no mistake,” he adds, “unlike F1, where the risks are much smaller than they were 30 years ago, it’s a race that still scares drivers.”

In 1922 when considering the concept of a 24 hour race, Charles

Faroux had thought immediately of Emile Coquille, a director of Rudge Whitworth Wheels, who had earlier offered 100 000 francs to hold a night race to make ‘manufacturers perfect their electrical apparatus’ reminds Georges Fraichard in *The Le Mans Story*. The wheel, pardon the pun, has come a full circle. Today’s entries are high-tech, driven by computers and money, lots of it.

For example, the cost of the simulated aerodynamic studies alone on the Pilbeam MP100 being prepared for the 2015 event is over £150 000, before one has built the car or the body. While the engines are capped at €75 000 for the LMP2 class, add in the cost of race support, spare parts and rebuilds, and the running costs are throat constricting.

Little wonder then that it costs £150 000 for a drive in a decent LMP2 car for just the Le Mans event, and much more to get an entire team there. The reasons why are outlined by Jacob Greaves, principal of the eponymous team which won the LMP2 category at Le Mans in 2012.

PREPARING FOR LE MANS

“The first thing with Le Mans,” says



Despite the track length traffic is always a factor at Le Mans.



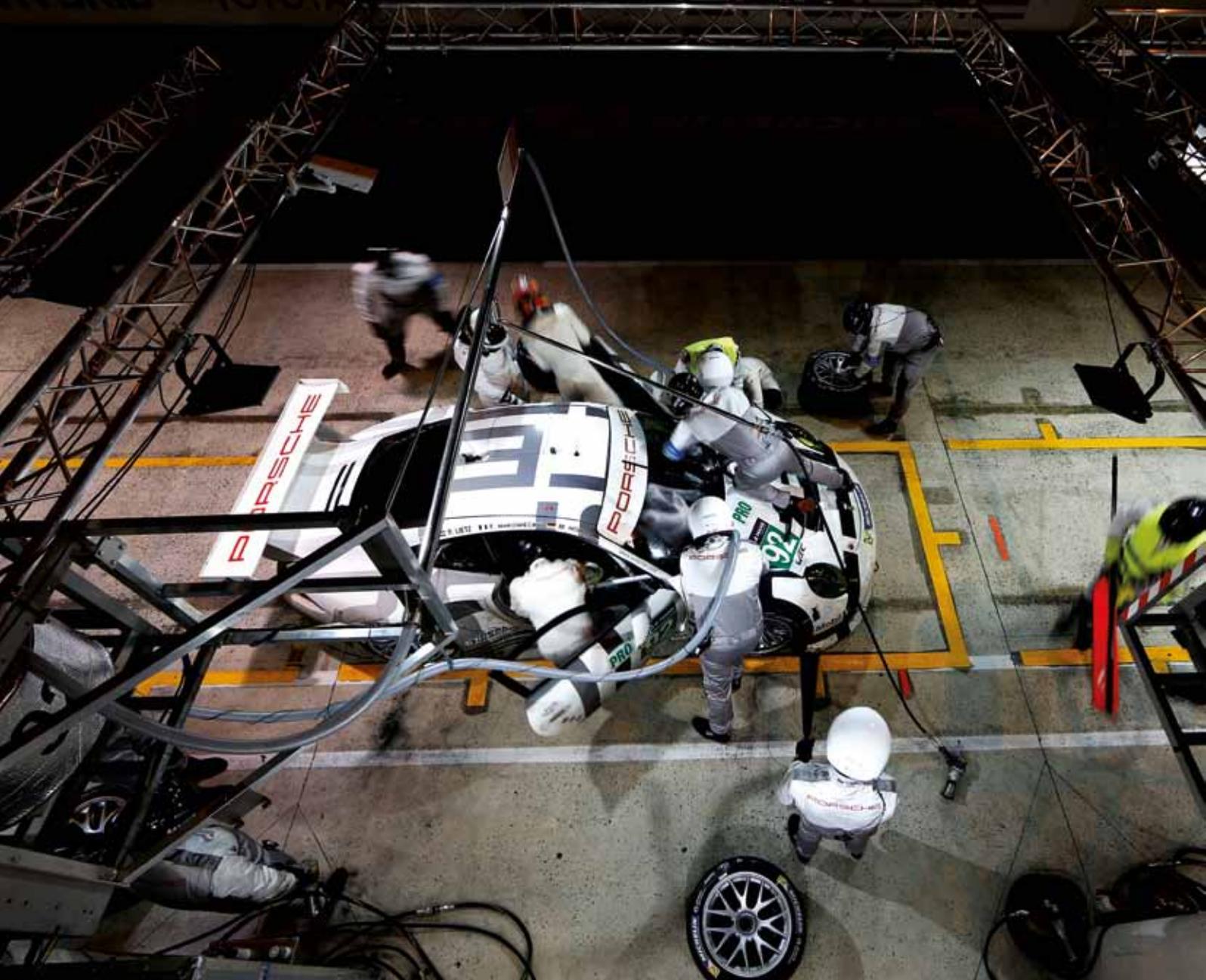
Darkness and fatigue add to the 24 Hour challenge.

Jacob, “is the entry. With the limited entries available, you have to be invited to join the race. Normally the event is over-subscribed by around 50 percent. So to get an entry to take part in the big race is an honour in itself.

“To prepare the car for the race takes months along with all the races in and around Le Mans. In effect you are preparing the car for 12 months to be ready for each Le Mans. There is lots of detail involved. For example, many mechanical components are fitted with new parts for the race. Lots of time is spent on all the design and fitment of the bodywork to reduce drag and maintain as much downforce as possible. Any small item at Le Mans can potentially cost you minutes if not hours on track over the 24 hours. The team have to be well practised at pit stops. With around 30 pit stops in the race there is a lot of time to be won or lost in the pit lane especially in the modern race where cars are able to race flat out for 24 hours. The team has eight sets of wheels for each car and we will use 20 sets of tyres for the race week.”

This is one reason why each Greaves car in the LMP2 category has 14 people working on it for the race, as outlined on the right.

DESCRIPTION	GARAGE RESPONSIBILITIES	PIT STOP ROLE
Team Manager	Responsible overall for the team and logistics	Car Controller
Race Engineer	In charge of car setup and the race strategy	None
Performance Engineer	In charge of team performance, working on pit stops etc. Works alongside the race engineer on car setup and strategy	Timing each pit stop for analysis
Data Engineer	Runs the telemetry and data system. Provides the engineers and drivers with race data	Downloads car data every pit stop
Chief Mechanic	Overall responsibility for car preparation	None
No.1 Mechanic	Overall responsibility for car assembly	Wheel gun and removal of wheels
Mechanic	Three mechanics work alongside the No.1 mechanic in car and spares preparation	Placing new tyres on the axle for tightening by the wheel-gun mechanic
Mechanic		
Mechanic		
Composites	Responsible for all bodywork and any repairs	Fire Extinguisher
Refueller	Manages garage fuel; provides information to the race engineers to prepare the race strategy	Fuelling of the car
Tyre Manager	Responsible for preparing all tyres from cleaning to pressures and selection	Bringing tyres to the pit lane for the pit stop
General Helper	Cleaning and tidying of the garage including car components	Activating the fuel deadman valve at stops
PR Manager	Responsible for Facebook and Twitter updates and press liaison throughout race weekend	None



Crucial aspects at Le Mans include preparation, team work and controlled pit work.

The value of the spares is around £500 000, which is more than the value of the car

Additionally, there is a comprehensive spares inventory. “For each car run there is the equivalent almost of another car in spares. For our two cars we will take one spare fuel tank and chassis between each car. There are also two spare sets of suspension for each car, and one full set of spare bodywork for each car, one spare gearbox and engine, and enough fasteners and consumables to be able to completely rebuild each car twice during the course of the race.” Greaves adds, “The value of the spares is around

£500 000, which is more than the value of the car!”

“It is enough to make church mice,” as veteran motorsport journalist Eoin Young once remarked, “better fixed for funds, than prospective drivers and entrants.” Yet what sportscar racing in general and Le Mans in particular has shown in spades over the past 90 years is that there is more to motor racing, thank goodness, than the capricious world of Formula One, with its media circus, corporate packaging, and profit margins. Long may it continue. ■



POA

1993 BENTLEY CONTINENTAL R
 Immaculate condition , 22 000 Miles , Full House, FSH and books, one of the finest examples.



R495 000

1991 ASTON MARTIN VIRAGE
 Lagonda engine 5,3 L V8, Electric windows, power steering, leather interior, beautiful car good condition.



R125 000

1963 MGB ROADSTER
 Original interior , soft top, tool kit, good condition, start up and go, brilliant for your collection or for your Sunday drive. Beautiful little sports car that.



R135 000

1970 MERCEDES BENZ 280 SE
 Excellent condition, one of the finest examples, books and service history, white steering wheel, beautiful car, start up and go.



R325 000

1978 CORVETTE STINGRAY T-TOP
 86 000 kms 5.7 L V8 engine, electric windows, power steering ,leather interior, good condition.



R325 000

1990 JAGUAR XJS V12
 Full service history plus books, extremely well looked after, 55 000 miles on clock, electric roof, full house.



R245 000

1965 JAGUAR MKII 3.8
 Immaculate condition, pictures of rebuild, Over drive working, stunning example.



R575 000

1993 BENTLEY CONTINENTAL R
 Full service history with books, 70 000 Miles on clock, beautiful cruiser, great condition.



R125 000

1975 ALFA ROMEO SPIDER 2000
 Brand new soft top, excellent condition, great example, drive beautifully.



R195 000

1986 JAGUAR XJS TARGA
 168 000 kms on clock, full service history, great colour combination, top condition.



R245 000

2000 JAGUAR XKR
 Supercharged Silverstone edition, full service history one owner car, 145 000 km, perfect condition.



R175 000

2002 JAGUAR XJR
 Supercharged V8, 114 000 kms on clock, beautiful edition and in fantastic condition. Full house, extremely fast.



1971 Regional Championship Class D 1275cc Cooper 'S'.



Brian was proud of this state-of-the-art Bell crash helmet.

GONE TOO SOON

Neil Diamond rhythmically names Jesus Christ, Fanny Brice, Wolfie Mozart, Humphrey Bogart and twenty more before ending with the punch line of his verse with: 'For bein' done too soon.' All were gifted people who died before they reached their full potential. **Ryno Verster** cites Capetonian Mini racing ace Brian Ferreira as one from that mould.

Brian Ferreira died at the age of 29 following an accident during the night practice session for the 15th Rand Daily Mail 9 Hour Endurance race at Kyalami on 4 November 1972. What adds to the sadness in Brian's case is that he became the only Mini driver in South African motor racing history who lost his life due to an accident while racing his Mini. According to *The Sunday Times* he was the first fatality in the 15-year history of the 9 Hour. His death left the racing fraternity and especially his

family [his daughter Cecilia was only one year old at the time], his inner circle of friends including Tommy Gash [co-driver for that race], Brunley and Theo Roberts at BMC and Peter Gough with a devastating void.

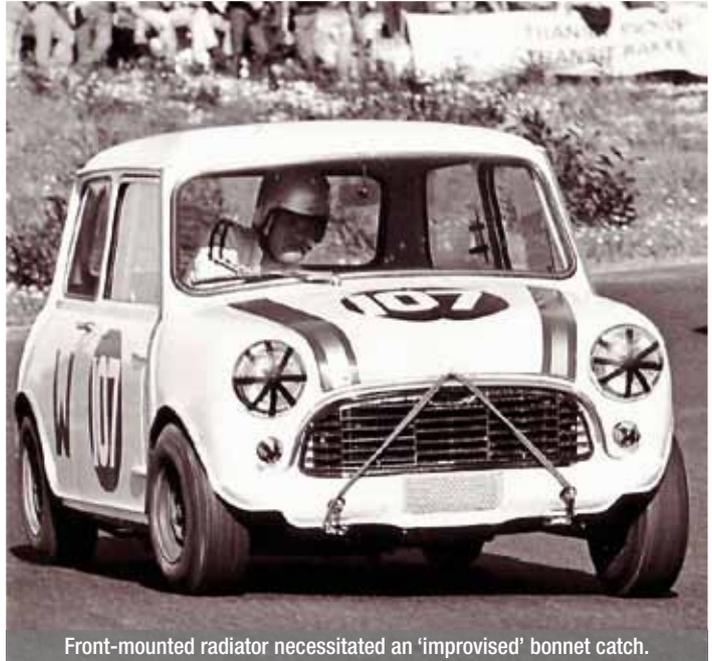
In 1960 at the age of seventeen Brian started his mechanical career as apprentice in the BMC Competition garage at Blackheath. He was apprenticed to Alan Stewart, the development engineer. A special work relationship developed between the two – Alan to share his many years of

engineering experience and Brian keen to learn every trick in the trade. Some of their colleagues even described them as inseparable. Alan was at the time also in charge of the preparation of the works Austin 850 Mini driven by Peter White and Roddy Turner Snr, later also the 997cc Cooper driven by Adrian Pheiffer and still later the 1071cc works Austin Cooper 'S' driven initially by Piet van Niekerk and in the 1964 season by John Love.

It is not known what role Brian played in assisting in the preparation



Brian (right) and Alan Stewart (left) in the BMC Works garage at Blackheath.



Front-mounted radiator necessitated an 'improvised' bonnet catch.



Sandwiched between the big-banger Volvo 122S and an aggressive looking Anglia at Killarney.

of these works cars. Several of his former colleagues however feel that it is more likely than not, given the relationship between Alan Stewart and the mechanically inquisitive-minded Brian, that such opportunities would have been grasped with both hands to provide Brian with maximum learning opportunities. The chances are therefore good that he might have had his first taste of 9 Hour Endurance racing excitement by being involved in the preparation and pit duty on the Austin 850 Mini driven by Peter White

and Clive Puzey in the '62 event, where it finished first in its class and both 21st overall and on Index of Performance.

In the vibrant environment of the Works garage, Brian developed and was exposed to interesting development projects. In the early sixties the race was fierce to produce the first locally-manufactured engine. On 21 February 1964 BMC surprised the motor industry when it unveiled this at a press conference attended by, amongst others, senior officials of the Department of Trade and Industry.

Apart from a few fun-inspired entries in the Allcomers Handicap races in a Morris Minor, Brian realised his dream to race when he entered for his first event in a Mini built from spares in late 1966



Jansie, Brian's widow at the 1972 Argus Production Car Championship awards ceremony. Ray Brookes (right) finished second to Brian.



Brian receiving 'Most Promising Driver' trophy for the 1967.

Apart from a few fun-inspired entries in the Allcomers Handicap races in a Morris Minor, Brian realised his dream to race when he entered for his first event in a Mini built from spares in late 1966. Like several racers in the mid-sixties the race car was also the road car during the week and was transformed into a race car on a Thursday, practised on Friday, raced Saturday and back in road trim on Monday. And so the Mini, with registration number CL 6603 [Stellenbosch], raced as number W 107. This multi-purpose arrangement did not come without hitches. On the Sunday morning when Brian and his wife Jansie were ready to leave for church for their daughter Cecilia's christening ceremony, the race/road Mini refused to start – a bit of fiddling and they just made it in time to church.

On 3 September 1966 he finished third in Class W in the Production Car Championship race during the Van Riebeeck Trophy meeting at Killarney and fourth in the Clubman Handicap race at the same meeting. The 1967 season was Brian's first full season and he notched up several second places, mainly at Killarney, which resulted in him finishing eleventh in the National Production Car Championship. His

excellent performance in the 1967 season also resulted in the award of 'Most Promising Driver' by the Western Province Motor Club Marshals section.

At that stage the BMC Review described the DNA of the 998cc Cooper as featuring a cylinder head modified by Brian himself, a 45 Weber DCOE carburettor, a BMC competition exhaust branch, a Cooper 'S' gearbox and an unusual cooling system, where the fan was removed and the standard radiator replaced by a specially-designed unit behind the grille.

The 1967 season also started a tradition of long distance races for Brian, especially the 3 Hour Endurance race at Killarney in November. In '67 he teamed up with Nigel Payne to finish fourth on Index of Performance, seventeenth overall and third in Class A. He continued this tradition for the next four years, and their continued success here enticed an entry into the 1972 9 Hour.

In the meantime, Brian's career also took some interesting turns. He left BMC in 1967 to join the Meissner-Ford Team as mechanic on Peter Gough's Lotus Cortina and later in '68 the legendary Y-151 Escort. After some initial teething problems, the Escort became highly

competitive and reliable. For 1969 the Escort received a 2000cc Meissner-developed, twin-cam, 8-valve Ford engine and Gough won the 1969 South African Saloon Car Championship with 12 wins and a the lap record at every major South African circuit.

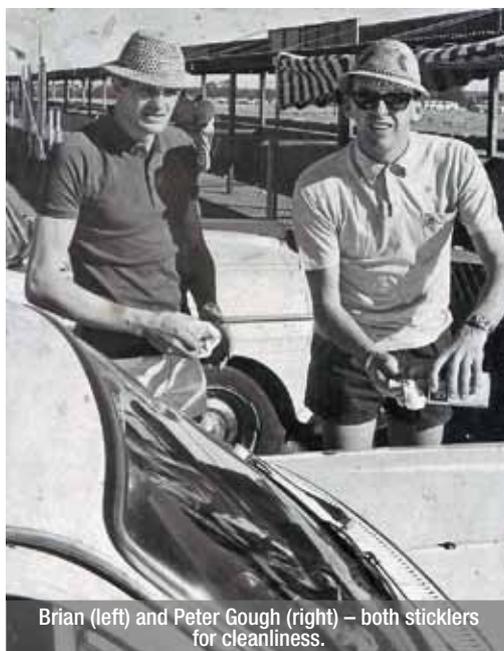
Brian Ferreira's role in all of this was briefly described in *CAR* of January 1969 as 'It is worth recording that between races, the complete car is pulled down by Team Meissner mechanic Brian Ferreira: engine, gearbox, wheels, diff, brakes, and all are stripped and rebuilt, to ensure that no hidden flaws occur.'

One should also make mention of Brian's assistant Donsie [freely translated as Fluffy] in this regard. Brian was uncompromising when it came to tidiness, good housekeeping in general and an organised, spotless work place, race car and components. Donsie was trained in these disciplines and became a valued assistant to Brian in the long hours worked to contribute to the team's success.

Meanwhile Brian continued racing in his 998 Cooper with mixed success. By 1971 the National Saloon Car Championship was done away with and replaced by four regional production car championships of



Prize giving function with the Meissner crew in 1968.



Brian (left) and Peter Gough (right) – both sticklers for cleanliness.

which the one in the Cape Province was known as the Cape Argus Production Car Championship at Killarney.

Positioning his racing career for this, he prepared a new racer in 1275cc Cooper 'S' trim for participation in Class D. Not much is known about the mechanical wizardry, but a major focus was on strengthening the body and sub-frames by welding all the joints. 1970 was fairly disappointing but performance in the 1971 season showed signs of what driver and car were really capable of. After scoring a first place in the opening round of the championship at the Cape South Easter race meeting on 9 January, and more third and fourth places, he ended the 1971 season in third place in the highly-contested Class D section.

The end of the 1970 season also brought with it a change in career for Brian and his long time friend, BMC and Meissner colleague Brunley Roberts. Brunley's focus at Meissner was more on chassis and suspension development. When Meissner retired from racing towards the end of the 1970 season, Brian and Roberts were offered the chance by Ford Development in South Africa to join their USA operations to work on the Can-Am series in America. Brian declined to leave the country and

the two friends decided to start their own engineering production shop, called Tunerite, which would build race car engines for clients. It did not take them long to realise that this type of enterprise would not provide them with the means to make a proper living. The lure of development work was in the end too strong and in November 1971 Brian re-joined BMC Leyland.

It was however the 1972 season that did justice to Ferreira's racing talent and preparation skills as he scored points in all but two races that year, and first in Class D of the Argus Production Car Championship. The last race of the season was on 7 October 1972 which left Brian enough time to prepare the Cooper 'S' for the big adventure of his racing career, the 15th Rand Daily Mail 9 Hour Endurance race at the Kyalami circuit on 4 November 1972.

His co-driver was Tommy Gash [also a colleague at Leyland] and Bob Allsop was chosen as team manager. The race started in daylight and finished fairly late at night, which meant competitors also had to do some night practising and qualifying laps. On Thursday night, 2 November, at about 19h00 Brian took to the track to do some laps. One of those notorious Highveld thunderstorms

broke loose and with some parts of Kyalami soaking wet and others bone dry Brian thundered down under the Dunlop bridge en route to Crowthorne corner at full tilt. The Mini struck a deluge of water and aquaplaned into the barrier. Almost simultaneously Scamp Porter in the Toyota Celica hit the water and ramped into the back of the Mini. Shortly afterwards the Rob Thomas Chevron suffered the same fate, spun and aquaplaned into the Celica. The official time of the accident was recorded as 19h15. In the process the Mini caught fire and Scamp and the marshals rushed to the Cooper 'S' to pull Brian from the burning car as quickly as possible. He was taken to Johannesburg General with third degree burns and passed away the following day. Several newspapers reports insinuated that Brian had died of fire-related injuries but it is generally accepted that he was exposed to severe whiplash resulting in brain damage, which was, according to medical reports, the official cause of death.

And in the words of the Neil Diamond song: 'For bein' done too soon, For bein' done.' 📺

The author wishes to thank the following people who shared their memories of Brian so freely to make this tribute possible: Jansie Engelbrecht and husband Joepie, Cecilia King, Brunley Roberts, Theo Roberts, Peter Gough, Tommy Gash and Ralph Clarke.



The VPW Sports at Beira in 1960.

“Just call me Ten,” grins John Ten Doeschate as he recalls the history of his 1959 VPW Sports that was built in Salisbury.

“In October (the 10th month) of 1984 I finished 10th in a 10-lapper at Goldfields Raceway in a star-studded field that included Gary Dunkerley, John Banks, Brian Tyler,

Alan Cunningham, Peter du Toit, Paddy O’Sullivan, David Cohen, Mike Ward and Duncan Vos to mention just a few.”

The VPW was built in Salisbury, Rhodesia in 1959 using mostly VW Beetle parts, by Dr Collie Byron-Moore, then Chairman of the SCC. Inspiration came from the Porsche RS 550 that was raced by Ian Fraser Jones. His race car was carefully measured, photographs

TOP TEN

By Dave Hastie



During the '70s the VPW resurfaced in numerous events throughout Zimbabwe.



taken and many drawings were made. The chassis is of tubular construction with a wire framework covered by a hand-beaten aluminium body and was raced in Beira, Bulawayo and Salisbury.

In the 1960 Rhodesian Grand Prix AR Bryant raced the car in a 46-car field that saw Syd van der Vyver on pole in a Cooper Alfa, Tony Kotze, Doug Surrurier, John Love, Sam Tingle and others. VPW qualified in 31st spot. Not

bad for a machine driven to events in Mozambique and then home again all in a weekend. In 1961 the car changed hands and little history is known of what happened between then and 1973.

In 1973 the car was found in a used car lot in Salisbury and registered to William McCoram Campbell who was known as 'Mac'. What is known is that several motors had been fitted over the time, including an MG Twin Cam and

Inspiration came from the Porsche RS 550 that was raced by Ian Fraser Jones. His race car was carefully measured, photographs taken and many drawings were made



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* Only applicable on 86 High Grade

Model shown is an accessorised Toyota 86 High 2.0 MT. A full range of Toyota Accessories are available from your Toyota dealer or visit www.toyota.co.za for more information.



ON THE HILL



Alexander Krahe (Mini Cooper).

BUT NOT OVER



The Jaguar Simola Hillclimb weekend was dominated by an iconic classic.

Photography by Rob Till

IT

It takes something – and someone – very special to dominate an event to the degree that Franco Scribante simply blitzed all opposition over three days at the Jaguar Simola Hillclimb, which is back in the limelight as one of South Africa’s premier motorsport events. A three-day spectacle of speed and precision culminated in one of the country’s revered historic sportscars winning both the Classic Conqueror and King of the Hill titles over the weekend. Scribante set the benchmark on Classic Friday and simply could not be caught as the modern contingent pushed their limits to challenge his Team Gunston-liveried Chevron B19’s pace during Saturday and Sunday.

This year was the fifth running of the Simola event that takes place in Knysna on the 1.9-kilometre hill leading up to the 325-hectare Simola Golf & Country Estate, Hotel and Spa complex. Missing last year after the previous sponsor made a late withdrawal, Jaguar stepped forward with a three-year deal to secure the event’s immediate future and the organisation was rewarded with a superb entry list brimming with interesting classic and modern cars – and characters.

Amongst the classic entries was the oldest competitor driving the most valuable car in the whole event – the seasoned global motorsport competitor 77-year-old Robert van Zyl driving his 1927 1.5-litre Bugatti T37. Once a minor spark plug problem was resolved, Robert piloted the French racing blue with his usual enthusiasm to finish second in his class. By comparison, Anita Cusens was taking part in her first ever motorsport event driving a Fiat 600-based Abarth 1000 TCR as a tribute to her father Jerry Spaans, who built



Lew Baker (Mallock U2).



Charles Arton (Ashley APV347is V8).

and raced the car but passed away two years ago. Clutch and solenoid problems hindered the recently renovated Abarth but it drew a lot of appreciative attention on what was also the 65th anniversary of Carlo Abarth forming his company in Turin.

Well-known classic car trader 'Honest Norman' Frost (sporting his trademark fake moustache) was once again at the wheel of *Roten Sau* (Red Pig), a replica of AMG's first racing car, a 1971 Mercedes-Benz 300 SEL. Frost's ride currently has 'only' a 4.5-litre V8 instead of the proper 6.8, but is still indecently quick for a trick limo. Dave Alexander's weekend came to an abrupt halt when he spun and damaged his LDS in Friday's practice. A single-seater revival is taking place in local motorsport and it was sad to see this historically significant car out of the running.

Current Bridgestone Production Car Class T champion Graeme Nathan took part in his first climb in a BMW CSi prepared by the legendary race car development team run by Peter Kaye-Eddie. 'Grumpy' took part in both the Classic Friday and King of the Hill events, finishing second and first in class respectively in

the Batmobile-BMW lookalike.

After clinching Friday's Classic Conqueror title with a best run of 42.246 seconds, Scribante fended off all manner of modern machinery including Ferrari, Lamborghini, McLaren, Porsche and the usual handful of tweaked Nissan GT-Rs to win the King of the Hill shootout with a thrilling record-setting run of 41.159 seconds in the Cosworth-BDG-powered orange rocket. The 'Gunston Toasted' Chevron's pedigree includes 1971 Springbok Series wins at Lourenço Marques, Bulawayo and Welkom driven by Brian Redman, Mike Hailwood and Paddy Driver.

Hillclimbing takes a bit of guts as the laws of nature dictate that when you have a moment you usually end up going down a hill and thumping into an embankment. It brings a certain level of fear to the game but also raises the excitement level. And once qualified it all comes down to a single run so the driver has to be on the ball and keep the big match temperament in check. Some got it wrong, especially early on Saturday morning when there were the odd patches of water, but all in all it was a top event with the right mix of competition, classiness and fun.

Jaguar wasn't shy in putting more than its name behind the event by bravely entering five brand spanking new XF saloons for the press, an insane XFR-S saloon for multiple national saloon car champion Deon Joubert, and a couple of rorty F-Types. The firm's technical crew cobbled an old training XJ V8 into a racer – this proved to be a firm favourite with the fans as it was loud and had the ability to change the weather from sunny to overcast when doing a burnout.

Whatever your motoring bent, the weekend had something to offer as Golfs battled Toyotas, BMW and Audi sparred with each other, and the Lotus 7 brigade showed that even in an event where horsepower seems the fastest way, there is a lot to be said for lightweight nimbleness.

Results and titles might be of importance but the real positive taken from the Jaguar Simola event has to be the gathering of like-minded people – we like classic and vintage cars, which seem a world away from the latest F-Type or Nissan GT-R. Put us all in one pit enclosure and we get along, learn about one another's cars and appreciate all things motoring.

For three days Knysna became



King of the Hill Franco Scribante (Chevron B19).

motoring mecca with amazing machinery littering every corner. Coming across a display showing a Jaguar C-Type, D-Type and E-Type was a highlight and then seeing the covers coming off the new F-Type Coupe even better – not only as it is an insanely good looking and performing machine but also because it shows that the brand is proud of the past and tips its cap to a sublime heritage.

If I had to pick a moment from the weekend though, it would be the parade of competition machinery through town on the Friday afternoon. Despite the chilly temperature, spectators from old to young and from every walk of life lined the route, standing shoulder to shoulder waving and cheering the cars. To use a cliché it was spine-tingling!

For three days
Knysna became
motoring mecca with
amazing machinery
littering every corner

CLASSIC FRIDAY CLASS WINNERS

Class H1	Roy Jones	Riley TT Sprite replica	1 min. 15.584secs
Class H2	Malcolm Uytendogaardt	Sunbeam Tiger	56.618 secs
Class H3	Jason Furness	Jaguar E-Type V12	55.449 secs
Class H4	Heyns Stead	MG Spider	1 min. 08.331 secs
Class H5	Franco Scribante	Chevron B19	42.246 secs
Classic Conqueror:	Franco Scribante	Chevron B19-Cosworth BDG	

JAGUAR SIMOLA CLASS WINNERS

Class A1	Stuart Grant	Jaguar XF	54.199 secs
Class A2	Owen Naude	Subaru Impreza STi	47.297 secs
Class A3	Edrich Zwiers	BMW 1 M	48.281 secs
Class A4	Henru Pienaar	Nissan GTR	46.990 secs
Class A5	Peiter Zeelie	Lotus Exige	47.454 secs
Class A6	Ryan Buda	Porsche GT3	52.245 secs
Class A7	Greg Parton	Lamborghini Aventador	45.553 secs
Class A8	Ernst du Preez	McLaren MP4-12C Spider	46.787 secs
Class B1	Anton Cronje	Subaru WRX	43.209 secs
Class B2	Darron Gudmanz	Nissan GTR	41.831 secs
Class B3	Rory Beattie	Jaguar XJ	52.279 secs
Class B4	Tony Lederle	Caterham 7	51.282 secs
Class B5	Graeme Nathan	BMW CSi	49.420 secs
Class B6	Charles Arton	Ashley APV347is V8	45.563 secs
Class C3	Mike Beachy-Head	Porsche 917 replica	48.809 secs
Class C5	Francis Carruthers	Juno SS3	43.249 secs
Class C6	Michiel Simons	Ford GT40	53.315 secs

KING OF THE HILL

Class C4	Franco Scribante	Chevron B19	41.159 secs (new record)
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Kevin Flynn and the new F-Type Coupe.

HANDS ON

Jaguar's sponsoring of the Simola Hillclimb in Knysna this year was a marriage made in heaven for both parties. It brought a new marque with a motor racing heritage onto the scene at one of the premium motorsport events in South Africa. Another plus – it also brought Jaguar South Africa's senior team out in force, led by their hands-on, passionate MD for the product, Kevin Flynn.

Kevin's enthusiasm for cars, motorcycles and motorsport came at an early age whilst still at school in London. He lived close to events at speedway, moto-x and rallying in Wales, and also road racing circuits like Brands Hatch, Silverstone and other tracks dotted around England. Over time he has been to many car and motorcycle world championship grands prix and the Isle of Man TT.

In fact the TT commentator and racing motorcyclist and Mercedes-Benz Supertruck World Champion, Steve Parrish, is godfather to his daughter, Lauren. Kevin's wife, Merryl, is also godparent to Steve Parrish's daughter, Frankie.

The involvement of Kevin's wife, Merryl, in motorsport came with a documentary of the first car to lap the TT circuit at roomph. The famous racer and rallyist, Tony Pond, was at the wheel

of a Rover Vitesse for this record attempt during TT week.

With an interest in mechanical things, Kevin left school at 16 and set off each day on his Yamaha 50 FSIE to serve his apprenticeship at Weybridge Automobiles in Surrey that sold British Leyland vehicles. He qualified as Service Manager and moved to a VW Audi Dealership back in his birthplace, Wimbledon. He got closer to motorsport when he joined Bell and Colvill, two partners who specialised in sportscars and raced a Ford GT40 Cobra, and a Maserati 250F Grand Prix car. They also handled Alfa Romeo, Honda, Lotus, Maserati and Saab. This was heaven for Kevin. Ken Tyrrel was regular visitor from his F1 business just up the road.

Work experience progressed to BMW – first as an Area Manager and then as the BMW Brand and Training Manager before going to work for the Scot, Tom Walkinshaw running his BEE EMM Dealership, where, among regular visitors, Ian Callum, Chief Designer of Jaguar these days, used to come to service his BMW 318 Coupe and chat over coffee. Benetton's Flavio Briatore was a frequent visitor with Tom during their F1 team ownership; it was also during this time that Walkinshaw took Jaguar to two wins at Le Mans and a couple of high placings.

Porsche was next on the list for Kevin as MD of the Archibald Fraser Nash Dealership Group with regular trips to circuits like Nurburgring for customers' days.

Toyota in the UK asked our man to run the Lexus Franchise as MD in the UK. A spell here was followed by having to move to the homeland of German cars to establish Lexus in that competitive luxury car market, amongst Audi, BMW and Mercedes-Benz.

South Africa was a big move when Toyota here wanted a man to head up Lexus, which saw Kevin and his team take sales above 300 cars per month. After three years at Lexus he moved and joined Jaguar Land Rover South Africa as MD. This put new vitality into the brand. Already the Jaguar F-Type has become South Africa's best-selling sports car.

The Jaguar Simola Hillclimb showed that 'Jaguar is back' as it showcased some of the history of Jaguar and launched the new F-Type Coupe. The museum in Knysna had C, D, and E Types which also took to the track. The performance of their current range was shown off by a pair of JLR Head Office racers from their Service Department (Rob Beattie and Dawie Olivier). Kevin Flynn and Jaguar proved a perfect match for the organisers of this event. 🏁



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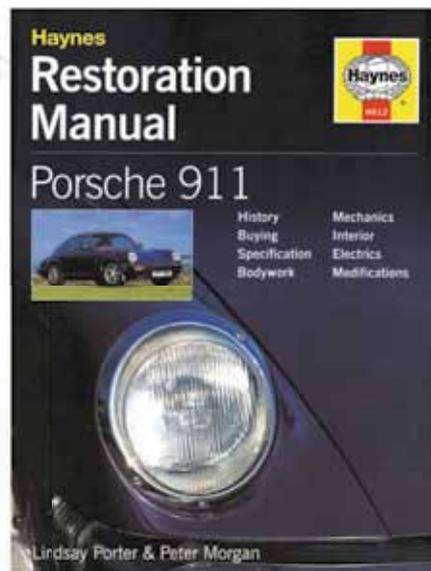
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Modifications

Lindsay Porter & Peter Morgan

SLOW POISON



It's getting sticky but our our partners are still willing and able.
(Photo: Ross van Schalkwyk).

Adrian Burford explains how we've hit the wall with Project 2002, but fortunately not literally.

Fact is, when it comes to timeframe, any custom car build is pretty much open-ended (unless you're Chip Foose and have a cast of hundreds) and our 2002 has become increasingly custom. So we're running, as a realistic estimate, about three or four months behind schedule and the likely 'driving' date is going to be the end of October.

As a rule of thumb, quadruple the time that you think it'll take to complete a task, and double the cost...

The car was finally delivered to Evolution 2 the day before James Burford's 18th birthday, and fabrication work has been way more complicated than originally envisaged, culminating in 'Spyker' from AP Machining fitting a BMW E46 rack and pinion (rather than the Citigolf unit originally supplied), having almost driven himself mad to come up with a solution which would allow us to have the engine in the ideal





The passion wagon. (Photos: Dave Hastie)



position and still make everything work from a geometrical and spatial perspective. He's been philosophical about it all, shrugging it off as part of the learning curve and the reality is that he's probably made very little money out of the job.

But we've made progress on other levels and our door cards and seats are now beautifully upholstered, so once at Cellsound the interior assembly and Rockford Fosgate sound system installation should go quickly. The next step though is for Norbrake to innovate on the braking system, while we have a pile of new parts from Walloth and Nesch which await the attention of the Evolution 2 team.

KEEPING THE PASSION

Keeping the fire burning when a project goes slower than planned is a mission, but the best way we found was to track down something similar and complete. In this case it was a Toyota Corolla

passion wagon. Sure it is a lot newer with a 1984 birth date and it hails from Japan and not Germany but it rings a familiar bell because like our project, it houses a more modern engine and 5-speed gearbox under the hood and it took a bit of engineering to slot it all in.

Billy Brown of Weber Motors in Centurion carried out this conversion. Slotting the newer tried and tested Toyota 1600cc 16-valve twin-cam motor in required a bit of fiddling with the likes of the brake booster being moved from the right-hand side of the engine bay to the left, and instead of the fuel injection, a pair of side-draft Webers found a home. And a bit of propshaft work was needed to fit in the 5-speed box. It is a brilliant package now with more than enough go to show the modern cars a clean set of heels off the line and thanks to the extra cog, is comfortable on the open road.

Japanese cars of this vintage are fast gaining popularity as cult machines with the desired look being stock

standard barring a lower stance and some wider wheels – in this case a mixture of old school Japanese meeting old school British in the form of Superlites. It is interesting to note that the standard interiors are more desirable than modern stuff and all accessories should come from the period. For this reason the two-tone brown/cream door panels score this passion wagon plenty of points in the coolness department. Wagons are especially hot property at the moment and one can see why, when your classic doubles as your everyday bicycle- and dog-carrying set of wheels.

Thanks to the new motor the sound from the slightly fruity exhaust is crisp but a slight giveaway that you don't really want to take this machine on at a sprint. The 1984 wagon is a goer and did the job in lifting our spirits so we can carry on with our modern classic conversion. 📷

To make space for other toys the Toyota is up for sale. Contact Pierre on 082 492 4630 for more information.



Ever since Yamaha burst onto the international motorcycling scene in the early '60s the marque has produced performance bikes, and for the first fifteen years the overwhelming majority of their boy-racer road machines were two-stroke twins. In the '60s they sold lively 100, 125, 180, 250 and 350cc road bikes following that formula. Yamaha also did a pretty good job of giving their bikes handling and braking to match the engine performance, and when they introduced the RD350 in 1973 it brought three new elements into the mix: a 6-speed gearbox, a disc brake up front and, best of all, reed valves in the intake ports to smooth out power delivery, increase low-end torque and generally civilise the edgy two-stroke power

band into something easier to live with. There was also a 250cc version that had a 5-speed gearbox and 30 horsepower, but that was never as popular in this country as the 350 was.

After the Japanese manufacturers all withdrew their full factory racing teams from Grand Prix racing in the late '60s, Yamaha made a killing supplying competitors around the globe with their 250 and 350cc production racers. Their air-cooled TD and TR twins evolved in 1973 into the liquid-cooled TZ 250 and 350cc machines, and Yamaha built much of what they'd learnt into their new street bikes during that era. The RD350 shared its crankcases with the TZ 350 racers, and the frame, although heavier, was virtually a carbon copy of the TZ frame. In 1973, the year the RD350



was launched, Jarno Saarinen and the little TZ caused a stir by winning the prestigious Daytona 200 against everybody else's 750cc machines, and sales of the production racers climbed even faster, while the road-going versions soared in popularity.

Between 1973 and 1975, when it was discontinued to make way for the 1976 RD400, the 350cc air-cooled Yamahas ruled the middleweight roost, very often embarrassing owners of 500 and even 750cc machines on the road and on the race track. Racers and road riders around the world showed that the deficiency in capacity could be more than compensated for by light weight, good brakes and sharp handling, all of which were scarce commodities in Japanese motorcycles of the '70s. The RD350 engine produced a claimed

39bhp and the bike weighed 160kg, which gave it a standing quarter-mile time in the mid-14 second bracket and a top speed of around 160km/h – the magic ton. In the traffic light grand prix the RD350 wouldn't lose too much ground to a Honda 750 Four up to 100km/h or so, and a rider who could keep the front wheel on the ground during the launch phase could usually blow a 500cc four-stroke into the weeds. As a bonus, the two-stroke twin was relatively cheap and easy to squeeze more power out of for those who wanted to go track racing but couldn't afford a pukka TZ race-bike. The RD350 evolved into the air-cooled RD400 which in turn made way for the legendary liquid-cooled RD350LC in 1980, but the old RD350 that was marketed for just three years

In 1973, the year the RD350 was launched, Jarno Saarinen and the little TZ caused a stir by winning the prestigious Daytona 200 against everybody else's 750cc machines, and sales of the production racers climbed even faster, while the road-going versions soared in popularity



in the west, lived on in India until 1990, where it was built and marketed in detuned state to compensate for that country's dodgy fuel. India is today a useful source of affordable spares for enthusiasts restoring the original bike.

The 1973 Yamaha RD350 shown here belongs to Willy McGibbon, an avid Durban collector, and restored by Shaun Barlow of Redz Motorcycles. Willy picked the bike up about six months ago as part of a batch of old Yamahas on offer in the USA, and sourced all the parts he needed off eBay.

"We used 90% new parts and everything was reasonably easily available," says Shaun, "although prices were steep because of the exchange rate. The hardest to get were the decals for the panel between the instruments but we eventually found those as well. It took me about two months to build the bike, with a lot of the time being taken

while parts were being chromed or painted." Shaun did his apprenticeship as a motorcycle mechanic with Charlie Young, the official Yamaha importer in the '60s and '70s, and then worked with a Yamaha dealer in Pinetown for years so knows all of the company's products well. "The bike was pretty well all there so we restored what we could and replaced the rest with new parts. I stripped the engine and it was good, but we put in new pistons and rings while we had it apart."

I experienced a taste of time travel with Willy's immaculate RD350, because I bought a brand new one when I got out of the army in July 1974. Willy's appears identical except that it has the higher handlebars that were fitted to the American models. The last time I sat on mine – or any other – was in August 1976 when I rode it down to Sharwoods Honda in Port Elizabeth

and traded it in on a new Honda CB750 F1. In the two years I owned the Yamaha I used it as my main means of transport, I raced it a few times, I crashed it rather a lot, and I replaced a few pistons and rings. I loved it! When I sat astride Willy's and gave it some gas it felt like 1974 all over again, with the rush of power and the gorgeous two-stroke twin-cylinder howl. I didn't wring its neck because it wasn't mine, but I loved the experience all the same. Performance is on paper about the same as my 2013 Kawasaki KLR 650 single in terms of top speed and acceleration, but the little old Yamaha does it all in a totally different way.

Forty years ago the Yamaha RD350 made an indelible mark on performance bike history. I reckon it would still be a lot of fun to take it to a track day today. Even with that funny old riding position. 🇬

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HOW MANY CYLINDERS SHOULD AN ENGINE HAVE?

The answer to the above question depends on a number of factors. The most important of these will be discussed in another article next issue. For now, **Jake Venter** sees if he can find a number that has not been used.

COUNTING THE CYLINDERS



1. The first engines were obviously singles. There is no point in adding complication when you're trying to make something work. At the time most motorists felt the same way, which meant that up to 1905 most cars were equipped with single-cylinder engines. Additional cylinders were regarded as an unnecessary luxury. Single-cylinder engines gradually lost their appeal for automotive use, but remain perfect for motorcycles up to 600cm³.



2. Gottlieb Daimler started the trend for twins by producing his famous V-twin in 1889. Since then parallel twins, V-twins and flat twins have powered cars and motorbikes.

3. Many three-cylinder cars were produced from 1896 until about 1917, and such engines can still be found in motorcycles. Daihatsu have been producing three-cylinder cars for many years while the recent downsizing trend has seen Ford, BMW and a number of other major manufacturers produce three-cylinder one-litre turbocharged units.



4. In 1887 the first fours started to appear and they remain very popular. Four is the lowest number of cylinders that can deliver a fairly vibration-free output without resorting to balance shafts. When fitted with balance shafts,

they can rival sixes for smoothness. Ford produced an unloved V4 engine in the '60s but Lancia's V4 units have become very collectable. A number of Porsche models, plus the VW Beetle, have made many people familiar with flat-four engines.



5. Five-cylinder inline engines were first produced by Mercedes-Benz in 1974 for their diesel cars. Since then five-cylinder inline petrol or diesel units have been produced by Audi, Volvo, Ford, Land Rover and General Motors while Volkswagen's V5 engine is a familiar sight on our roads. Five-cylinder radial units have been produced for small aircraft. It's worth noting that radial engines require an odd number of cylinders to achieve a good power balance. For example a five-cylinder unit would have the firing order 1, 3, 5, 2, 4, i.e. it always skips a cylinder. If an even number of cylinders were used, for example 6, this principle would not work.

For example, with six cylinders you would get 1, 3, 5, 1 ... and then realise that cylinder numbers 4 and 6 were by-passed.



6. In 1903 the Dutch Spyker company showed the first inline six-cylinder unit, but it was never produced. The long crankshaft needed on a six created a serious torsional vibration that was first solved by Henry Royce just before introducing the Silver Ghost in 1906. He fitted a vibration damper as part of the crankshaft pulley. A number of manufacturers experimented with V6 engines before the '20s, but the first successful V6 engine was produced by Lancia in 1950 for the Aurelia. This did not go unnoticed with the result that many modern cars are powered by V6 engines. Porsche and Subaru are producing flat sixes.

7. Seven-cylinder in-line marine diesels are being produced by at least two manufacturers. Inline marine diesel engines are designed as modular units, meaning that each cylinder has a separate cylinder head, and the crankshaft balance is arranged in such a way that in an emergency any cylinder can be deactivated by removing the piston without affecting the balance of the rest of the engine. It also means that these units can be built with any number of cylinders. The Finnish company Sisu are producing a seven-cylinder inline diesel for use in farming equipment.



8. Léon Lavavasseur patented the first V8 engine (for aircraft use) in 1902 with the result that a number of French companies started to produce V8 engines for cars long before the Americans thought of doing the same. Cadillac produced their first V8 in 1914 and have been producing V8s ever since. Henry Ford made the V8 popular by producing them in large numbers. Inline eight-cylinder engines were very popular in the '30s, but they were eventually superseded by the much more compact V8.



9. Nine-cylinder radials were quite common in many mid-century aircraft.



10. Ten-cylinder engines in straight form are available as marine units. Dodge, Ford, Audi, Volkswagen, Lamborghini and Porsche have produced or are producing V10 engines.

11. Eleven-cylinder inline marine engines have been produced. (see item 7)



12. Packard produced the first successful automotive V12. The young Enzo Ferrari saw one and was determined to build one. Consequently his first engine was a 1.5-litre V12. Since then many companies have produced V12s.

13. Inline marine diesels as well as radial aircraft engines have been built with 13 cylinders.

14. The MAN company is selling a V14 marine diesel. Inline versions are also available from other producers.

15. Another inline marine diesel. See item 7



16. Guess what? Another inline marine diesel. The Bugatti Veyron has a W16 engine.

Before the calculators come out, I will call this numbers game a wrap. Next instalment we look into how and why certain numbers are chosen for specific tasks. 📌

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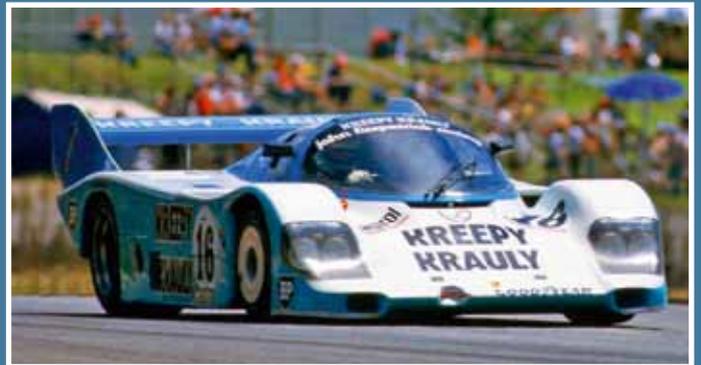
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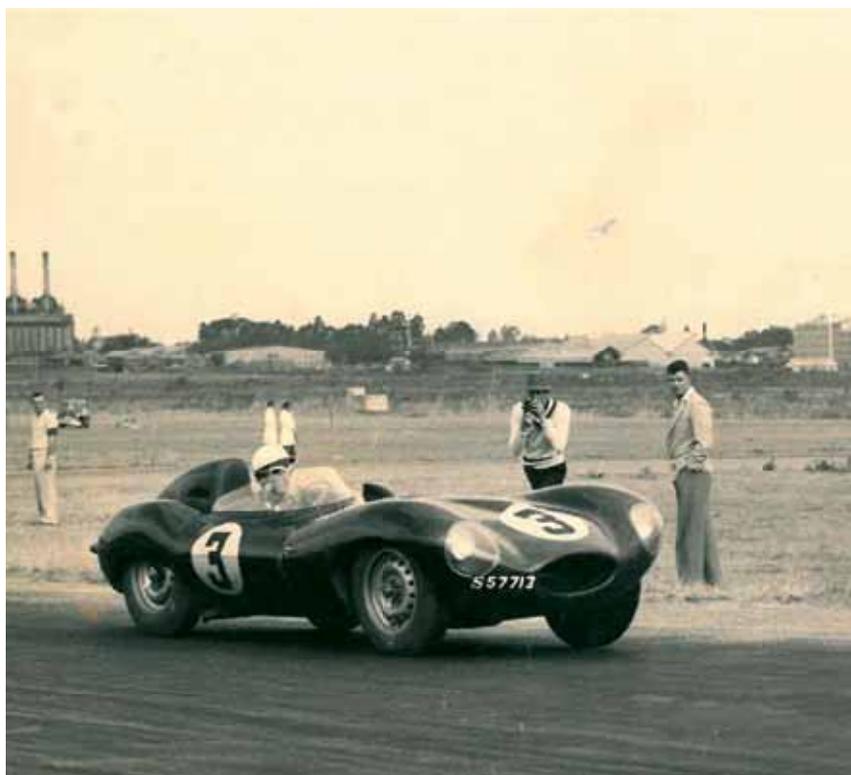
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D-TYPE WHEREABOUTS

The arrival of the latest 'Mustang' issue of CPCA reminded me that I had let 'things' get in the way of responding to two letters in the previous 'Mini 1000S' issue.

Firstly, Rusty Crowhurst asks about the Jaguar D-Type XKD512 which was sold new to Lord Louth of Jersey, Channel Islands with the road registration J26. Lord Louth brought the car to South Africa and after a couple of events, sold it to a Mr Watson in the then Southern Rhodesia in 1957. Mr Watson appears to have been a shadowy figure about whom history records little except that the car was raced for him by the well-known driver, Malcolm Gardner.

The car then passed to Jimmy de Villiers who repainted it from the original BRG to his regular black and red colour scheme. Subsequent owners were Ian

Brown followed by Bruce Huntley and George Pfaff, who fitted a 3.8-litre engine which proved chronically unreliable.

In 1962 the D-Type was sold to Russ Taylor in the U.K., passing through various owners and dealers before being sold to Paul Burdell in the U.K. in the early 1990s.

Secondly, Paddy Rowlings asks after the 1964 Cooper T79 chassis number FL-1-64 originally built as a one-off for Bruce McLaren to contest the 1965 Tasman Series. This car was acquired by John Love following his extremely successful ownership of the ex-Works T55 chassis number F1-1-61, affectionately known as 'Gertrude'. The T79 eventually landed up in Bob Woodward's extensive collection in the USA, which included several significant SA cars amongst which was the ex-Lederle Lotus 21 Climax now owned by

Alex Morton in the U.K.

Bob bought the T79 back to SA once for the January International races where it appeared in a very strange interpretation of BRG.

Keep up the good work; I, like many of your readers, consume each issue cover-to-cover on arrival!

Kind regards

Howard Robinson

Thanks for all the information, Howard. It is amazing to hear about these cars and brings home the point that southern Africa has some serious racing history. Sad that so many of the cars left our shores but awesome to see that they are still campaigned and the histories keep evolving. Thank you for the support and kind words.

Stuart

CLASSIC EXEMPTION

Hi guys

I have a 1973 Mercedes-Benz 350 V8 in nice condition. Is this car a classic? If it is, how do I register it for licence exemption, etc.?

Love your magazine!

Regards

Henry Harris

Hi Henry. In the last few weeks a number of readers have contacted me regarding this matter. It seems to be on the boil at the moment and I have a contributor doing some homework for an article in a forthcoming issue. For now my suggestion would be to contact the Mercedes-Benz club; they offer insurance policies for classic Mercs so should be able to generate a letter of authenticity for the officials.

Stuart

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MINI MAGIC

I have read your article regarding the iconic Minis of the 1960s with great interest, as I had (as my first car) a 1962 Mini 850, but no longer own it. I do, however, have three other cars that may be of interest to you, the details as follows:

A Morris Wagon (I think that refers to a Countryman, but without the wooden strips), and the plate on the right front wing contains the following details: M-AW4, with body No. 2075. The car is not on the road, but has done only 54 000 miles and has just been resprayed. I am in the process of refurbishing the interior and am the second owner.

A 1969 Vanden Plas 1300 with the following details on the plate: Commission No. V 165 22125 V and a second plate with the following: VS 007403P. The car previously belonged to Dave Hastie, who at the time was the Chairman of the Vanden Plas Club, and he in turn had bought the car from Gordon Strauss, the first owner.

Lastly, a 1971 Clubman GT, which I ordered as soon as the dealers in Bloemfontein were able to take orders in mid-1971, and the car was delivered on 5 November 1971 by Roderick and Botha, the (then) Austin/Morris/Jaguar dealers in Bloemfontein. At the time I was told that it was the very first GT to be delivered in the country. Whether that is so, I cannot say. The car is still in my collection together with several other British cars, is totally original apart from a colour change, and is used regularly, having done 170 000km.

The above information may be of some use to you, but I doubt whether any of the cars are of historical significance.

Regards

Fred Beckley

Hi Fred. You seem to have a Mini problem – which is not a bad thing in my eyes. And having an original GT is definitely noteworthy as very few seem to be around and even fewer unmolested. All cars have significance, whether Plane Jane or not, simply because they have been owned by people and that makes for a story. I will be in touch.

Stuart



ALL CROSSED UP

I am very flattered to have been mistaken for the illustrious Jody! I have to accept that both his motor racing and business careers were somewhat more successful than my own endeavours! Perhaps I could have matched him in a sideways cornering contest.

The three blokes in the photo are me, my eternal nemesis Bernard Tilanus and the late George van Straaten – a great guy. Bernard and I are both in Merlyn Mk 20s, bought new from Jody's father Max. George is in a Pallisser. Interesting that all of us are seriously out of shape! Must have been an oily day. Also interesting to note how much body roll the Pallisser is generating (springs too soft?) and how high the ride height is on Bernard's car. He had a theory that high ride height reduced the aerodynamic turbulence between the road and the car. Bernard, widely known as 'Fanus', has had many theories over the years, most of which are total bull!

I don't know Jody, but his brother Ian and I have been great mates for years. Their dad, Uncle Max, was a wonderful man who became a good friend. Our socialising was usually enhanced when there was a bottle of Bells close at hand!

For what it's worth, I feel that 'Fanus' is worthy of far more recognition than has come his way. A three-time S.A. champion (Formula Ford, Formula Atlantic and Shelby Can-Am), his achievements are of a very high order. He is also King of the Petrolheads! He and his wife Jean are planning to re-locate to the U.S.A. quite soon, so perhaps an in-depth interview with the Old Goat would be in order before they leave.

The magazine remains great in your hands. Well done, and best wishes for the future.

Andrew Thompson

Sorry for getting the information crossed up, Andrew, confusion seems to creep in from time to time especially as we all get older. The image is one of my all-time favourite racing shots with the cars in some proper poses and the drivers giving it a full go. As one of the leading single-seater formulas and a starting block for so many drivers the world over, I think a history of Formula Ford in South Africa should be a feature in the near future. And I will tie up with 'Fanus' before he ships out – sounds like some of his theories will keep me entertained for hours.

Thank you for the correction and all the support.

Stuart

HURST SHIFTER

Have just finished reading the June/July issue of your informative magazine and want to say how delighted I am

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to see Graeme Hurst as a contributor (Mustangs). Having been a long time fan of and subscriber to the *British Classic and Sports Car* magazine, I always enjoyed reading his articles and wondered if, once he returned to South Africa, we would hear from him again. Next hopefully we will have an article on his Jaguar which he had to have converted to right-hand drive to bring it into SA.

A suggestion – would it be possible to insert captions with the photographs where they are not self-explanatory? As an example, in the story on ‘Outspanning’, the photograph showing Madiba could also tell us who was with him. The Conundrum story by Greg Mills has it right.

Keep up the great work.

Regards

Deryk Champkins

Yes Deryk, Graeme is a wealth of knowledge and experience when it comes to the classic magazine game and we are chuffed to have tied up with him. We will continue to do so in the future and look forward to bouncing ideas off him. He has some mouth-watering cars in his garage but also has a fascination for all things motoring like the rest of us, so can only be a positive addition to the team.

I agree on the captions and will rectify where I can.

Stuart



A PERFECT MATCH

I read with great interest, on pages 94/5 of your June/July edition, of a man by the name of Francois Meyer, looking for the perfect (early) Mini,

which I have, and am wanting to sell. Is there any way that you can put me in touch with him? The car is a one-owner, with low mileage, and is restored to concourse.

Regards

Allan Vos

TC FROM PE

I've been a subscriber to C&PCA for some years and enjoy every issue. I'm pleased to see the discussion in recent issues about historic motorsport in Port Elizabeth and thought you might like to see the attached pictures, which I scanned from colour slides.

The driver of the MG TC is my father, Bob Ballinger. At the time he owned both the MGA and the TC; the TC is partially stripped for a sprint event at, I think, St Albans. Note the MGA 16" wheels replacing the 19" TC wheels on the back to lower the gearing. Judging by what might be a licence disc on the car, these were taken in 1958. Would be interesting to know what the red single-seater lining up behind the TC was.

Bob was part of a group of car enthusiasts in Port Elizabeth who ran mostly MG and Triumph

Thank you Allan, the car sounds and looks incredible. I have sent your details on to Francois Meyer. Hopefully it is a match made in heaven and if the deal is done the car will stay in use and as cherished as it has been since day one.

Stuart

sportscars in the '50s and early '60s. The spectators standing at the start line may be some of this group. Unfortunately Bob passed away at an early age in 1979 and is no longer around to share stories of these times. The TC is, however - last I heard it was owned by a gentleman who lives on the Garden Route. If the images should be of sufficient quality to publish, please feel free to do so, if you wish.

Best regards

Fred Ballinger

Brilliant pictures Fred, thank you. To see this period in colour is a rare thing. Let's see what comes from the letter and if we can track the car down. It looks like my trip to the Eastern Cape is getting longer and longer every day.

Stuart





ROAD TRIPPING

As I sit here at Dan's exhaust shop in George having my '82 classic Mini's exhaust repaired, I found your Feb/March 2014 magazine. There is an article there on the road trip done by Ryno Verster and co. in their Minis. At present I am on the last two weeks of a road trip in mine, which has done some interesting parts of RSA as well. One of the highlights was the Swartberg Pass two days ago – hence the exhaust repairs. Ahead of me still lies Lesotho and KZN. Would you be interested in an article with pics of this trip?

Kind regards

Mark Liprini

Hi Mark. Glad to hear another classic is being used as they are intended. Any story about doing what we are meant to be doing with a good old car is welcome. So send through as and when you are done and good luck! Sounds like a brilliant run.

Stuart



STRIKING A CORD

Thanks for a very nice magazine. I enjoy reading about the rekindling of the already famous and the cars...Oh the cars are so amazing. They have so much character and integrity, most probably because they were part of our lives back then - part of the memory-making process.

I enjoyed Mike's article on the Cord. What I however would have loved to read, other than the fact that it is just another FMM car and belonged to Mr Bester, is the fact why this car is right-hand drive? Who was responsible for the '...taut, pleated leather upholstery and door trim ooze style and quality.'? Who was responsible for the 'striking sky blue' of the car?

Luckily for me I saw the progress of this car's initial restoration from a truckload of rust to a magnificent car. I saw how close fake leather on the door panels can come to the best of the real thing...on the seats. How the canvas roof was planned and executed to the highest standards by someone with no qualification but years of experience. I saw the integrity with which this car was built, many years ago.

I would love to see these artisans being recognised, and others in similar articles, because anyone with the ability and skills to be able to rebuild a car in this way and to such high standards, needs to be mentioned. But I am referring to the original restoration and am not sure if the car has been worked upon again.

Keep up the good work and bring the oldies into my home...albeit on paper.

Kind regards

Christo Thomson

Ps...If I remember correctly this rhd version was one of 12 built. This one was used in a Trans-Sahara race, but I cannot confirm this. The previous owner might know. And again, if I remember correctly, think this one originated in Rhodesia.

Hi Christo. Thank you for the contact and kind words. Paying some credit to the skilled artisans is a wonderful idea and I welcome any information on restorations and cars being worked on. So anyone out there starting or completing a project, make sure you have your camera loaded and sitting in the tool box.

Stuart

FINDING PERSPECTIVE

I read your article in the magazine and I have just finished the restoration of my 1000S. I have checked that I do indeed have the two S symbols on the engine and body tags. Thanks for the info provided - it helps to put my car in perspective.

Regards

Bruce Anderson

Glad the article helped you and managed to identify another South African model, Bruce. I have sent the info on to Ryno Verster so that he can add it to his register of Minis in SA.

Stuart



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