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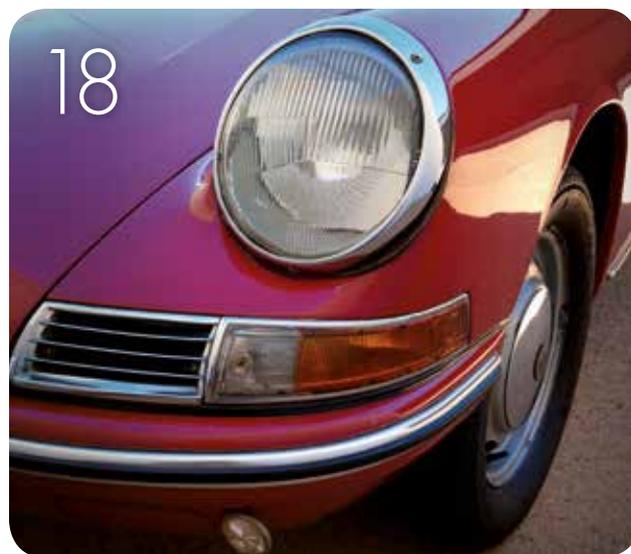
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## STAYING COOL

**2015** has been a scorcher so far. The mercury has hit record marks around the land but the number of events catering for our hobby indicate that things are also really heating up in the classic car market.

January kicked off with the Passion for Speed at Zwartkops before heading to Killarney a week later. There was the George show, and the Cape Town fraternity saw the Timour Hall show and Porsche Club Concours. VW fans flocked to the Vaal area for the Kaapse Kombi Kult camping weekend, the annual DJ Motorcycle Rally took place between Durban and Johannesburg and as we went to print, cars were heading to the Maluti show, racers were lapping up Kyalami and the national rally scene was livened up by some classics fighting on the dirt in KwaZulu Natal. It shows no slowing down either, with the likes of the planning for the Knysna show and Jaguar Simola Hillclimb in full swing.

To keep cool in all this heat we take a look

at arguably one of the coolest classics – the air-cooled Kombi story on page 36. Believe it or not, we even managed to track down a Kombi that raced on local circuits and caught up with the man that steered the bus – Mike Henkel.

Graeme Hurst looks at one of only a few cars that can measure up to the early Kombi's 'cool factor' when he talks 60 years of the Citroën DS. He also realises the daunting task of early landspeed attempts with a look at a 27-litre-engined monster aiming to sit at 150mph for six hours.

Mike Monk celebrates 50 years of the Porsche 912 and the Triumph-powered Davdon – a locally built special with folding steel hardtop. Ryno Verster points out the Austin Apache's 'all local' tagline is a bit of a fib and Roger McCleery chats to Killarney racetrack stalwart Denis Joubert.

As usual we welcome your letters, comments and classified adverts with open arms. You can find these toward the back end of this issue.

Sit back, put your feet up and keep cool.

Stuart

# HALL MARQUES

Following on from the pre-Christmas events, the annual weekend-long Classic Car & Bike Show in the tree-lined grounds of Timour Hall villa traditionally rekindles the wave of Cape Town's summer season's motor show calendar and always attracts an excellent attendance of vehicles and spectators. As usual, the Saturday display is for more modern and custom machinery while Sunday caters for the veteran to classics. This year the weather was pleasantly hot but it was hardly a 'day of rest' for the 1901 Benz Velo that was periodically 'fired up' to the delight and fascination of onlookers young and old.

Apart from The Crankhandle Club's 104 entries, other associations represented included the Jaguar, Mercedes-Benz, MG, Morgan, Morris Minor, Triumph marque clubs and the misleadingly-named Early Ford Car Club (it caters for all sorts), as well as various motorcycle clubs. Both the Autojumble and Toy Fair were busy with brisk trading while the plentiful refreshment stalls fuelled the showgoers.

Amongst the eclectic mix of vehicles on view was a rare 1954 Panhard Dyna, an interesting Triumph Spitfire Macau replica, a nice pair of red 1947 Hudson Commodores – a coupé and convertible – a La France fire engine and a 'work in progress' 27-litre V12 Rolls Royce-engined Meteor Special. Most majestic car on view was a 1937 Rolls Royce with a Sedanca de Ville body by Arthur Mulliner, one of only two such built on a P3 chassis.

This garden fête-like affair was an excellent start to the 2015 Cape show circuit.



## CAPE PORSCHE CONCOURS



The annual Cape Porsche Club Concours was held at the Weltevreden Estate in Stellenbosch on March 1. Four teams of two judges each were tasked with a detailed appraisal of exteriors, interiors and engines of the 44 cars that entered and were displayed on the lawn in front of the estate's manor house. Three 356s were the oldest models represented together with 30 various types of 911s as well as six Boxster/Caymans, a pair of 944s (race and road) and singleton entries of 914, 928 and Cayman. Around 150 club members and their families attended the event on the blazing hot day, and some 200-plus members of the general public visiting the estate for Sunday lunch took time out to admire the machinery on view. The results of the concours will be given at the club's 2015 Awards Dinner at the Mowbray Golf Course on 28 March. Weltevreden is owned by well-known Porscheophile Andre Bezuidenhout and the estate's manor house was built in 1812 by Piet Retief, who made up the blueprint for the Great Trek of 1837 while residing at the homestead, which is unique in having wagon wheels on the gable. Included on the estate that boasts a lot of fascinating motorsport memorabilia around its various buildings is the Apex Collection, Andre's museum collection of prized Porsche models and general Porsche-related material.

# ORDER YOUR MORGAN AERO 8

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## DATES TO REMEMBER

### APRIL

2-12	Stars of Sandstone Steam Festival	Sandstone Estate, Ficksburg
5	Angela's Picnic	Delta Park, Johannesburg
12	Natal Century Run	Classic Motorcycle Club Natal
24-27	MacGregor Maluti Meander, Fouriesburg	Fouriesburg Country Inn
26	Street Rod Nationals	Wonderboom Airport, Pretoria

### MAY

1-3	Harvest Festival	Vaal Old Wheeler Club, Vaal River
3	African 3 Hour	Killarney, Cape Town
9	Knysna Motorshow	Knysna
14-17	Jaguar Simola Hillclimb	Simola, Knysna
17	Cars in the Park	Alexander Park, Pietermaritzburg
23-24	SAVA Motorcycle National	Drakensville, Kwazulu Natal
30	Mampoer Rally	POMC, Pretoria

### JUNE

13	Vryheid Vintage Car Show	Vryheid, Kwazulu Natal
14	Cars at the Mall	Rustenburg
28	Blairgowrie Toy Fair	Blairgowrie Scout Hall, Blairgowrie

## GHOST ROLLS IN



The Rolls-Royce Ghost Series II, the latest vehicle to be launched by the ultra-luxury British automaker, made its debut in South Africa in March. A subtle redesign sees understated exterior changes coupled with the latest technology from Rolls-Royce.

Changes to the Ghost Series II begin in the front, with LED headlights encircled by daytime running lights and a tapered 'wake channel' on the bonnet, emanating from the Spirit of Ecstasy like a jet's vapour trail. Front bumpers are reworked with extra width, height and the addition of chrome inserts to the front air intakes. On the interior it is a combo of luxury, technology and connectivity like On-board Wi-Fi, Satellite Aided Transmission and one of the finest audio system in automotive history – bringing new levels of aural satisfaction to passengers.

The Rolls-Royce Ghost Series II can now be ordered from Rolls-Royce Motor Cars Sandton, the sole dealer of Rolls-Royce Motor Cars in South Africa.

# KNYSNA SHOWS UP FOR CHARITY

Preparation is in full swing for the 2015 annual charity Knysna Motor Show which will take place at the Knysna High School sports fields on 9 May.

The 2014 show was highly praised for the exceptionally high standard and variety of vehicles displayed and 2015 promises even more with a select display of classic, performance, speciality and featured one-make cars and motorcycles. The 2014 motor show saw the inclusion of veteran, vintage and classic motorcycles and more of these rare motorcycles not often seen by the public.

Visitors will see variety with most marques in attendance as well as dream makers like Rusty Crowhurst's 27-litre Jaguar Meteor featured in this issue and a display covering the Bloodhound SCC 1000mph record attempt, taking place during the second half of 2015 at Hakskeenpan.

Concours d'elegance trophies will be awarded as judged by a panel of judges and a public choice while AutoGlym will sponsor the Style et Luxe floating trophy for the most elegant and luxurious car on view. This year a floating trophy has also been introduced for the best motorcycle displayed.

Besides the fellowship enjoyed by likeminded people, exhibitors and the public, the aim is to raise money for charity. The 2014 motor show raised some R53 000 for Hospice, Animal Welfare, E-pap (child feeding



scheme), Knysna High School bursary fund for underprivileged learners, Change for Change and FAMSA. So let's top that amount in 2015.

The Jaguar Simola Hillclimb is on again in 2015 and this event will take place the weekend after the Knysna Motor Show. May 14 features Supercar Thursday (a non-competitive timed event for super car enthusiasts). Classic Car Friday will take place on May 15 and the 'King of the Hill Shootout' will follow on May 16 and 17.

**For further details on the Knysna Motor Show please contact Peter Pretorius on 082 321 4724 or peterp@afrihost.co.za or visit [www.grmc.co.za](http://www.grmc.co.za)**

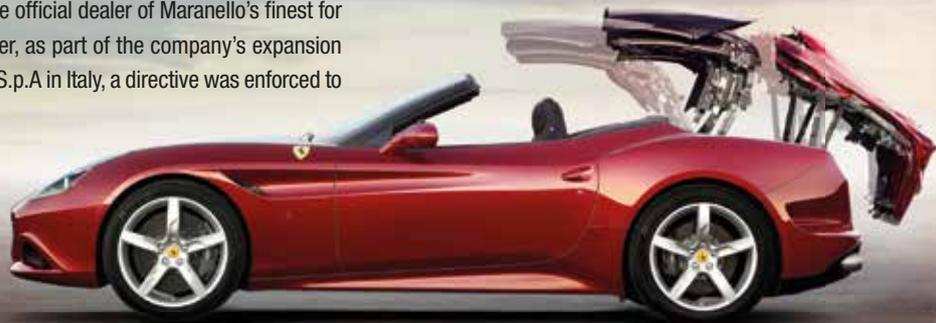
## SCUDERIA SOUTH AFRICA

Following a press conference held at the new Ferrari premises in Bryanston, which includes state of the art showroom and workshop facilities, the official dealer of Ferrari in South Africa announced that Viglietti Motors will be known as Scuderia South Africa (Pty) Ltd, with branches identified as Scuderia Johannesburg, Scuderia Cape Town and Scuderia Durban.

For over 40 years, Viglietti Motors has been known as the home of Ferrari in South Africa and the official dealer of Maranello's finest for sub-Saharan Africa. However, as part of the company's expansion process approved by Ferrari S.p.A in Italy, a directive was enforced to

adopt a more symbolic name.

Launched in conjunction with the availability of the new Ferrari California T in South Africa, which headlines a new age of turbocharged vehicles, the new facilities situated in the northern Gauteng metropolitan area are set to be a true landmark in Ferrari history in Southern Africa. The fully-operational, world-class facilities will continue to strive in offering service excellence to all stakeholders.



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# AFRICA'S FASTEST CAT

A small group of Jaguar employees gathered on Upington's super-long airport runway to watch the 405kW supercharged V8 coupé driven into the record books by Dawie Olivier, Jaguar Land Rover's national after-sales manager. The event was the culmination of more than six weeks' planning and saw Jaguar tap its heritage from the 1940s and '50s when it famously set many European speed records with the XK120.

For the record to be official, two runs must be completed in both directions while time-keepers from Motorsport SA measure speed over a kilometre. On the uphill section of the F-Type's record-setting run it achieved 288.33km/h; the downhill run saw it reach 301.03km/h. The record comprises the average of the two runs so now sits at 294.68km/h – besting the previous record of 287.63km/h set in 2002 by



Mike Griffiths in a Porsche 911 GT2.

The F-Type R Coupé is limited to 300km/h but Jaguar chose not to remove the speed limiter, even though the regulations make provision for them to legally do so, making the car used exactly as customers can buy it off the showroom floor.

## FESTIVAL FUN

The Southern Cape Old Car Club's annual George Old Car Show took place on 14/15 February, as stormy weather threatened to wash out the event. But Mother Nature must have some petrol flowing through her veins and on the Saturday limited her involvement to sporadic dark clouds and light showers, none of which failed to dampen the enthusiasm of exhibitors and spectators.

A fresh organising committee led by Karen van der Merwe, built on the show's long-standing format, attracted around 1 100 exhibits that filled the venue's three fields. Displays covered cars and light commercials dating from 1900 through to the classic period, vintage motorcycles, tractors and stationary engines. New car dealers and aftermarket traders were also present along with a busy 'swap meet' section, a lively craft market and a busy food and beverage area as well as the always well-supported model car section. For the performance junkies, a selection of stock cars, race cars and street rods were also on view.

Apart from the regular vehicle parade through the main arena with owners introduced by Tommy Dell, a new feature at this year's show was a kiddies play area. Silver Fox promotions, Protea Hotels, SAB and the George Municipality were the main

sponsors while The House of Classic and Sports Cars once again held a successful auction at which a number of classics found new homes. A variety of red cars were gathered together to help celebrate Valentine's Day, and there were many models celebrating anniversaries on view including 60 years of the Citroën DS, the Mercedes-Benz 190SL, MG A, Saab 93 and Triumph TR3. A restored unique South African car, the Davdon, was unveiled during the show 40 years after it was last seen in public. Amongst the other eye-catchers were a rare 1988 Lamborghini Jalpa and a 1969 Plymouth Road Runner. Cars from all around the country were on view but none could overshadow the 998cm<sup>3</sup> Mini that Daniel van Acker had driven from Copenhagen through Europe to Turkey, ferried to Cairo then driven down through Africa – 20 000km in five months and still going strong.

This year was the 19<sup>th</sup> George Old Car Show, which has been held at the PW Botha Sports Grounds since 2001. Despite the weather, 10 750 spectators enjoyed the festival atmosphere and typical of motor shows held in the Garden Route area, local charities benefited from proceeds of the event, which continues to be one of the most prestigious on the national motor exhibition calendar.





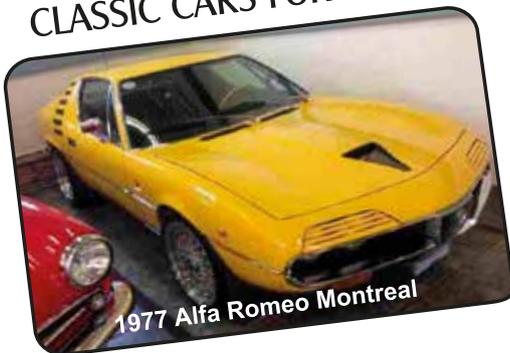
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## VOLVO SAAMTREK

Dates for the 2015 Saamtrek published in the previous issue were incorrect so those of you with a penchant for Scandinavian classics please mark down the weekend of 23, 24 and 25 October in your diaries. The venue is centrally located for all regions, being the Forever Resort in Gariep.



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# LUCKY NUMBER

By Roger Houghton with images from Ian Groat



Martin Kaiser (24), the youngest rider to complete the course.



Kevin Robertson on his way to his seventh win.



International motorcycle journalist Mike Scott.



Samantha Anderson's 1909 Humber pedal cycle, the oldest bike on the rally.

**K**evin Robertson, of Pretoria, scored his seventh win in the prestigious, international DJ Rally for classic motorcycles held early in March. This ardent Velocette enthusiast, who is the honorary secretary of the Velocette Owners' Club of SA, rode a 500cc 1936 Velocette MSS and collected only 136 penalty points for late or early arrival at the many secret checkpoints on the route from Hillcrest, outside Durban, to Germiston.

Second overall was Mike Ward on a similar British machine, with 144 penalty points, while Martin Davis (1930 500cc Sunbeam 9) took the last step on the podium with 154 penalty points. His performance also completed a clean sweep of the first three places for the Vintage Motorcycle Club of Johannesburg.

Robertson has now won more DJs than any other rider, while the first three in the 2015 DJ Rally are all previous winners of

the famous event and ensured that it was ultra-competitive. This year less than five minutes separated 1<sup>st</sup> place and the 12<sup>th</sup> placed finisher, with the latter position being taken by last year's winner, Allan Cuninghame on yet another Velocette MSS.

The competitors had a very tough rally this year. They started from Hillcrest in drizzling rain which continued until Pietermaritzburg. The next day, riding the section from the overnight stop in Newcastle to the finish at the Classic Motorcycle Club's clubhouse in Germiston, saw them encounter lots more rain. In addition, this year's route included many sections where road building was in progress. This was a problem particularly on the section between Perdekop and Balfour.

The route totalled almost 650km, made up of 350km on the first day and 295km on the second day. There were 68 finishers from an original field of 100 motorcycles, which was very good considering the ages of the motorcycles.

Unfortunately two of the riders were involved in collisions: Alan Crookes (1936 Ariel Red Hunter) collided with a bakkie in Newcastle due to a combination of rain and non-working traffic lights because of loadshedding, while Kevin Duncan, of

Cape Town, took a spill when his 1935 BSA W35 hit a big bump. Both riders sustained bruising, sprains and abrasions, but fortunately nothing was broken.

This year's event celebrated 102 years since the staging of the first race for motorcycles on public roads from Durban to Johannesburg. Racing on public roads was banned after the 1936 race, so only pre-1937 machines are eligible for the commemorative DJ Rally, which is a regularity event in various speed groups.

Dorian Radue, a former South African now living in Australia, once again took the honours for the best performance by a lady rider, riding a Rudge. She placed an excellent 10<sup>th</sup> overall with 255 penalty points.

The other two woman riders also finished, with Chantal Madgwick (1936 600cc Panther) taking 52<sup>nd</sup> spot and Samantha Anderson notching up another DJ finish on the oldest bike in the event, a 1909 Humber pedal cycle with a 500cc engine that often needed help from the pedals, particularly on the climbs out of Durban.

Famous international motorcycle journalist Mike Scott was very pleased at finishing the DJ Rally at his first attempt. Riding a 1936 BMW R12 which belongs to Simon Fourie, the editor of *Bike SA*, Scott had to contend with a few mechanical gremlins, such as a flooding carburettor, but still finished 51<sup>st</sup>, which was an improvement on 59<sup>th</sup> at the restart in Newcastle. 🏁

Robertson has now won more DJs than any other rider, while the first three in the 2015 DJ Rally are all previous winners of the famous event and ensured that it was ultra-competitive



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1958 MGA Roadster – POA



1927 Ford Model A – R185 000



1965 Renault Floride – R65 000



1926 Buick Phaeton - POA



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# WAYNE'S 5<sup>TH</sup> GEAR



FMM was recently visited by the UK's BBC North-One TV Fifth Gear motoring programme's film crew including the show's principal presenter, the former racing driver Tiff Needell. The purpose of the visit was to feature the museum and its collection of South African cars in an upcoming episode. The Protea, GSM Dart and the Ford Capri Perana were the featured cars and they were driven around the L'Ormarins estate with great gusto by 63-year-old Needell. Of the three different cars, Tiff connected the most with the Dart and said it was quite clear why the car was, and is still, such a little champ on the circuits around South Africa.

As part of the proceedings, FMM

curator Wayne Harley was interviewed by Needell but he found it difficult because the presenter's "...sharp sense of humour often had me in stitches right when I was supposed to be looking serious and professional in front of the camera. As a result, many of the takes had to be done more than once."

Needell made a couple of race appearances in SA in the 1970s while his brother, Mike, raced for longer in the country. Tiff is a former co-presenter of the first series – from 1987-2001 – of the world famous *Top Gear* TV programme and still contributes to *Top Gear* magazine. He has also been an 'emergency Stig'.

## BUMPER SEASON

Figures show that during FMM's major visitor period of December, a total of 9 329 people viewed the museum's exhibits, which represents a massive 19.1% increase in people traffic over the previous year. Museum staff, the deli and the charabancs were certainly kept very busy during the time.

## COLLECTION IN ACTION – PASSION FOR SPEED

FMM's ex-Sam Tingle LDS-Climax/Repco F1, the ex-Jody and Ian Scheckter Tyrrell 007-1 F1, the ex-Ian Scheckter March 78B-Ford BDA Formula Atlantic and the ex-Team Gunston Chevron B25-Ford FVC Formula 2 cars thrilled the crowds with demonstration runs at the two Passion for Speed international race events held at Zwartkops and Killarney at the beginning of the year. Ian Scheckter drove the Tyrrell while FMM's Wayne Harley, Lorenzo Farella and Deon de Waal drove the other cars. In Cape Town, they were joined on track by Charles Arton in his newly-acquired March 79B Formula Atlantic.

## CAVALLINO RAMPANTE

In February, Ferrari SA treated the SEFAC Club to a corporate day at the Franschhoek Motor Museum. Some 125 'tifosi' attended the invitational event with 33 beautiful – mostly red – Ferraris gracing the tar.



## 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](http://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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# TAKE TWO & TANGO

In July 2013 seasoned KZN rallyist **Tony Ball** read through some old Total Rally articles and decided that it would be a good idea to bring back some of the older cars and crews to swell the dwindling National Rally fields.

**Photography by Morne Condon**





Between 1989 and 1995 the National Rally series had a simplified form of classification where enterprising drivers could modify their cars without the constant big brother of Homologation peering over their shoulders. These rules spawned all sorts of interesting cars but more importantly made rallying quite affordable to the average salaried guy.

In 1996 the Rally Commission wanted to fall in line with world rules and FIA classes were introduced. To be fair, these worked reasonably well for a while, but with strict homologation come huge costs, and rally numbers started dwindling along with a worsening economy. The backbone of the sport, the privateer, found that he could not afford to rally, and from an average 60-odd National entries in the late '90s and 2000s, the fields now struggle to reach 30 cars.

Ball bounced the proposal off the Rally Commission straightaway and received a lukewarm response but he persisted and in December 2013 it was approved as a pilot project for 2014. The idea was that in each of the centres where a National Rally is held there would be a few older rally cars that could take part, at the back of the field, adding a little bit of interest and swelling the numbers.

At present it is just one class, but as the series grows this may change. Events like the Tour Natal, Sasol, Volkswagen and Cape attract quite a few regional drivers in NRC2 cars – essentially pre-2000 two-wheel drive naturally aspirated machines.

For 2015 the Rally Commission has introduced NRC4 which caters for the older 4WD cars like Subarus and Mitsubishi's.

The first event of 2015, the Tour Natal Rally, attracted 6 NRC2 cars: a Nissan Skyline, a Mk1 Ford Escort, a VW Polo, a Toyota Corolla, a Datsun SSS Coupé and Ball's Lancia Fulvia.

Three of them finished the 170km stage event which took place on the KZN South Coast but the interest shown by the rally fans was phenomenal. Even one little girl was heard to remark: "That's an olden day car."

Obviously the cars are considerably slower than the state of the art S2000 and S1600 cars but they are driven with the same gusto and enthusiasm and, yes, the nostalgia and in the case of the Lancia, the 'cute' factor, add to the occasion.

Bryan and Keith Heines took the top spot in a Datsun SSS, followed by the Corolla

of Hanno Ehlers with the Nissan Skyline of Trevor Graham third – the evocative 6-cylinder motor of the Skyline was a real blast from the past and stirred the crowd no end.

The real success of the fledgling series is that anyone with a limited budget can get out there and experience the thrill of chucking a car around on a loose surface within a reasonable cost framework.

In Tony Ball's words: "I have been involved in rallying since 1972 (coincidentally the year of his Fulvia), and this class of rallying has rejuvenated my interest in the sport."

South African rallying can only benefit from the widespread growth of NRC2 and NRC4. 🇿🇦

Between 1989 and 1995 the National Rally series had a simplified form of classification where enterprising drivers could modify their cars without the constant big brother of Homologation peering over their shoulders



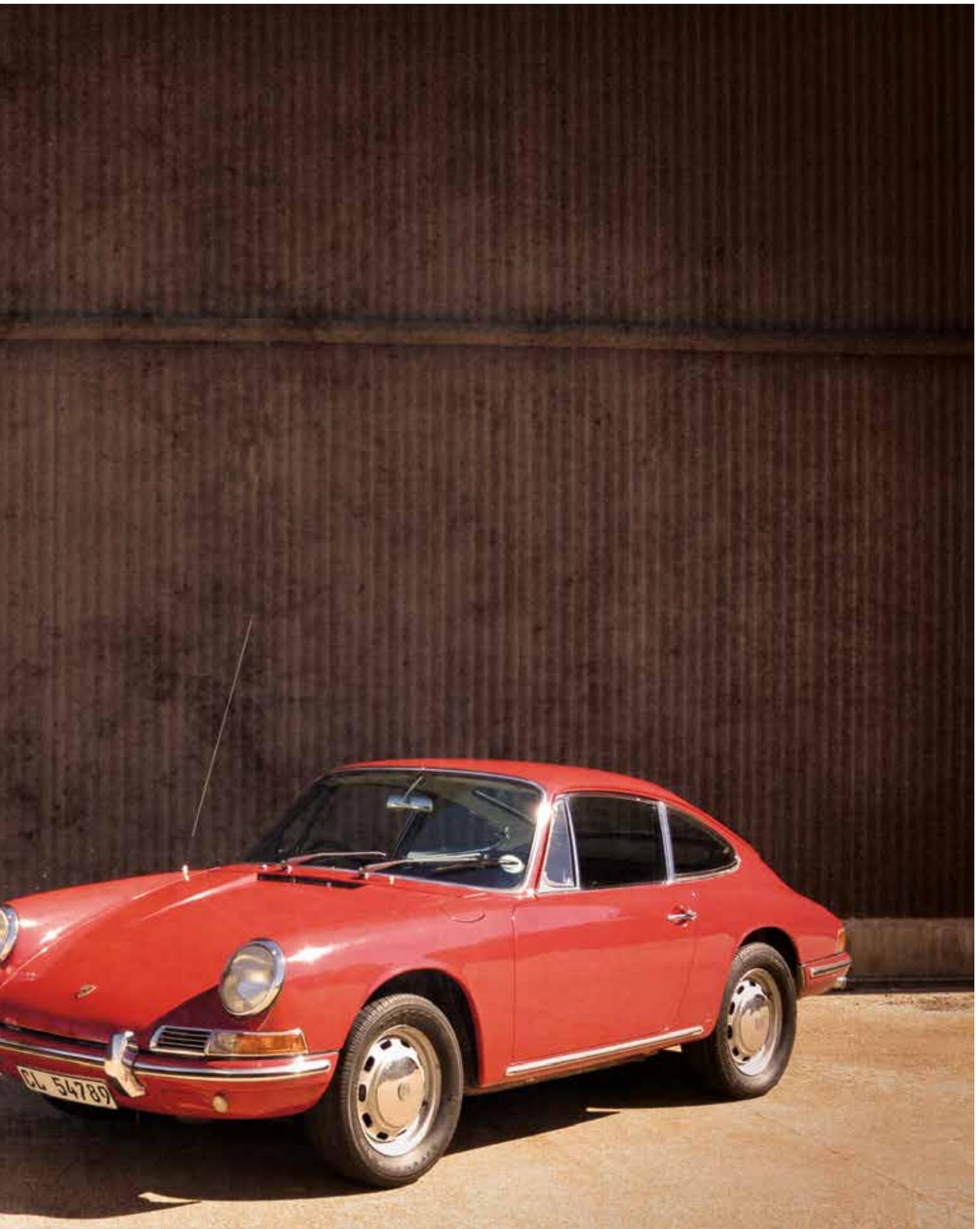
# PEOPLE'S PORSCHÉ

To most people, even an entry-level Porsche can only be a dream machine but 50 years ago the company offered the closest model yet to answering the need.

**Words and pictures Mike Monk**

**W**hen Porsche launched the 911 back in 1963 it was not oblivious to the fact that the increase in pricing of its all-new design with its flat-six air-cooled engine over the outgoing 356 had placed the company's products into a higher price bracket. As a result, fewer sales into a smaller niche in the market was anticipated so Porsche's marketers decided to offer a four-cylinder entry-level model to help offset the 911's new-found premium status.

Ah, but what engine to use? Two options considered were to design an all-new horizontally-opposed four utilising components of the 911's flat-six, and to increase the capacity of the Type 616 engine used in the 356 to 1.8-litres and add fuel injection. However, time, cost and projected performance concerns led to a third option being adopted, namely to simply adapt the Type 616/16 1 582cm<sup>3</sup> boxer motor used in the 1964/65 356SC. With twin Solex carburettors and a lower (9.3:1) compression ratio, the now designated Type 616/36 flat-four developed 70kW at 5800r/min and 122Nm of torque at 3500 – slightly less powerful than the Type 616/16 but with similar torque at 700 fewer revs.



Apart from the four-cylinder boxer motor, some 911 features were either deleted or changed. US-bound models had a four-speed gearbox as standard rather than the five cogs enjoyed by owners in other countries. The all-plastic fascia had fewer instruments – the oil level and oil pressure gauges were left out and the oil temperature gauge had simple zonal markings rather than being calibrated in degrees – and a plastic-rimmed steering wheel. Options included three-point seatbelts, air conditioning, halogen fog lights, a rear window wiper and a (rare) electric sunroof.

As the 356 was phased out, production of the 912 coupé began on 5 April 1965 at the Porsche facility in Stuttgart-Zuffenhausen at the former Karosseriewerk Reutter & Co GmbH car body factory acquired by Porsche in 1963. By this time Porsche had established a reputation for styling, performance,

quality construction, reliability – and price – which placed the company in good stead and the 912 appealed to both new and old customers, comfortably outselling the 911. With demand exceeding the factory's production capacity, additional coupé manufacturing was contracted to the Karmann factory in Osnabrück.

Following the 911 offerings, in December 1966 a 'version 1' Targa model was introduced with a removable roof and heavy transparent plastic rear window that could be opened with a zipper. This set-up was replaced in January 1968 with a 'version 2' having a fixed glass rear window, effectively creating a hard top. As an historical aside, on 21 December 1966 the 100 000th Porsche ever built was a 912 Targa that was presented to the autobahn police of Baden-Württemberg, the home state of Porsche.

In 1967 the 912 contributed to Porsche factory rally history when independent Polish driver Sobieslaw Zasada drove a factory-loaned 912 to win the Rally of Poland and went on to capture the European Rally Championship for Group 1 cars. In the same year, the 912 won American magazine *Car and Driver's* Readers' Choice Poll for its class. In 1969 the magazine published a road test by the late champion racing driver Mark Donohue in which he said, "You've got to admire Porsche for getting so much out of a relatively small engine... I was most impressed with the handling. The cars have remarkable suspension systems."

Then for the 1969 model year, Porsche concluded that continuing with the 912 was not viable due to a number of factors, one of which was that production facilities

used for the car were being reallocated to a new 914-6 model, a six-cylinder high-performance version of the mid-engined, Targa-topped, two-seat 914, which was a Porsche-Volkswagen joint venture model. Another major deciding factor was that more stringent United States engine emission control regulations had been legislated, about which Ferry Porsche stated, "It would have taken some trouble to prepare the 912 for the new exhaust rules, and with the arrival of the 914 we would have had three different engines to keep current. That was too many." As it turned out, the 914 was not a commercial success and as the relationship between Porsche and VW soured, the model was dropped in 1976.

Performance figures of the time show the 912 would sprint from 0-96km/h in 11.9 seconds, run the standing quarter-mile in 18.2 seconds and reach a top speed of 192km/h – respectable figures for a '60s sports car, let alone at entry level. The car's aerodynamics, weight distribution (helped by being some 115kg lighter than a 911) and handling are generally admired to this day.

Fifty years after it was made, stepping into this unrestored 912 coupé gave me a good sense of why the car was so successful – and not the lame dog that some snobs labelled it at introduction. For starters it carries the classic 911 shape in its slimmest form that, as the intervening years have shown, is practically timeless – certainly iconic. Apart from the Beetle and the Mini, is there a post-war shape any more recognisable by the masses? The body number confirms it was made in Zuffenhausen and one of the last 12 built in

## STOP-GAP 912E

In 1976 a 912E was introduced to North America to fill the entry-level model void created by the discontinuation of the short-lived 914 and the launch of its replacement, the front-engined 924. The 912E shared the bodywork of the 911S, it was powered by a Volkswagen 1 971cm<sup>3</sup> four-cylinder air-cooled motor fitted with Bosch L-Jetronic fuel injection helping to deliver 64kW. Some 2 089 examples were sold during the production run from May 1975 to July 1976.

By this time Porsche had established a reputation for styling, performance, quality construction, reliability – and price – which placed the company in good stead and the 912 appealed to both new and old customers





1965, while the paint code denotes it was sprayed in the 1966 model year colour Polo Red rather than the near identical '65MY colour of Signal Red.

As well as the styling, the standard 911 plus-points of independent suspension and disc brakes all round plus accurate rack and pinion steering are all there to be enjoyed. Pedals are characteristically offset to the left and this car has a wood inlay in the fascia as well as the full-house quintet of gauges – like the gearbox, likely a non-US specification item.

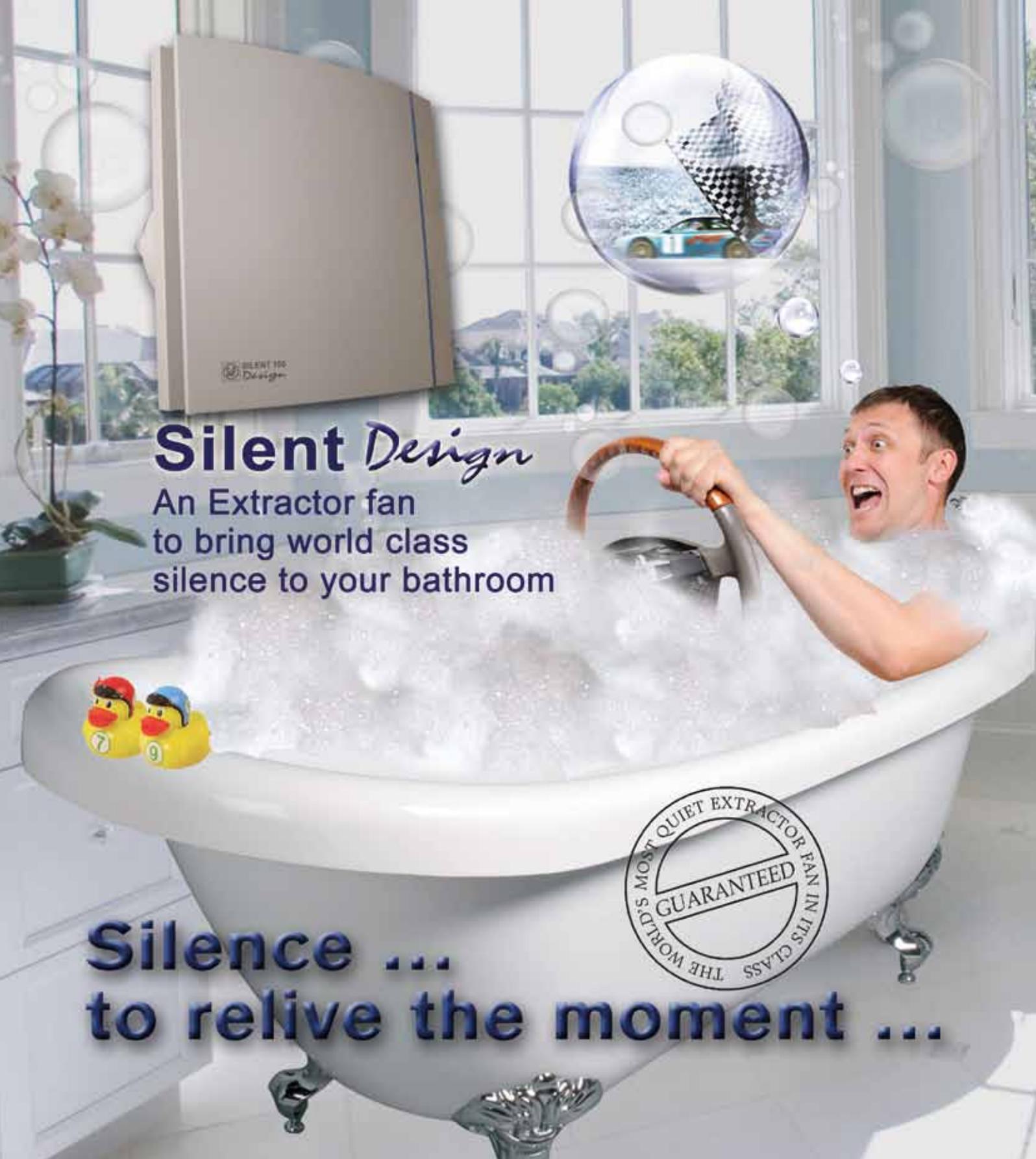
Wound up, the motor's soundtrack may not raise the hair on the back of your neck like the six-cylinder cars can do, but it does have undertones of the distinctive Porsche air-cooled boxer motor thrum, so all is not lost.

The gearshift has first out on a dogleg, racing fashion, which simply adds to the feeling that this is NOT simply a poor man's 911. Once moving, slim pillars and a deep glasshouse make for a light and airy cabin and a clear view outwards and despite its originality this car – which shows remarkably few signs of a half-century of wear and tear – revs freely, rides comfortably and corners benignly.

Porsche produced nearly 30 000 coupés and about 2 500 Targas during the 912's near-six-year lifespan before it was replaced by the 914. A strong performer in its heyday, it makes for a perfect modern-day classic, lacking temperament while giving off all the right 911 vibes. The 912 has stood the test of time. **C**

## THE RIGHT NAME

The 912's actual code number is 902 as a result of its evolution in the company's project design number sequence. 912 was used as a consequence of the company introducing the 911 as the 901 at the 1964 Paris Salon, where Peugeot objected to the nomenclature by asserting ownership of the naming rights in key markets of models with three-digit designations with a zero in the middle. So Porsche simply replaced the '0' with a '1' but apparently only after 80 or so cars had been built with 901 badging. Officially used for testing and exhibition purposes only, several of these cars have subsequently made it into private ownership.



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# BEST KEPT

**Ryno Verster** looks at an early seventies beauty achieved by subtle balance of line and curve.

**A**ustin's Apache was launched in South Africa on 26 November 1971, shortly after the local introduction of the Mini Clubman series, and was in the words of most of the South African motoring press 'one of the best-kept motoring secrets of the year'. Apache planning began in earnest at the beginning of 1971 as a joint project between Longbridge and Blackheath. Designed by Giovanni Michelotti it retained the BMC 1100 middle section, hydrostatic suspension and mechanical layout, but added attractive nose and boot sections, reminiscent of the Michelotti-penned Triumph 2000.

Probably fired up by the local content hype at the time, the marketing people at Leyland South Africa had a field day, hailing the Apache a truly South African car, not manufactured in any other country. And the press sucked it all in, often claiming it as 'uniquely' South African and a totally

indigenous model. When launched it featured 61% (by weight) locally-manufactured components. The 'uniquely SA-manufactured' myth was soon to be dispelled, however, when a similar vehicle known as the Victoria was manufactured and launched in Spain in November 1972.

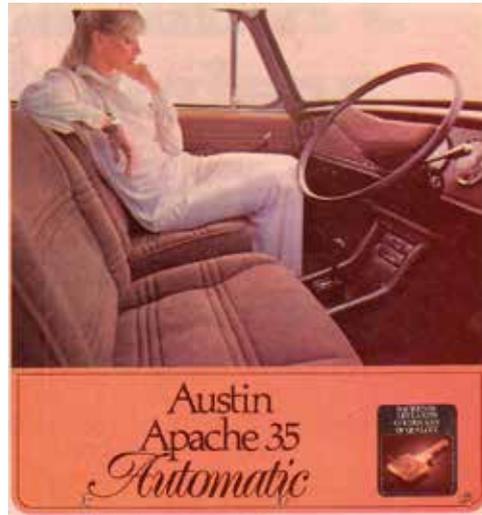
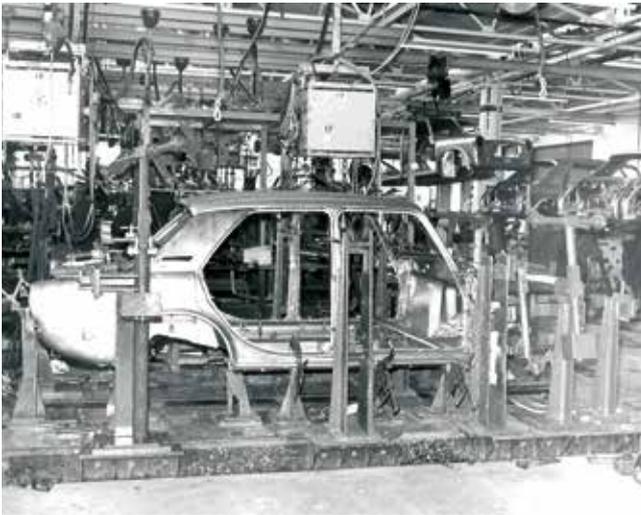
Although it was never openly endorsed by Blackheath, the underlying assumption among the motoring fraternity was that the Apache would in due course replace the BMC 1100. In June 1967 production of the long-stroke 1098cc A-series engines started, using locally cast cylinder heads and engine blocks, forged crankshafts and camshafts. The BMC 1100 models using this engine were called the 11/55 models (the 55 refers to the engine output in brake horsepower). An extra 4-brake horsepower was extracted from the engine by modifying the cylinder head to take larger valves, re-shaping the combustion chamber, fitting double valve springs, an H4 SU (1½) carburettor and larger air cleaner.

By contrast, the Apache models were powered by the 'all South African' 1275cc, solid block, high oil filter so-called second generation A-series engine. This engine was introduced in the Mini range when the Mini Clubman series was launched. Major components such as engine blocks and cylinder heads were cast by Gearings Foundry while crankshafts and camshafts were forged by Guest Keen Vaal in Port Elizabeth. Locally manufactured pistons were also used.

The body panels were manufactured by Steelmobil, a subsidiary of Nissan in South Africa, and the bodies were built in the body shop at Blackheath. The Apache featured several improvements over the BMC 11/55. It was 33cm longer, which increased boot size by almost 60% but came at a weight price, tipping the scales 42kg heavier. Apache manuals produced 9% more power (46.3kW), while torque increased by 18% (94Nm), giving a top speed 11km/h more than the equivalent 11/55 model. Extensive



# SECRETS



testing was done in the Cape mountains, in the heat of Namaqualand and on gravel roads in Namibia.

When launched in November 1971 two models were available, namely a manual and an automatic version, and remained in production until 1978. Both used a single 1½-inch SU carburettor, and the manual saw a full synchromesh four-speed gearbox employed while the auto used the AP (Automotive Products) Mk2 four-speed gearbox. The modified block needed

to fit the auto box being cast at Gearing's Foundry. In the power stakes the automatic version matched the manual and its top speed was 134km/h, only 8km/h slower than the manual.

A performance Apache TC (twin carburettor) joined the ranks in July 1973 and upped the ante, bringing the performance levels of the Mini GTS to the party by using a higher performance camshaft, cylinder head (compression ratio 9.75:1), final drive ratio of 3.76:1, and the single HS4 SU carburettor was replaced by twin HS2 SU 1¼-inch items. Performance significantly improved to deliver 55kW and 103Nm of torque – an increase of 19% and 9.5% respectively over the standard model. Top speed jumped to 152km/h and extra stopping power came from a servo-assisted system.

To freshen the look a facelift was ushered in, most notably showing off vinyl roof treatment, 12-inch Rostyle wheels, and round dials replaced the ribbon-

type speedometer. A tachometer, three-spoke leather steering wheel and brushed nylon seat and upholstery inserts added some sporting luxury.

As was customary for Leyland South Africa, a limited edition special luxury model was added to the mix near the end of the Apache lifespan in order to squeeze the last bit of sales out. For Apache this came in May 1976 in the form of the Apache 35. All 300 of the 35s used automatic gearboxes and the recipe saw the addition of luxury features that were said to add to the individuality and collectability for the lucky few. If advertisements and the Leyland News of the time are to be believed, 'All in all the Apache 35 represents the current ultimate in small car luxury and, as a limited edition, offers prospective owners a car of distinction.' In another advertisement it was claimed: 'The Austin Apache 35 offers a level of unashamed luxury that quite simply most people can never hope to experience.'

As expected, the luxury menu focused mainly on interior finishes and body attractiveness. The cabin was jazzed up

Apache sales totalled 21 686 between 1971 to 1978 with 1973, according to the National Association of Automotive Manufacturers of South Africa (NAAMSA), being the best year with a figure of 5 256



with deep-pile carpeting, fully reclining front bucket seats, rich corded brushed nylon upholstery, centre console, FM radio, cigarette lighter, woodgrain fascia, twin dial instrumentation, 2-speed wiper control and sporty 3-spoke steering wheel. Body colour was limited to rich 'Harvest Gold' brown with 'Buff' basket-weave vinyl roof. Other distinctive exterior features included matt black grille with single chrome strip, black rubber overrides, Rostyle wheels and twin chrome exhaust pipes.

Sales of the Apache's predecessors in South Africa were quite good. 26 213 BMC 1100 units sold between 1963 and 1968, while the BMC 11/55 notched up 14 629 in the period of 1968 to 1972.

Apache sales totalled 21 686 between 1971 and 1978 with 1973, according to the National Association of Automotive Manufacturers of South Africa (NAAMSA), being the best year with a figure of 5 256. Manual Apaches accounted for 13 521 of the total, automatics hit 4 890, the TC at 2 976 and 299 Austin 35 units were sold in 1976 and 1977.

The number of automatic Apaches sold

(including the Apache 35 sales) amounted to 24% of all Apache sales. It clearly addressed a specific niche in the small car market. This is confirmed by an analysis of the national car price lists. The Apache automatic was, throughout its production period, the cheapest automatic version available and the only one with a smaller than 1600cc engine. The best position the Apache achieved on the South African Best Sellers list was in 1973 when it was ranked in 16<sup>th</sup> place. In 1972 it was ranked in 19<sup>th</sup> place.

In August 1977 the Marina 1300 replaced Apache as Austin's small sedan. Giovanni Michelotti died in 1984 and some six years later his studio (under the management of his son Edgardo) changed their focus to concentrate on non-automotive designs. A leading international classic and sports car magazine at the time reviewed Michelotti's car designs over the years. They came up with a list which they considered his five all-time greatest designs. These

## There is an aura of pure artistry about the new Austin Apache. A beauty achieved by the subtle balance of line and curve

five included the Alpine Renault A 110, Triumph Spitfire, Triumph Herald, Triumph Stag and BMW 1500. It came as a bit of a surprise (and disappointment) to the author to find the Apache listed in 'the ones that weren't so hot' (in the company of the Meadows Frisky, DAF 44, Triumph TR4, and P76). Mindful of this viewpoint, the Leyland marketing brochure's poetic appraisal was probably a little over the top and biased when it stated: 'There is an aura of pure artistry about the new Austin Apache. A beauty achieved by the subtle balance of line and curve.'

But then again, at least 21 686 South Africa buyers considered the Apache hot enough to park it in their garages. **📍**

Thanks to Ralph Clarke for making the pictures from his archives available.

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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 buffering 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](http://www.toyota.co.za) for more information.

# BACK TO THE

Citroën's DS stunned even the notoriously blasé French when it was launched. Sixty years on it's regarded as an icon of technical innovation that still feels like a taste of the future, if you dare to get behind the wheel, says **Graeme Hurst**.

Images by Darren Epstein

**E**ver wished you could spin the Tardis to witness a great automotive event? The launch of Jaguar's sublime E-type at Geneva in March 1961 or the moment Marcello Gandini pulled the covers off his outrageous Lamborghini Countach are up there for me... as would be seeing Ford's GT40 conquering Le Mans (and Ferrari!) in '66. But top of the list has to be a ticket to the Paris Motor Show in October 1955, when Citroën's hugely innovative and boldly styled DS exploded onto the scene. With seemingly plucked-from-space styling and never-before-seen technology under its skin, the DS literally tricked showgoers into thinking they'd time-travelled into the future.

And it was a future they clearly rather fancied: more than 12 000 people forked out for a deposit on the first day!

With its radical, pointed shape and clever hydropneumatic suspension, which used gas-cum-liquid-filled spheres to control the suspension arms (making springs and shock absorbers obsolete) the 'goddess', as it became known, was simply without any peers.

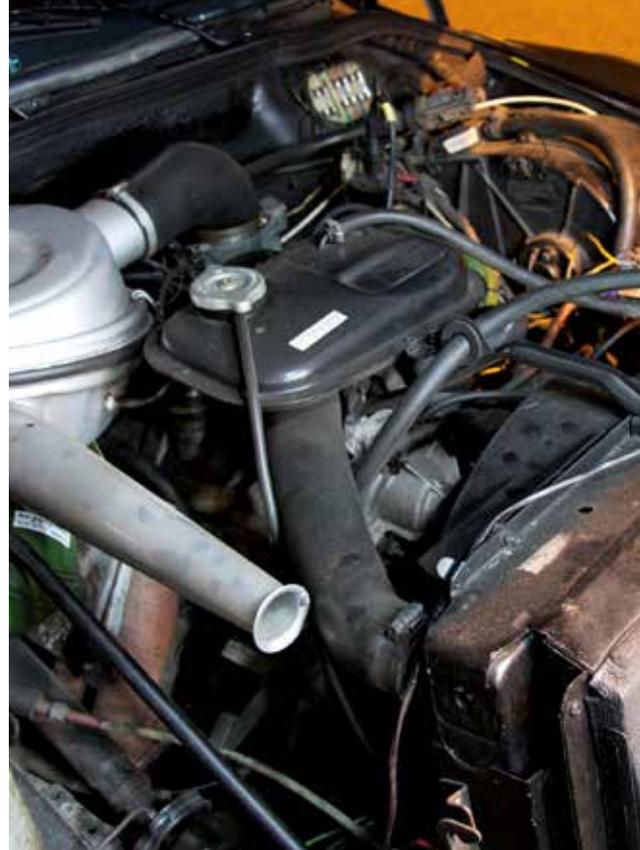
Gone was the bone-jarring ride of conventional 1950s leaf-sprung cars. Or the need to heave the steering wheel when negotiating corners at low speed, as the same hydraulic system that kept the car afloat provided steering assistance. Also missing was a clutch pedal, thanks to a semi-automatic gearbox, which took inputs from the wand-like gear selector to operate the clutch on demand. And the traditional brake pedal, for that matter – replaced with a large floor-mounted button that was switch-like in operation (and looked like it was nicked from a Singer sewing machine). And the DS was front-wheel drive too, while its ride height could also be adapted for differing road surfaces via a lever on the inner sill – probably the model's most well-known 'party trick' which, as many an owner will attest, admiring members of the public often demanded to see demonstrated. But it was the model's magic carpet ride that really wowed at the time: so refined you could be forgiven for thinking a wand had been waved to eliminate potholes and speed bumps before they appeared on the horizon.

There were also several styling attributes we wouldn't see for a few decades: frameless doors and windscreen wipers that tucked under the trailing edge of the bonnet. The rear screen was recessed



# FUTURE





In short, the DS was a landmark car, not just in terms of its specification but for Citroën too as it defined the marque's penchant for being *avant garde* from both a styling and a mechanical point of view

into the bodywork while the roof guttering housed the rear indicators in a trumpet ending at roof level, a detail that became the car's trademark. Then there was the DS's combination of materials: a glassfibre roof (which was translucent on prototypes) and alloy bonnet plus lots of stainless steel trim – aspects which all boosted the model's futuristic image.

In short, the DS was a landmark car, not just in terms of its specification but for Citroën too as it defined the marque's penchant for being *avant garde* from both a styling and a mechanical point of view. It was also hugely successful with over 1.5 million produced – almost double its predecessor, the Traction Avant.

That radical shape was thanks to the pen of Flaminio Bertoni, an Italian-born and trained sculptor who had famously styled the Traction Avant 21 years before.

Bertoni was anything but consistent with his ideas: the DS look was about as far removed from the Traction and the corrugated-iron finish of the humble 2CV as Picasso's *les Femmes d'Alger* was from Monet's famous *Water Lilies*. But in reality the DS featured similar thinking to the Traction, fuelled by the front-drive layout:

with the powertrain out of the way up front the passenger compartment could feature a low and uninterrupted floor, making it more capacious and easier to get into. A lower floor meant a lower car and so less drag too.

If there is an Achilles Heel in the final product then it's the engine. Citroën had ambitious plans for an air-cooled flat six but the huge cost overruns on research and development saw that shelved. Instead the Traction's, by then long-in-the-tooth, three-bearing four-pot unit was beefed up with a cross-flow alloy head. At least what it was mated to was new: an all-synchromesh four-speed semi-automatic gearbox. The rest of the design was a clean slate although Citroën had tested the hydropneumatic suspension with the 15/6H Traction, which used the technology on the rear axle.

The DS was also designed to be easy to

work on with all the panels bolted to an inner steel platform-based monocoque, making repairs easy, even if servicing wasn't seen as such. Truth is, Citroën had rushed the model into production and its service infrastructure wasn't ready for it, with many a French mechanic finding himself drenched in hydraulic fluid after wielding the spanners. Serious assembly only got going in the late 1950s. By the mid-'60s the car was almost ubiquitous on French roads, although the model was subject to various styling tweaks and mechanical upgrades – hardly surprising when you consider it was in production for an impressive 20 years (it was still on sale in 1975).

The most noticeable change was the adoption of faired-in dual headlights in 1967 with inners connected to the steering (only on the luxury Pallas spec) so allowing the car to 'see' round corners – another party trick! Two years earlier the engine was beefed up with a five-bearing design while the hydropneumatic red hydraulic fluid (prone to corroding the valve gear in the system) was replaced with a mineral-based LHM.

Over the years engine capacity went up from 1911cc to 1985cc and finally 2347cc. Model-wise this was reflected as the DS19 (the model at launch) which evolved into the DS20, the DS21 and DS23 with the last two offered with fuel injection, pushing top speed close to 120mph – giving the car true transcontinental legs. Citroën also produced the ID version in parallel – a sort



of poverty spec model, which featured less-complex hydraulics (no power steering and a conventional clutch) and more basic trim and interiors.

Of course there was also the Safari estate, which offered compromised looks but a vast seven-seater interior, thanks to two fold-out seats in the load bay. And let's not forget the gorgeous Décapotable, designed and built (with Citroën's endorsement) by master coachbuilder Henri Chapron. With just 1340 made, at twice the price of a saloon variant, these were very much the playthings of the rich and famous. Not that the saloons weren't; they were frequently the car of choice for everyone from film celebrities to politicians – including French president Charles de Gaulle who famously survived an attempt on his life in one when a group of OAS men opened fire in Paris's *Avenue de la Libération* in August 1962. The car went into a skid after a front tyre was shot out (along with the rear window) but remained under control enough for his chauffeur to get them to safety, thanks, it was said, to that clever suspension. The assassination attempt was famously recreated in the 1973 film, *Day of the Jackal*.

While the majority of cars rolled out of the marque's Quai de Javel factory near Paris, the UK had its own production line in Slough, and South Africa – a CKD assembly plant run by Stanley Motors – which became National Motor Assemblies Ltd from 1968. The National Association of

Automobile Manufacturers SA (NAAMSA) records indicate the sales started with the ID version three years after the 1955 launch while the DS19 followed in '59 – but in tiny numbers (around 65 cars in total). Sales picked up to several hundred per year in the late 1960s while just over 5800 rolled out of South African showrooms in all.

In truth the DS was never as mainstream

as a Ford or Toyota product but then French models never made a huge impact here, with the exception of Peugeot's 404 and 504 sedans and station wagons. In reality the DS's complexity was probably a concern – which is why the majority sold in SA had regular manual gearboxes and different model nomenclature – as even road testers noted: when *CAR* magazine got behind the

## OWNER'S VIEW

Hearing of a one-owner classic coming up for sale for the first time in 35 years is enough to get any petrohead's pulse going, but for Stellenbosch resident Org Groeneveld the fact that it was a neighbour, and a DS, was a bonus. "It's a 1972 Pallas and was bought new by a university lecturer who eventually had to give up driving," explains Org who has a rather unique connection with the model from his childhood. "My parents had a '71 example in Forest Green which I turned on its side when I was four years old after letting the handbrake off!" He's been fascinated by the model ever since. "It's an iconic shape and I love the French eccentricity it represents." Org's wife Gretha was less enamoured about the purchase 10 years ago but was soon won over. "Once she started driving it she fell in love with the ride and we had to fight over the keys," adds Org who even took it on a cross-country trip for his honeymoon. "It was superb as it cruises easily at 120km/h and can handle rough roads. The only drawback is the lack of air conditioning." His DS is largely original although he did have it re-sprayed in a darker metallic, while the interior has been upgraded from the factory vinyl to leather. "The darker colour accentuates the two-tone look with the roof and the vinyl was just too damn hot in summer." Mechanically, his DS hasn't skipped a beat but Org puts that down to regular servicing by those in the know. "It goes to Kurt Wittig in Somerset West – surprisingly he's a German trained on Mercedes-Benzes but he's totally dedicated to the French marque."



Once on the move the DS surprises with its agility once you get accustomed to the subtlety of the controls, and you quickly find yourself feeding it round corners with impressive speed and composure

wheel of one in December 1968 they mused: “We would plead for simplification and more ordinary features. On the other hand, we must admit that there are some brilliant things about the car, and that it could conceivably be an acquired taste – like caviar – which, once gained, is never lost!”

Sampling that acquired taste today is a novelty, no matter what car you’ve stepped out of, with that variable ride height (the car lifts after startup) and those turning headlamps providing a dose of theatre on each journey. The former famously gave the car the ability to drive on three wheels if the suspension was set high: a quick

search on YouTube will reveal any number of video clips demonstrating that and, in period, Citroën even had a marketing film shot on Kyalami where a tyre was deliberately punctured by a spike in the road and the car continued to cruise along unaffected.

Ride-wise it’s simply supremely comfortable with an almost ethereal quality as you glide over bumps.

The experience is amplified by the deeply sprung soft seats and the serenity is only broken if you need to do an emergency stop. Either that or it’s your first time behind the wheel and you haven’t mastered the on/off nature of the brake pedal button: hit it too hard and the car will nosedive alarmingly. The steering is light and precise with lots of self-centring, and that single spoke wheel another DS trademark – although Bertoni didn’t have aesthetics in mind but driver safety: in the event of a collision, the wheel is designed to bend out the way towards the centre of the dash and so avoid crushing the driver’s chest – this was long before the

advent of the collapsible steering column.

Once on the move the DS surprises with its agility once you get accustomed to the subtlety of the controls, and you quickly find yourself feeding it round corners with impressive speed and composure. And acceleration is perfectly adequate for modern traffic as long as you use the gearbox. Only the character of the four-pot engine detracts from the feeling of sophisticated composure: it sounds harsh and asthmatic when revved.

Ten or 20 years ago a DS was very much *de rigueur* for architects and media types wanting to make a statement (and, in the case of the latter, whose wallets couldn’t stretch to a Pagoda SL), but today the cars are more widely coveted in the classic community. Purists prefer the earlier variants with their exposed door handles and sweeter three-bearing engines while those wanting to use a DS on a regular basis opt for the later variants with five-speed gearboxes and, in DS23 injected form, 130bhp performance. One thing is certain, either offers the chance of what it was like to sample a taste of the future, more than 60 years ago. 📷

Thanks to Ryno Verster for production figures.



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# VW YOU & ME

Say Volksie Bus, Kombi or Microbus and **Stuart Grant** thinks of David Kramer, red *vellies* and a Kombi pulling broken down Volstruis fire department truck up a gravel pass. Others might be reminded of following an ice-cream van down the road, chasing the endless summer in a rusty old split-window with surf boards, beach holidays, a ride with St John Ambulance or the slog to school with classmates. There is one more tag we can add now and that is one of a collectable classic, fit for a spot in your weekend fleet.

**I**t is not surprising we all have a Kombi memory when one considers the idea was born in 1947 and South Africa started assembling the Volksie Bus 50 years ago. Classic VW Transporter desirability has taken off with certain of these humble people movers topping the sales charts and proving that well-preserved daily commuters are just as much of an investment as many of the fancy exotics and sportscars – and sometimes more. Emotion and nostalgia step in, transport us back in time and tug at the heartstrings. Kombi (short for *Kombinationskraftwagen*, which translates to combined-use vehicle) must be the poster car for this phenomenon.

It all started back in 1946 when Dutch VW importer, Ben Pon, visited the Beetle (Type 1) plant in Wolfsburg. While in the factory he noticed a cobbled together part-carrying vehicle in service, and immediately figured that it would be better to use a Beetle-based item as a workhorse. On a doodle dated April 1947 he proposed a Beetle pan based item

with driver seated right up front and a payload of 690kg. Good on paper but when built in prototype form it proved not rigid enough. Out went the idea of a Type 1 pan and in came a ladder chassis and monocoque body. This prototype, although the same wheelbase as the Beetle, proved decent in the flex department, however the slab-fronted cab-forward van body displayed the same aerodynamic qualities as a brick at a coefficient of 0.75. Wind tunnel testing saw the likes of a split-windscreen and vee-shaping the roofline improving matters to 0.44, enough for VW's CEO Heinz Nordhoff to give the new Type 2 model the go-ahead.

Production kicked off and the first unit rolled off the Wolfsburg floor on 12 November 1949. Sales started in 1950 with only two versions: the Kombi (two side windows with a pair of removable rear seats) and a load-carrying-only Commercial. A more passenger-orientated Microbus version was added soon thereafter and then a range topping Deluxe Microbus in 1951.

All initially employed the Beetle's 1131cc, air-cooled flat-four 'boxer' engine good





for 18kW or 24bhp. For 1953 it grew to 1192cc and 22kW (30bhp), by no means a powerhouse but thanks to decent gearing the Type 2 could trundle its load around. A higher compression ratio improved things in 1955 and a 30kW (40bhp) unit, exclusive to the Type 2, debuted in 1959. It was canned almost immediately, even before any spare parts were made, when Volkswagen recalled and swapped engines because it proved so unreliable. This first series Type 2, which is now referred to as the T1, continued in production until 1967. Pre-1955 models made use of a large rear engine cover, hence its 'Barn door' nickname. Spotting a '55 onwards model is easiest done by looking for a roof extension above the windscreen and 15-inch wheels instead of the earlier 16s.

For 1963 the rear door was widened and the 1493cc with 38kW (51bhp) made an appearance. A year later a sliding side door was added to the options list for those wanting to replace the hinged double

door. An ambulance model was included toward the end of 1951, which saw a tailgate style rear door added and the fuel tank repositioned in front of the transaxle, which meant the spare wheel got mounted behind the front seat. These features became standard on the rest of the Type 2 line-up from 1955 to 1967, except obviously the single-cab bakkie version, which had been launched in mid-1952.

German production of the first series came to a conclusion at the end of 1967 but Mexico had got in on the manufacturing act and kept churning out T1 versions, albeit in slightly altered format until 1975 – these Mexicans are not as valuable as the German-made cars nowadays. When talking values or details with air-cooled gurus it gets a bit confusing with mention of 11, 13, 15, 21 and 23-window vehicles. In summary the numbers go like this: 11 has a split windshield, two front cabin door windows, six rear side windows, and one rear window. Sporting extra chrome trim and better

appointed interior DeLuxe models took 15 with the usual apertures and eight rear side windows, while the sunroof DeLuxe with its additional

eight small skylights sported 23. From 1964 rear corner windows were excluded, resulting in the 15 and 23 dropping to 13 and 21 respectively. If numbers are your thing then try this for size: in December 2014 a restored 1955 23-window Samba DeLuxe sold for \$235 000.

Clearly not as valuable yet, the T2 second generation Type 2 or Bay Window (after its deeper curved windscreen) launched late in 1967, and production continued in Germany until 1979. Again Mexico, who started T2 production in 1970, saw a long shelf-life - churning out the last of them only in 1994. Most notable T2 change from the T1 is obviously the lack of a split-windscreen but a deeper look reveals a totally new machine weighing in substantially more but with a more powerful 35kW (47bhp) 1600cc engine and the rear swing-axle and transfer box (used to raise ride height) were chucked out in favour of half-shaft axles and CV joints.

Over the first three years of its life the T2 evolved gradually in the appearance department with slightly different bumpers, doors that opened further and air intakes on the B-pillars. Under the deck the big improvement came in 1971 with the arrival of a 37kW (50bhp) lump that although also 1600cc, saw improved *oomph* thanks to dual intake ports on each cylinder head. At this

If numbers are your thing then try this for size: in December 2014 a restored 1955 23-window Samba DeLuxe sold for \$235 000





time disc brakes were fitted at the front, with new wheel design aiding the cooling of these. Those in the know use terms like 'low light' to refer to the pre-'72 models as the indicator lights were raised up next to the air vents from that year on.

The 1700cc engine designed for the Volkswagen Type 4 became an option to replace the old 1600 in 1972 and from 1973 if you ticked the option box for this 1700cc option you could specify a 3-speed automatic, however the auto sacrificed

3kW when compared to the 49kW (66bhp) seen on the manual. Things got serious in 1978 with a 2-litre engine complete with hydraulic lifters and electronic ignition.

Having endured a 12 year production run the T2 came to an end in 1979. Thankfully it wasn't the end of the rear-engined VW van concept though - it took another 11 years for VW move the mill to the nose. But back to 1979 and the all-new T3. Gone was the bread loaf look with square edges replacing the rounded-off look of T1 and T2. It was

bigger and heavier too. 1984 saw the first water-cooled Kombis hitting the road, which although substantially better to drive and more practical, aren't regarded as must-have collectables just yet (unless you find an '89 4x4 Syncro). A fourth generation followed in 1990 where drive moved to the front wheels but South Africa held out with the rear-engine T3 until 2002. This meant we skipped the T4 and

moved straight into the T5, which if you walk into a VW dealership today, you can still buy brand new from the salesman.

The South African Kombi story started with the arrival at the Cape Town docks in December 1952. The first unit on local soil went to a German malaria researcher as a gift before Baron Von Oertzen, the chairman of SAMAD (what would become VWSA), took delivery of the second soon after. Both enjoyed testing the reliability and by 1955 took the decision to assemble Kombis for local consumption. In 1956 a Kombi sold for R1 348 while in 2015 the base model kicks off at R459 000.

Call them Kombi, Microbus, Splitty, Bay Window, Bread loaf, Type 2, Transporter, Surf Wagon or Hippie Van – there is one guarantee here and that is that these vehicles have made memories and will continue to for generations to come. And it is this ability, which couples with a functional honesty, which puts them high on the collectable list.

In the words of David Kramer when talking about the Kombi that replaced Gus the family horse on a farm called Doer-enge: "Gus is like a human, has a twinkle in his eye; that family loves that Volksie Bus, s'true's Bob, so do I." 🇿

The South African Kombi story started with the arrival at the Cape Town docks in December 1952. The first unit on local soil went to a German malaria researcher as a gift before Baron Von Oertzen, the chairman of SAMAD (what would become VWSA), took delivery of the second soon after

# EXECUTIVE CARS



R255 000

## 2012 JEEP CHEROKEE LTD

62000km. This black beauty is in excellent condition and is the top of the range LTD edition. Black leather, navigation, sunroof, tow bar. It has the excellent 3.7 litre 6 cylinder petrol engine mated to an automatic gearbox with an excellent power to weight ratio.



R679 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.



R350 000

## 1989 BMW Z1 ROADSTER

140 000km. One of the rarest and most collectable offerings from BMW. Limited production run, innovative approach to the design and basic mechanics made this refreshing approach to the true sports car. Very, very few in SA



R159 000

## 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.



R425 000

## 1984 PORSCHE CARRERA 3.2

230 000km. Increasingly rare, undeniably collectable and the current flavour of the day in investment circles. No fighting on the dance floor and no trying to offer me more than I am asking because you didn't get here early enough.



R335 000

## 1984 PORSCHE CARRERA 3.2 TARGA

195 000km. Nice straight example of the highly collectable 911. PLEASE NOTE that when you take delivery of it, it will be fitted with a black leather interior and I will be removing the rear picnic table, unless you want to keep them. If you are, you can take R15K off the asking price.



R385 000

## 2007 MERCEDES-BENZ CL500

92 000km. Full franchise service history. Still the finest quality coupe in the world. New CL - R2 Million. As new CL - R385 000. You don't need to be an accountant to figure the rest out



R235 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 engine convertible, the Z4M was brought in very limited numbers. This black beauty is in good condition, runs very strong and has a very low mileage for the year.



R625 000

## 2002 PORSCHE 911 TURBO

90 000km. Without doubt, the supercar bargain of the century. It is a well known secret amongst the cognoscenti that the 996 Turbo is the next car in the collectors Porsche arena to start moving up in value. Magnificent example.



R279 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.



R349 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.



R225 000

## 1974 ROLLS-ROYCE SILVER SHADOW

105 000km. You will travel a long way to find a more original example of the classic Silver Shadow. There are plenty of pretenders out there, mark my words. I have known this car, off and on for 30 of its 40 years.



R195 000

## 2006 PORSCHE CAYENNE S

Superb original example of the V8 Cayenne. You simply cannot appreciate the original condition of this car from the pics. The car has every extra available at the time. It remains a strong, smooth operator with legendary reliability.



R219 000

## 2011 MAZDA MX-5 HARD TOP COUPE

58 000km. Beautiful example of the most versatile of little sports cars, this particular example has been and continues to be on a full service and maintenance contract. It is valid until 2016 or 80 000kms. Brilliant metallic white with black interior.



R375 000

## 1988 BENTLEY TURBO R

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.

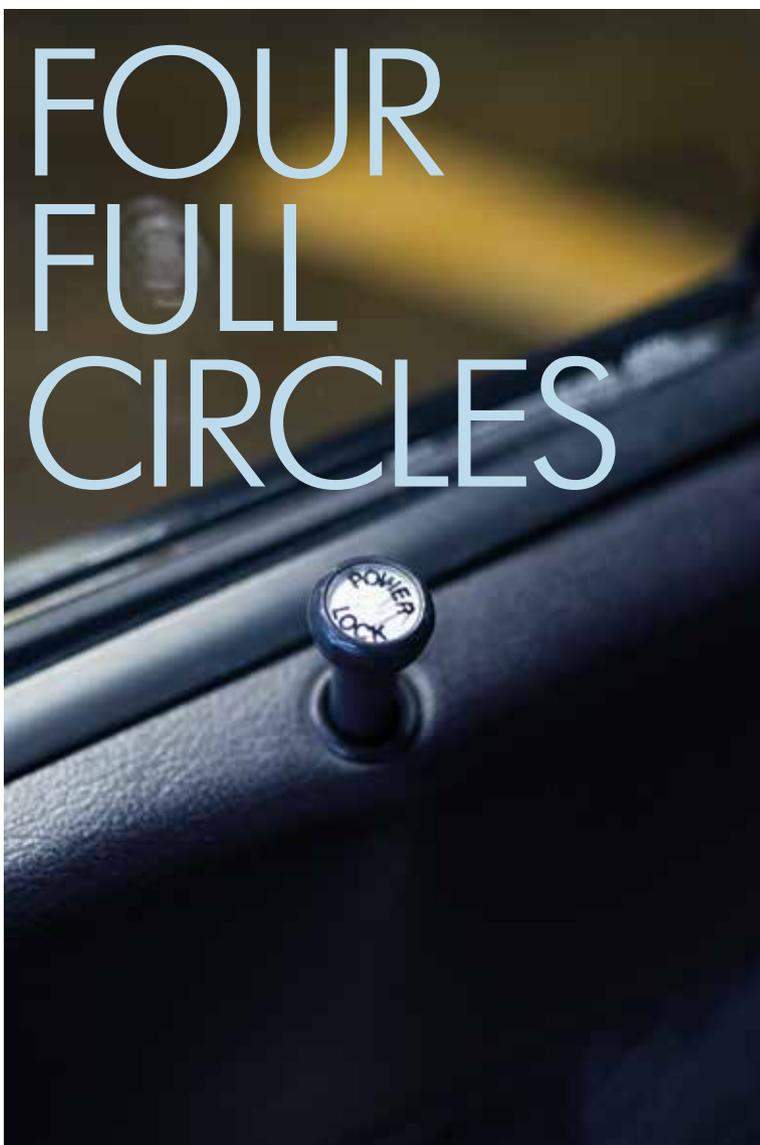
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# FOUR FULL CIRCLES



Revolutionary technology combined with top class drivers meant the Audi S1 quattro dominated world rallying in the 1980s. Known as the Ur-quattro, which translates to Original-quattro, it is a respected classic and on the short list for many collectors. South Africa saw them rallying in the hands of Geoff Mortimer and Sarel van der Merwe and a few road users managed to lay their hands on them. **Stuart Grant** tracks down one of these, previously owned by another well-known motorsport name – Neville Lederle.

**Photography by Oliver Hirtenfelder**





On the local rally scene the Volkswagen South Africa quattros dominated with Sarel taking the driver's title in 1983, '84, '85 and '88 while Mortimer took the spoils in 1987



**L**ederle, born in 1938, hails from Theunissen in the Free State and can tick two World Championship Formula One Grands Prix drives and a championship point off the list. His F1 career kicked off in a Ford-engined Lotus 18 in 1961. He retired from the Rand Grand Prix with gremlins but finished fourteenth in the Cape Grand Prix in 1962. He then acquired a Lotus 21 with a Climax engine, which he powered to fifth in the 1962 Rand Grand Prix and fourth in the Natal Grand Prix. A sixth place in the South African Grand Prix earned him his World Championship point.

While practising for the '63 Rand 9 Hour he broke his leg, resulting in him missing a large portion of the 1964 F1 season. When he returned for the end-of-season 1964 Rand Grand Prix he finished tenth,

just failing to qualify for the 1965 South African Grand Prix.

With business interests now at the forefront of his mind he retired from the sport in '65. These business interests included Phoenix Motors, the Volkswagen dealerships steered by his father in Bloemfontein, Welkom and Kroonstad. With these ties to VW, and therefore Audi, the picture of why Lederle got his hands on the four-ringed icon becomes clearer.

Launched in 1980 the quattro was based on the Audi 80 but employed a four-wheel-drive system with the intent of taking advantage of new rallying rules that allowed for this – the Italian word for 'four' lending its name to the car. It was also the first vehicle to pair a turbocharged engine to four-wheel-drive. In road guise the power was delivered by a 2144cc inline-5-cylinder 10-valve SOHC, with a turbocharger and

intercooler. It thumped out 197bhp and 285Nm of torque at 3500rpm to sprint from zero to 100km/h in 7.1 seconds and on to a top end of over 220 kays per hour.

Over time it evolved to a 2226cc 10-valve, still belting out 147kW but peak torque delivered lower down in the rev-range. By 1989 the 2226cc lump received a 20-valve DOHC, good for 162kW and a top speed of 230km/h.

Over its eleven-year production span Audi manufactured 11 452 Ur-quattros with very little in the way of changes. Early cars like this one pictured have an analogue dash but from '83 a very modern digital LCD display found home. At the same time the four individual headlights were replaced by two single items and by 1985 the flat grill was face-lifted to a sloping item. To combat lift-off oversteer the rear suspension geometry was tweaked and the rear anti-roll



bar removed. From '84 wheel size went from 6x15-inch with 205/60-15 tyres to 8x15-inch with 215/50-15 rubber, and suspension got a 20mm drop. From 1987 a Torsen centre differential was used, replacing the manual centre differential lock.

From the outset the Audi proved a winner on the rally stages with the likes of Stig Blomqvist, Hannu Mikola and Michèle Mouton (the first female driver to win a world championship rally) behind the wheel. The rally machines were initially based on the road versions but as the Group B format took shape so Audi adopted some more specialised and wildly-winged versions – eventually topping out with over 500hp and composite panels in 1985. With two driver titles and two manufacturer titles Audi commemorated the success of the original vehicle by badging all subsequent Audis fitted with four-wheel-

drive as quattro - with a lower case 'q'.

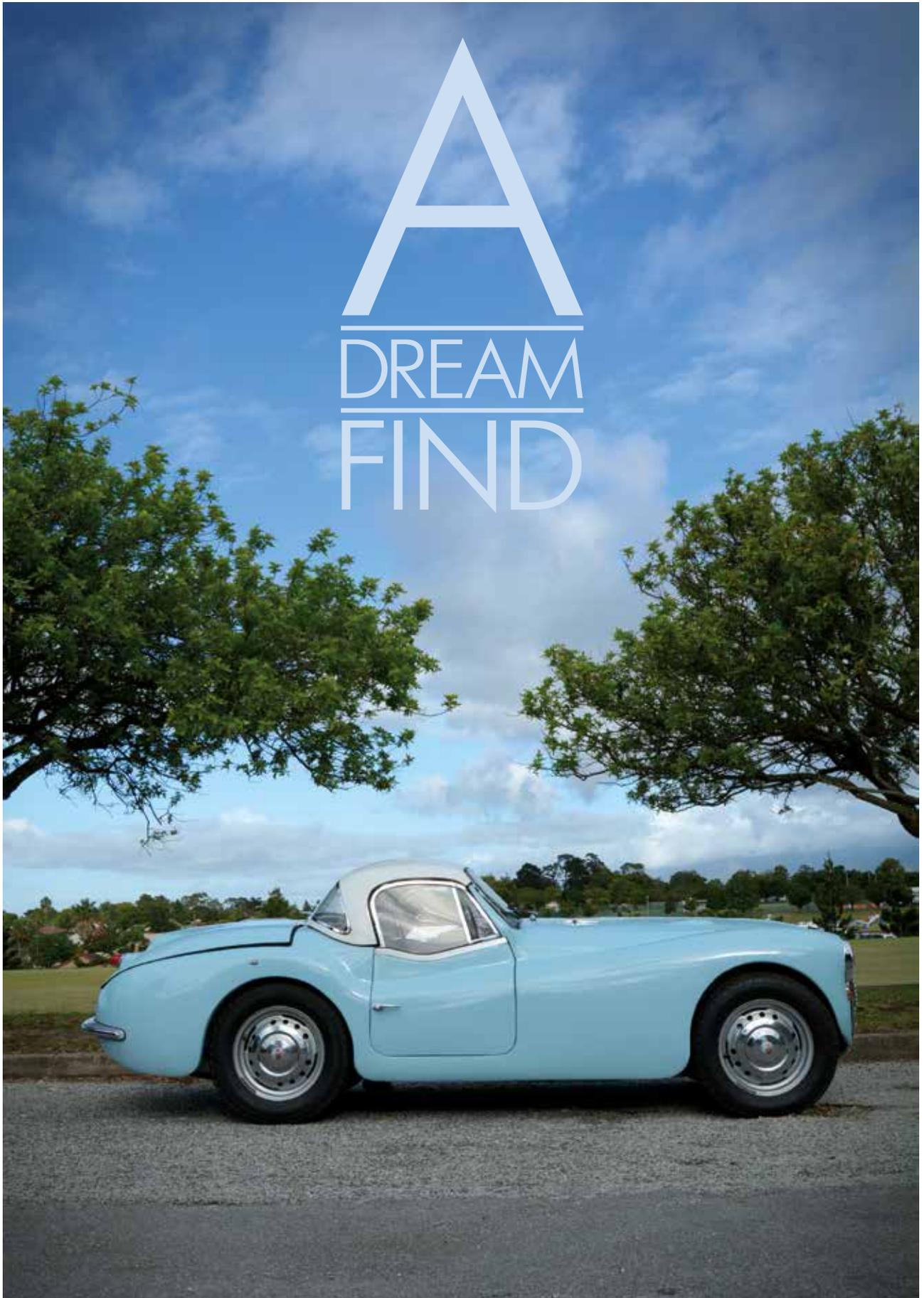
On the local rally scene the Volkswagen South Africa quattros dominated with Sarel taking the driver's title in 1983, '84, '85 and '88 while Mortimer took the spoils in 1987. The road car Lederle owned too started life as a VWSA car, with then MD Peter Searle the first owner. A car of this nature had to go into the correct hands and as a VW dealership manager with some proper driving pedigree the S1 was offered to Lederle in 1981. Neville kept it for a year or two before selling it on to a Johannesburg resident. From there the Audi seems to have gone into hiding and the relatively low mileage indicates it spent time in storage.

Fast forward to 2013, with Neville's

## The road car Lederle owned too started life as VWSA car, with then MD Peter Searle the first owner

son Scott spotting a red quattro in Geoff Mortimer's workshop. He mentioned he'd love to find his father's old silver machine. In a case of the right place at the right time, Mortimer put him in touch with a man selling a quattro. Unbelievably it turned out to be Neville's Audi – proved by his handwriting in the manual found in the cubby-hole. Scott pounced, closing the fourth circle in ownership.

An immaculate original car, complete with brown interior, it is a step back to the '80s when Audi started its march to the top of the pile and the word 'quattro' became a legend. 🏁





Being offered a one-off car with innovative features that had only ever been driven by its creator is a dream scenario. Neglected for many years, this 68-year-old South African-built coupé-convertible is back on the road.

Words and pictures **Mike Monk.**

**W**hen Mercedes-Benz launched its SLK roadster in 1996, its retractable metal hardtop caused quite a stir and led to a number of other manufacturers following suit and the coupé-convertible (CC) market niche was born. However, like so many trends in the automobile industry, there is little new under the sun and the folding steel roof was one of them. Peugeot was the pioneer of the concept some 80 years ago when it introduced the 402 Éclipse Décapotable incorporating a mechanism designed and patented by Georges Paulin in 1931. However, the layout was bulky, necessitating a long rear end to the car. But 16 years later, David Wallace Loudon, born in the UK but living in Sandton – he was a dual citizen – began devising his own CC that was far less cumbersome.

In those early post-war years Loudon was a young man of modest means; a skilled artisan with an inventive brain who dreamed of owning a sports car. He wanted something different with special features and began sketching a few of his ideas. Taking inspiration from the flowing lines of the Jaguar XK120 and the frontal appearance of the Ferrari 125S Barchetta, he then made a full-scale drawing of his final design on his garage wall. But the concept featured a unique element, namely a solid steel roof mounted on radius arms that could fold into the boot. Another innovation was electric windows with removable frames incorporated into the design.

Loudon then painstakingly set about forming the shape out of sheet steel, using white lead to fill the seams to help create a remarkably stiff body. With no previous experience, he learnt the tricks of the trade as he went along, doing all of the panel beating and fabrication work himself without the aid of an English Wheel. The frame of the body was constructed from 3/4-inch conduit. Not surprisingly it was a lengthy operation, taking a number of years to complete.

Little is known of what took place during those construction years except that Loudon originally planned on making the body fit a lengthened and lowered 1937 Austin 7 chassis but when this became impractical – the suspension set-up was



David Loudon was blessed with a fertile brain and amongst the numerous patents credited to him was a rotary engine design for which he tried to get commercial funding but, unlike Felix Wankel, he failed to achieve this. In later years Loudon suffered from poor health and, following doctor's orders, he literally stood on his head to alleviate a lung problem. He passed away in 2003.

useless for a sports car – he found a Triumph TR3A with a scrapped body, so switched to this chassis but shortened the wheelbase/overall length by taking 5½ inches (140mm) out of the middle of the framework.

The chassis was fitted with Triumph's 2.2-litre inline-four that boasted wet liners, a three-bearing crankshaft, pushrod overhead valves, a 'high port' cylinder head with twin SU HS6 1¾-inch carburettors and enlarged manifolding. Running on a 9:1 compression ratio, it developed 78kW at 4650r/min and 172Nm of torque at 3350. The powertrain featured the optional four-speed gearbox with electric overdrive on the top three ratios. Another attractive TR3A item (inherited from the TR3) was the Girling brake system with discs up front, the first British series production car to have this feature. Standard 15-inch steel wheels were retained that today are shod with 165-section radial-ply tyres.

Eventually it all came together and in naming the finished product, Triumph Davdon was chosen, derived from DAVID LOUDON. It was registered and licensed in 1968 – 21 years after the idea was first put on paper. For a number of years he used the car extensively in his daily life. "It was always quite amusing to watch people

driving past and to see the expressions on their faces as they tried to figure out exactly what it was that I was driving. Sometimes I would have the hood up and sometimes down, depending on the weather. This was then the only car in the country with a fold-away hardtop," he is quoted as saying at the time, his dream now very much a reality.

In 1993 David retired to Gordon's Bay and shortly afterwards he suffered a stroke. By this time the Davdon had not been used for a number of years and had been neglected, and in 1997 it was bought by friend and neighbour Alfie Carpenter, who recognised the car's provenance and began to restore it. However, before he could complete the project, Alfie and his wife Thea moved to Riviersonderend but kept a promise that the car would be cared for, although a shortage of funds saw the Davdon tucked away in a corner of a barn. That was until 21 December 2012, when someone got an unexpected Christmas present...

While making an unintentional stop in Riviersonderend, Jeffreys Bay Classic Car Club chairman Johan Marais was approached by a lady who had spotted on his tow-car's trailer the Triumph Spitfire he had just bought in (coincidentally) Gordon's Bay. The lady was Thea, who told



I followed her directions to their house and, lo and behold, there it was, covered in dust in a dilapidated barn/garage but seemingly complete, a car that I had never seen before

Johan her husband was in possession of a very rare South African hand-built car and asked if he would care to take a look. "As it was one o'clock in the afternoon and 40 degrees Celsius (very hot on the road) and I was alone and far from home, I was tempted not to explore this far-fetched story," recalls Johan. "But after asking her a few questions my curiosity got the better of me, so I followed her directions to their house and, lo and behold, there it was, covered in dust in a dilapidated barn/garage but seemingly complete, a car that I had never seen before."

Johan took a few photos and left with the idea of making enquiries through the Triumph Club in Port Elizabeth and over the Internet as soon as he got home.

"What became clear was that it was indeed a one-off design handcrafted out of metal on a Triumph TR3A chassis and running gear," says Johan. The licence disc still on the windscreen suggested that the last time the car was registered for the road was 1975. "Various people with knowledge of the car, however vague, contacted me and slowly I was able to put the story together."

With the support and sage advice of Port Elizabeth Triumph Car Club chairman Beyers Vermaak, on 19 January 2013 Johan travelled back to Rivieronderend and made a deal to purchase the Davdon, just in time to prevent it from being turned into a hot rod by another interested party.

Then what has proven to be a remarkably rapid restoration began in earnest. The Davdon was immediately completely stripped down with photographs taken along the way to aid reassembly. The only parts found to be missing were the boot hinges, but an Internet search located replacements. Amazingly, some of the tools that David had used to build the car were in the boot.

Johan worked on the body taking it down to the bare metal before sending it to Schroeder Motor Homes in Jeffreys Bay to be painted sky blue with a cream roof. Being a South African design, the Davdon boasts a solid stinkwood dash that adds a further touch of uniqueness. The removable window frame with glass powered by a windscreen wiper motor is another piece of classic KISS principle engineering (Keep it Simple, Stupid!!) employed by Loudon. The mechanicals were entrusted to Johan and Keith Marsh who refurbished all the suspension components as part of the task.

The now almost completely restored Davdon made its public bow at the George Old Car Show – 40 years after it was taken off the road. It certainly attracted a lot of admiring attention and only the leather upholstery has still to be completed. By sheer coincidence, amongst the showgoers, who were full of praise for the car, (No, Sir, it is NOT a glass fibre body!) was John Meeks, a man who had worked at the same company and shared the same office as Loudon while the car was being developed and knew the man well. Johan is to be applauded for bringing back to life another piece of unique South African motoring history – a Triumph of engineering. **C**

# JACK — OF ALL — TRADES





If ever there was an unlikely track racing car it was Volkswagen's multi-people-carrying Kombi. **Stuart Grant** catches up with Mike Henkel, who not only raced a Kombi – but also a few other racing oddities.

**Y**ip, you read correctly, Mike Henkel raced a Kombi on South African circuits. Actually make that two Kombis, one of which was a Transporter bakkie version. His other odd racing rides included a Cortina bakkie and in the early 1990s a 3-cylinder 1000cc Daihatsu Charade. For all of the above, choice of formula was the 'Run what you bring' Castrol Clubmans series during the late 1970s that took place in Kyalami, Zwartkops, Lichtenberg and Goldfields Raceway in Welkom and ran on a staggered start handicap formula to level the playing fields. Entries were massive thanks to this equaliser and racing was for every type of budget. For guys with daily family runabouts it allowed a single car to double as a racer.

And this is exactly what Henkel did with his 2-litre Type 2 Kombi ... well, kind of. He purchased it in 1975, took in a few track sessions at Kyalami with the air-cooled 2-litre before stumbling across Lucas van Wyk hustling a V6-powered T3 Kombi around the track in 1976. Inspired by the extra oomph he sent his VW in to Daan Jacobs Conversions for the same treatment. Jacobs had spotted a gap in the market for a more powerful road-going Kombi to pull the Jurgens and other apparel but unlike most VW/Ford conversions at the time he kept the VW bell housing and mated it to the Ford clutch and flywheel assembly. Other modifications done to the T2 were fitting a slightly lumpier camshaft, tubular GT manifold, 2-into-1 side exit exhaust pipe and Bilstein shocks at each corner. Unlikely as it sounds, racing proved a brilliant test facility and marketing tool

showing how powerful, reliable and robust the conversion was.

Although new to Kombi racing Mike was no novice to the track, having first lapped Kyalami as a teenager in a pay-per-lap rental Formula Vee before racing a Renault R10 in Star Modifieds, then a 2.5-litre Cortina bakkie (fitted with 3-litre of course) and against many purists' pleas, a Series II Sunbeam Alpine in Clubmans. Together with van Wyk, he became a 'works' Daan Jacobs Conversions driver in Clubmans and the pair thrilled the crowds with one of the best formula seen in years. It was a happy time with close racing. Daan brought a Jurgens Autovilla and fitted his Ford conversion as a support vehicle while his wife fed the drivers and mechanics. As the T2 remained Mike's daily drive chances were that neighbours wouldn't find the

Kombi firing up each morning to head to work entertaining, so a SuperTrap was fitted after races – supposedly quieting the note and, if sales ramble is to be believed, giving some performance gain thanks to back pressure. Kombi competition wasn't Mike's only motorsport at the time and on occasion pitgoers would see him unload his RD350 production bike from the Kombi, putting on leathers, doing a heat, then climbing into the Kombi to race a 4-wheeled event. The T2 also went to Syringa Spa as his XL250 offroad bike transporter or to Footup Trials around the region and Flat track events at Wembley Stadium (where the rules meant removing brakes from his Honda).

Tarlton was another stomping





Unfortunately by the mid-1980s team interest started to dwindle with the feeling that new rules did not favour the Kombis and did very little as a marketing tool



ground for the Henkel Kombi, and on one occasion while leaving the Willows Drive-In he out-dragged the cops in their Ford XR6 thanks to the Kombi having lower gear ratios.

The risks of running your daily as a race car were brought home in its third race, the Goldfields 2 Hour, when Mike rolled the T2 in Knocks Knee when a tyre burst. Marshals righted the van and the crew changed a wheel but were forced to withdraw owing to a broken engine mounting. Another body was taken from a scrapyard and the mechanicals swapped over to live to race another day. After a handful of races the Kombi received a custom paint job and Mercedes-Benz MBI alloys were fitted as the race wheels.

Van Wyk suffered a heavy prang in his T3 bakkie at Kyalami's fabled Jukskei Corner, hitting the retainer wall front-on and badly damaging the nose. Daan Jordaan Conversions built him a new vehicle while Mike took the wheel of van Wyk's crashed one, repaired by grafting on a Microbus front. Despite the more modern suspension Mike still spun up the inside wheel through Barbeque, an issue the van Wyk projectile circumnavigated by importing a limited slip diff. Van Wyk also benefited from a 5-speed box and three IDA carbs as fitted to the Ford XR6 Interceptor.

Unfortunately by the mid-1980s team interest started to dwindle with the feeling that new rules did not favour the Kombis and did very little as a marketing tool. Mike did more and more of the work



on the machines himself and one night, accompanied by his mother and a single spotlight behind the Kyalami pits he sat in the dirt fitting the road wheels back onto the Kombi and decided it was enough and closed that chapter.

Having done his time as an instrument maker at Pelindaba, Mike developed an affinity and knowledge for all things mechanical. He applied this to his career off track and worked for numerous motorsport enterprises, including being heavily involved at Toyota Motorsport through the rally heyday up to the firm's early Dakar involvement. In the early 1990s he decided to head back into the driver's seat, this time with a Daihatsu Charade that he extensively modified with his own thoughts and designs. It proved seriously quick, perhaps too quick for the Clubmans series that had now

evolved to capacity classing with scratch grid. Although only 1000cc, the Charade had to fight with cars up to 1500cc, and it did this gallantly. The ruling body then enforced a minimum weight restriction of 700kg to the class, which was close to the mass the competition was already running. A Charade in standard trim was already 55kg lighter than this mark and with Mike's mods his weighed in closer to 400kg. Adding 300kg and reversing the engineering he'd done made no sense so the Daihatsu was parked. He still owns that and his Cortina bakkie.

Having retired from motorsport preparation he now works as a driving instructor but the temptation to pull out the Charade or Cortina, prepare them and race remains. Or maybe he should find a Kombi and do it all again. We say yes on that one for what it is worth. **C**



# DO THE NUMBERS





A 27-litre Rolls Royce ‘Spitfire’ engine + one donor Jaguar = 150mph. Aero-engined land speed record cars were all the rage pre-war and an immense source of national pride. 75 years on one Capetonian petrolhead is building his dream interpretation of one in his spare time. **Graeme Hurst** meets the man who’s set on doing 150mph for six hours...

Images by Nigel Curling and Graeme Hurst

**M**eccano, a self-built 44ft yacht, an annual Battle of Trafalgar party... oh, and a 27-litre V12-engined special taking shape in his garage ... you could say Cape Town attorney Rusty Crowhurst is a tad eccentric but in truth the majority of his interests appeal to most of us. “I am a frustrated engineer at heart and it all started with a Meccano set when I was 12!” explains the man who’s now in his 70s and is well known in the local Crankhandle Club for his tireless craftsmanship in creating an aero-engined special over the last eight years. Or rather monster when you look at the metrics: a 650bhp, 1550lb ft, 27-litre V12 Rolls Royce-designed engine in an aluminium-bodied open roadster that’s geared for 220mph.

Yes, you read all those numbers correctly. And Rusty’s not fazed by the obvious dangers of it. But then he isn’t fazed by much to be honest, having built a 44ft ferro cement yacht from scratch 45 years ago and a Jaguar-engined special (which he’s had sideways around Killarney) in more recent times. He’s also worked on a string of classic cars, built pieces of furniture and blasted his modern Jaguar saloon across Hakskeenpan as part of the Kalahari Speed Week.

His plans for an ‘aero-engined’ special came about after a visit to England when he met well-known special racer and builder, Robin Beech, who took Rusty for a drive in his famous Handlye special which boasts an engine made from Meteor parts. “Just hearing the noise was incredible. There’s

just nothing like the sound of that engine,” explains Rusty.

After that a search for a Meteor engine was on. If you’ve not heard the name Meteor yet then, in a nutshell, it’s basically the road-going (or off-road) version of the Supermarine Spitfire’s magnificent Rolls Royce engine that was built for use in an armoured tank. That means it doesn’t have a supercharger, and the materials used to make the engine (grade of crankshaft, etc) differ slightly from those used in the engines that beat the Luftwaffe in the Battle of Britain, but a Meteor does share the Merlin’s impressive mechanical wizardry: four-valves per cylinder, a single-gear overhead cam per bank, twin-magneto ignition and a dry sump. It’s all alloy too. Not bad for an engine first penned in the early 1930s.

So how did he get his hands on one over here? “Rolls Royce Heritage’s records indicate 100 came as an order for Centurion tanks in 1952,” explains Rusty who bought his from classic car restoration specialist Jolyon Simpson in Johannesburg. “He initially wanted R150k but I got him down to half that after a year of negotiating!”

That was back in 2007 and once the engine was ensconced in the garage of his Marina da Gama home, Rusty’s thoughts turned to a car to contain it. “I was going to put it on a stand as a ground runner for shows and so on but then

I thought, “What the hell, I know how to build a car!”” A scaled-down 2D drawing of his ideal aero-engined car was soon hanging on his garage wall for inspiration, while his coffee table sported a bulging photo album dedicated to the subject following hours of research, which wasn’t limited to specials. Show Rusty a photo of a famous landspeed record car and he’ll quote the specifications off pat, from Malcolm Campbell’s Bluebirds (one of which he drove here on Verneuk Pan) to the spectacular ice-cooled Golden Arrow, which snatched the record at 231.45mph back in 1929 at Daytona, and the 450hp Liberty-engined ‘Babs’ that fatally crashed at Pendine Sands two years before. He’s also hugely knowledgeable on the famous Napier-Railton special at Brooklands, which is largely the inspiration for the styling of his special. “I studied 13 specials including Thunderbolt that was built by Bentley racer Graham Moss and the one owned by Jay Leno,” he adds.

The actual dimensions and scale of Rusty’s Meteor prodigy were dictated but what needed to go where? “I laid out the

Or rather monster when you look at the metrics: a 650bhp, 1550lb ft, 27-litre V12 Rolls Royce-designed engine in an aluminium-bodied open roadster that’s geared for 220mph



engine and pieces for the drive train and then started measuring.” The width was dictated by the suspension, which Rusty decided from the outset would be all Jaguar. “I’d built a Jaguar special and knew the parts were up to the job.” He did have to factor in the need for a drive shaft (and step-up gearbox – more on that later) before the gearbox as the design of the Meteor’s casing doesn’t allow for the gearbox to be bolted directly to it. Construction-wise he used a combination of 100 x 50mm and 50 x 50mm steel box tubing for the chassis and body frame, all welded together. You might expect it to be MIG welded but it has regular old-fashioned welds by the same welding machine he used to weld up the frame for his 44ft yacht in the early ’70s!

As for the suspension and drive train that was bolted in... well at least one Jaguar XJ12 lost its life in the process for all the various bits plus a gearbox and the power steering componentry – one aspect where Rusty’s car will differ from pre-war aero-engined cars. Why the super rare V12 version of the more popular XJ6 you may ask? “The XJ12 has a 2.88:1 diff ratio – the longest of all Jaguars – and it is limited slip, which is essential to stop one wheel spinning. It’s also the XJ with the heaviest engine so the springs are stiffer up front,” explains Rusty.

The Meteor unit is a 4B model (with a higher 7:1 compression ratio) that was made by Rover. “Rolls Royce and Ford made Merlins but Rover made Meteors although Jaguar did assemble around 150 before they decided cars were more profitable.” It’s in remarkably good condition for something

over 60 years old and two cylinders have a blob of grease in them (he used a scope to check out the bores via the plug holes) so it’s likely it was a spare unit. “I had the downdraft carbs rebuilt by a guy in Fish Hoek and he said he couldn’t find any wear in them at all,” he adds.

Predictably, turning an engine and a chassis into a car has involved an enormous amount of ongoing engineering and fabrication over the years to locate all the components and customise bracketry for stuff. Fuel lines, brake master cylinder, pedals, alternator, steering pump, the Kigas fuel pump (to prime the cylinders) and umpteen other crucial ancillaries all needed to find a home. “Getting everything in was quite a challenge particularly between the engine and the firewall – there’s a lot of pipe work and at times I didn’t know how I was going to get it all in.” And that’s before locating the 50-litre radiator (an off-the-shelf item from a Mercedes truck!) and four oil coolers. “It runs one for the engine, two for the gearbox and a fourth at the back for the differential,” explains Rusty. The latter needs a dedicated electric pump while the engine cooler is plumbed into a specially fabricated 10-gallon oil tank located on the left side of the chassis.

Then there’s the body which Rusty has hammered out of aluminium piece by piece on a bag of sand before using well known

**The XJ12 has a 2.88:1 diff ratio – the longest of all Jaguars – and it is limited slip, which is essential to stop one wheel spinning. It’s also the XJ with the heaviest engine so the springs are stiffer up front**

classic car enthusiast Dickon Daggit’s English Wheel to finalise the shape. All the while Rusty was also designing the interior and dashboard, which has been through at least two iterations to get the right central driving position, to control his beast. No surprise then to hear that the project’s gobbled up every weekend for the last eight years. “On average I’ve spent at least 10 hours of every weekend on it,” explains Rusty.

Now nearing completion the Meteor special measures over five metres in length and dwarfs the garage, which – rather entertainingly – is decked out as a pub and banquet area for the annual Battle of Britain and Battle of Trafalgar parties Rusty hosts in between wielding his welding torch and spanners.

And the car’s heft? Well he’s weighed each part during the build up and is confident his special will come in at just under two tonnes, although around 10% of that is thanks to the massive transfer box he’s had designed and built to gear up the



drive to the rear wheels. "Maximum engine rpm is around 2550 which is too low for the back end, plus the torque would wreck the gearbox. As it is I've had to fit a Hole Shot high-stall torque converter, which slips until 1800rpm is reached." With the standard Jaguar item the monstrous torque – which is twice what a Bugatti Veyron pumps out – would make the car impossible to hold on the brakes, even at idle.

The transfer box steps up the drive at a 1:2.77 ratio. At max rpm that means the input shaft on the XJ12's (hopefully) strong GMTH400 gearbox will be spinning over at a heady 7000rpm while – on paper at least – the back wheels could conceivably propel the car to that lofty 220mph figure.

The step-up box is a feat of engineering in itself with a gargantuan set of specially machined gears that quite honestly look more like they're out of the Titanic's engine room than off a car. They're housed in a custom casing cut from two slices of enormous thick wall (2cm) steel tubing (wide enough for a town sewer). "It was designed by Willie Rabe, an engineering student who's since written about it, and was built up by Keith van der Poll of Southern Gears," says Rusty. "At R60 000 it was the single most expensive item after the engine and even then Keith reckons he lost money on the work!" Understandably, with those geared speeds, the wheels for the car aren't off the shelf. "I bought the rims from Motor Wheel Services in the UK and had the centres machined locally from 1cm-thick aluminium. Including the 21-inch Blockley tyres, each wheel came in

at R20 000!"

Also requiring fabrication was the car's dual exhaust system. Rusty took inspiration from the Napier Railton but his offset silencers are really offset. "Meteors are known for backfiring which would blow any conventional silencer to pieces, so mine have a straight through elbow pipe with some insulation around them," he adds.

The noise at full chat from those two monumental exhausts is likely to be deafening and Rusty plans to share the experience for those brave enough to ride shotgun. "I've made it as a three-seater – one central seat with two passenger seats behind." He's serious: look inside and you'll see seatbelts and two upholstered pouches for cell phones. And the passengers won't be limited to speed runs as Rusty plans to go the whole hog with getting his special road legal. "I've been keeping my local roadworthy tester up to date on the project and made sure the lights and so on comply with the Road Traffic Ordinance." Getting it registered will involve police clearance and Microdotting, which is rather farcical on something so clearly unique!

Timing-wise, Rusty's now on the home straight with the project. Major items on the 'to do' list include fabricating the yoke mounts for that step-up box (to allow a degree of movement relative to the chassis) and creating a bespoke wiring loom. Then

**Meteors are known for backfiring which would blow any conventional silencer to pieces, so mine have a straight through elbow pipe with some insulation around them**

the body needs final fettling before it can be painted and, of course, he needs to test run the engine for which there's likely to be a lot of support – just about every classic enthusiast in the Cape is itching to hear that 27-litre V12 come to life!

Rusty's aiming to debut the car at this year's Knysna Hillclimb in May. That's likely to be a shakedown exercise with the first proper runs at the annual Kalahari Speed Week in September.

And his plans for that record six-hour run at 150mph? Well, he's yet to find a suitable venue (Gerotek is limited to 140mph) but Rusty is confident both he and the car will be able to handle it when the time comes, although it will clearly involve some serious pit routine to feed the colossal engine. "The fuel tank holds 28 gallons (125 litres) but Meteors do about 5mpg on a good day." Just as well the oil price is at rock bottom then! 📍

(Look out for a sequel in a future issue of C&PCA once Rusty has his Meteor special on the road.)

# THINKING AHEAD

A dash in a trio of Rileys has **Stuart Grant** getting a taste for pre-war, pre-select gearbox-driven machinery and he realises there is more to the name than BMC/Leyland badge-engineered saloons of the 1950s and '60s.

**S**afe driving, and even competition driving for that matter, is about anticipation. A 'natural' driver can react to a situation instinctively but an exceptional driver anticipates all the scenarios before they occur, so very rarely needs to act abruptly. This can be applied to dodging a jaywalker, cow crossing a country road or missing the patch of oil dumped by a racer midway through Sunset Corner. Every steering, braking and accelerating input has been well thought of before the occasion. So too is selecting the right gear so you can control the car when the need arises. Enter the pre-select manual gearbox, which not only forces drivers to think ahead but also does some anticipation itself.

Riley's choice of using a pre-select gearbox makes a little more sense when you see that its origins lie in the manufacture of bicycles in the late 1800s. Even more so when you see that the firm bought up Sturmey-Archer, the leading light in using epicyclic or planetary gears mounted inside bicycle hubs.

The life of Riley started in 1896 when William Riley Junior diverted from his usual textile industry and purchased Bonnick Cycle Company of Coventry giving rise to the Riley Cycle Company Limited. William's son Percy, who against his father's belief had a penchant for motorised transportation, left school the same year and secretly started work on building his first motor vehicle in 1898. Initially he played with motorcycle manufacture but by 1899 had developed

a quadricycle. Off the bat Percy showed engineering ingenuity with the likes of mechanically operated valves instead of the more common vacuum system – years later Benz patented a similar system, and much to the disgruntlement of the Germans, were unable to collect royalties from the British vehicle manufacturers as the courts deemed it to be based on Percy's design.

William refused to skim cash and backing from the bicycle firm for his son's aspirations so Percy played his cards cleverly, teaming up with his younger brothers Victor and Allan, borrowing loot from their mother to set up the Riley Engine Company in 1903. Brothers Stanley and Cecil joined the operation a few years later and the outfit supplied engines for Riley and Singer motorcycles.

In 1905 what many regard as the first official Riley left the outfit – a Vee Twin Tourer prototype. By 1907 William came to the party and seeing the car as the way forward stopped motorcycle production at Riley Cycle Company to focus on cars. Bicycle production ceased in 1911 and in 1912 Riley Cycle Company changed its name to Riley Limited with a focus on wire wheel manufacture for automobiles. Here again Percy shone, inventing and patenting the detachable wheel, which they distributed to over 180 vehicle manufacturers. The brothers continued with car thought, launching the 17/30, a complete in-house effort, at the 1913 London Motor Show, but Stanley branched off, starting Nero Engine Company, which designed and built a 4-cylinder car of its



own. Wartime saw Riley Limited making aero engines.

Post-war, Riley restructured its operations. Nero Engine Company was swallowed up becoming the vehicle production company, Percy supplied the engines via his Riley Engine Company and Riley Motor Manufacturing, under Allan, became Midland Motor Bodies, the coachbuilder for Riley Limited. Harry Rush designed the blue diamond badge for the



umbrella company and going by the motto 'As old as the industry, as modern as the hour', Rileys sold well through the 1920s and '30s with cars powered by class-leading 4-, 6- and 8-cylinder power units and sporting saloon, coupé, tourer, sports and limousine body styles. Motorsport played a large role in the development and success at the Ulster TT and Brooklands followed with the highlight being Rileys finishing second, third, fifth, sixth and twelfth in the 1934 Le Mans 24 Hour endurance. Model names Ulster Imp, Brooklands, MPH, Monaco and Alpine nodded cloth caps to this motorsport heritage.

Riley's choice of using a pre-select gearbox makes a little more sense when you see that its origins lie in the manufacture of bicycles in the late 1800s. Even more so when you see that the firm bought up Sturmey-Archer



One would have thought all was rosy at Riley at this point, but not so. Riley was pushing the limits with too many models and not enough cross pollination of parts and the brothers bickering about the direction the company should take. Victor had visions of sticking it to Rolls Royce with a super-luxury V8 saloon while Percy saw the profit in being a supplier of mass-produced engines. Added to the mix was the arrival of Jaguar to Coventry and the car market. Victor set up Autovia to carry out his dreams while Percy took Riley Engine Company and renamed it PR Motors. PR continued making engines initially but when Percy passed away in 1941 the firm, under the management of his wife Norah,

evolved into making transmission parts – which it continues to do today. Autovia lasted only a short while, producing 44 vehicles over a three-year period.

Late in 1938 Lord Nuffield bought the assets of Riley Motors from the Receiver before passing it on to Morris Motors. Victor Riley stayed on managing the operation but when he was removed in 1947 Riley production moved to MG at Abingdon. Riley innovation slowed when Nuffield merged with Austin to become BMC and its cars became re-badged Morris and Austin designs. With mergers the order of the day in the late 1960s Riley fell under the Leyland banner with the last Riley-badged car being in 1969. Today the

Riley name, together with Triumph and Mini, is owned by BMW.

Butterflies crept in as I climbed through the suicide door and got behind the wheel of the maroon 1936 Riley Kestrel Sports Saloon, not because I was stepping into a rare machine, but rather because I had no idea how to operate the pre-select Wilson gearbox. Lessons the night before flew out of the window as I over-thought this technology.

It was difficult not to over-react when Google spat the following instruction on how a Wilson box works:

The Wilson gearbox relied on a number of epicyclic gears, coupled in an ingenious manner that was also Wilson's invention.

With ingenuity and brilliant engine designs, Riley in all formats was a good choice for the sporting pre-war driver. Using a pre-select gearbox backed up the firm's belief in making cutting edge performance cars.

A separate epicyclic was required for each intermediate gear, with a cone clutch for the straight-through top gear and a further epicyclic for reverse. Changing gear with the Wilson box relied on the control of the brake bands that held each epicyclic's annulus in fixed position. The brake band to be selected was controlled by a rotating cam, moved by the gear shift lever. Only one band was engaged for each gear selection. This small lever could not provide enough power to engage and lock the brake band, thus the need for the pedal. The actual movement of the brake bands was controlled by the 'toggle' mechanism, a distinctive feature of the Wilson design. When the pedal was pressed and released, a series of 'busbar' or finger-like levers were pressed upwards by a strong coil spring, against a series of light linkages or 'operating struts'. The position of each linkage was controlled by the gear selection camshaft. If the cam (for each gear) held the linkage in place, rather than allowing it to swing out of the way, the busbar finger would then press, via the operating strut, onto the toggles controlling the brake bands themselves. These toggles provided the additional leverage necessary to hold the brake band in place, under the force of the coil spring, until the pedal was next pressed. A further characteristic of the Wilson design was the use of self-adjusting nuts on each band, to compensate for wear. The action of engaging and disengaging each band was sufficient to advance the ratchet nuts and so adjust for wear by taking up any slack.

I needn't have worried though, as it proved even simpler to operate than a 'traditional' manual – if you follow the golden rule of anticipation. Start the car while holding the brake. Push the steering wheel-mounted lever to '1'. Push the left foot pedal (where a normal clutch is) in. Release hand brake. Release the pedal in

the usual manner and *viola* the Kestrel takes flight. With the car rolling, move gear lever to position '2'. Nothing happens. When you need to swap 'cogs' press and release the left pedal. And just like that the car changes gear. Continue to '3' and '4' as speed increases. Because you are looking ahead and

anticipating the second gear hairpin ahead select '2' on the lever. Nothing happens. Close to the bend apply brakes, dip and release the gear-change pedal and you're in second ready to exit. On exit select '3', knowing that when you need it you simply push with your left leg. Keep in mind though that the pedal operates a band to clamp on the ratios so it is best from a wearing-out perspective not to add too many revs or ride the pedal on pull off.

Thanks to a torquy 1496cc overhead valve 4-pot engine generating around 45 horses, not too many ratio swaps are needed to move the Kestrel around town. In Sprite guise the Kestrel saw twin SU carburetors replacing the single Zenith and was good for 51bhp at 4800rpm. Highway use, although not comparable with modern vehicles, is a reality with the stylish 4-seater able to hold its own safely at a top speed claimed at around 70mph. Suspension is handled by semi-elliptic setup and the mechanical rod operating 13-inch drums handles stopping. Looking out over the long bonnet and polished hood ornament is a thrill, and the way people wave and cheer has you thinking of arriving four-up in style to a red carpet theatre opening, waving to the adoring masses through the expansive sunroof aperture.

Having mastered the pre-select a spin in the 1937 Lynx beckoned. With a drop top roof this version was clearly aimed at the sportier driver. It featured a rev counter and despite using the same 1.5-litre engine it performed a lot better on the open road thanks to a lighter mass. Other than the extra go, sun on your forehead and a fair amount of scuttle shake, it is difficult to separate the Kestrel and Lynx driving characteristics.

Hopping into a Riley TT Sprite, built by owner Roy Jones, is another kettle of fish altogether with only the twin-cam

OHV 4-cylinder engine pre-select gearbox a common denominator. The two-seater cockpit is tight and lightweight aluminium bodywork sparse, giving away its competition pedigree. With 60 horsepower at 5000rpm and the weigh-less programme, a TT is good for 90 miles per hour. Dump the clutch from pull-off and it accelerates briskly to the sound of chirping tyres and a crackling exhaust note.

The 1.5-litre Sprite TT initially shone in the hands of Freddie Dixon in 1935, but many will remember Mike Hawthorn scooping the Ulster Trophy race honours in his TT some 15 years later. Jones took measurements and drawings from Hawthorn's chassis, which still lives in the British National Motor Museum *sans* body. With a chassis made in South Africa and donor parts at hand, he handmade the aluminium body, mudguards and even seats before converting the gear selector mechanism from steering wheel-mounted to a system that sits between driver and passenger. A purposeful thing of beauty, the TT draws onlookers wherever it goes and delights spectators at the likes of the Knysna Hillclimb with its deceptive pace and agile handling.

With ingenuity and brilliant engine designs, Riley in all formats was a good choice for the sporting pre-war driver. Using a pre-select gearbox backed up the firm's belief in making cutting edge performance cars.

Advantages to pre-select boxes from the era include fast single shifting operation, less skill to learn than techniques like double declutching and an ability to handle more power with a lighter mechanism. Their friction components are brakes, rather than clutches. These are simpler to engineer, as the wear components can be arranged to not also be rotating parts and by being on the outer side of the mechanism can be adjusted easier. Come to think of it, the only real downsides are weight and cost to manufacture.

Car makers who weren't shy of spending on top quality components like Maybach, Alvis, Talbot-Lago, Lagonda Rapier and Armstrong Siddeley employed pre-selects as did London buses and the German Tiger I and Tiger II tanks. So too did the famed ERA R4D and brutal Auto Union race cars.

Think of a pre-select as an equivalent to the modern flappy-paddle gearbox. Just don't get into a flap over-thinking how that works either. 



Ewold and Minota van Bergen SSS on the 1969 Total Rally. Image:www.motoprint.co.za.

# TRIPLE JUMP

Hitting South African roads in 1969 with a price tag of R2 237, the Datsun SSS sprung from within the ranks of 1600cc sedans available at the time to immediately become the car of choice for those looking for the type of performance the stylised SSS grille badge promised.



Roelof Fekken SSS during the 1972 PMC Zwartkops 3 Hour. Image [www.motoprint.co.za](http://www.motoprint.co.za) courtesy Roger Swan.



Koos Swanepoel/Clarrie Taylor pit during the 1971 Free State 3 Hour. Image: [www.motoprint.co.za](http://www.motoprint.co.za) courtesy Roger Swan.

Set against the background of a chequered F1 flag, the SSS badge – abbreviated from the more prosaic ‘Super Sports Sedan’ – symbolised an attractively priced, high-performance vehicle that promised 55mph (88km/h) in second gear, 85mph (138km/h) in third gear and the ability to top the magical ‘ton’ (160km/h in today’s terms), revving hard at 6000rpm with twin Stromberg carbs thrumming to deliver legendary performance. Reviewers at the time praised its handling, ‘precise clutch’ and smooth delivery of power through a responsive gearbox and throttle. Output

of 109 brake horsepower (81kw) lifted it far above the average 96bhp (71kw) of its stablemate, the ‘standard’ Datsun 1600.

Its introduction to South Africa was also a victory for the legendary Nissan USA President, Yutaka Katayama, who fought to introduce the Datsun 501 and its engine (as the derivatives were known) into the USA and, as a consequence, into other markets, and also enter the competitive world of rallying. His approach to the American market undoubtedly echoed the marketing approach adopted in South Africa by local Datsun marketing executives. He is remembered as saying:

“What we need to do is improve our cars’ efficiency gradually and creep up slowly before others notice. Then, before Detroit realises it, we will have become an excellent carmaker, and the customers will think so too. If we work hard to sell our own cars, we won’t be bothered by whatever the other manufacturers do. If all we do is worry about other cars in the race, we will definitely lose.”

For purists, *CAR* magazine regarded the mechanics of the SSS as excellent, stating, “As an engineering exercise, the SSS is, in many respects, brilliant” when it was road-tested in November 1969.



Rob Thomas's SSS proudly showing its 1600 capacity at Kyalami. Image: [www.motoprint.co.za](http://www.motoprint.co.za).

It was a short move from South African tar to dirt, and the SSS soon became a legend in its guise as a rally car. It stormed down country roads, across tracks in fields and sugarcane plantations alike, with rooster plumes of red dust billowing behind it, obscuring the view of lesser vehicles. Its appearance on the rally circuit shortly after its release on the SA market saw it attaining legendary status as a hardy rally car, a status confirmed by a win in the

tough, 3 500km East African Safari Rally in 1970.

Part of the success of the vehicle – indeed the entire Datsun range – could be explained by the fairly limited availability of competitive cars in South Africa in the 1960s and '70s. The appeal of the Datsun SSS also lay in its difference; younger drivers sought it out for the value it represented and because it epitomised their desire to make a statement about their outlook on life. On the opposite side of the coin, the family man with a budget, but an equally strong wish to be different from his colleagues, saw having a SSS in the company carpark as a statement of independence and individuality.

It was this desire to

be different on which Datsun capitalised in South Africa during the late '60s, introducing options and trim packages that allowed buyers to individualise their vehicles by adding styling touches that made each vehicle unique.

Forty-six years later, the SSS still has a faithful following. A surprising number have survived the decades and are available on sale to fans looking to rekindle the 'good old days' with examples of the SSS that are still in everyday service.

It appeared as though the Datsun name was to be consigned to the history books when it was replaced globally by the Nissan identity between 1984 and '86. However, the legendary name and its enduring promise – that it offers motorists the opportunity to drive quality, affordable vehicles – won through. It was announced in 2012 that the Datsun name would re-emerge worldwide.

True to its initial positioning, the new

**Forty-six years later, the SSS still has a faithful following. A surprising number have survived the decades and are available on sale to fans looking to rekindle the 'good old days'**



In a testament to quality many SSS still roam the SA roads today.

21st century Datsun offering would be an 'enabler' – a vehicle designed to help people realise their dreams of owning a car. The markets identified as launching points were Indonesia, India, Russia and South Africa.

As with the Datsun range of the '60s and '70s, the market was defined as younger people looking for a car that embodied their desire for a carefree, individually-orientated lifestyle. True to its origins, the new car, the Datsun GO, would be offered at an attractive price with owners able to buy and fit optional internal extras and external styling cues such as wider rims, stripes and other finishes – in short, anything that suited the personality of the owner.

The announcement that the Datsun GO would arrive in South Africa was made in 2013, and the vehicle reached local markets in 2014. Supporting the reborn brand have been strategically located

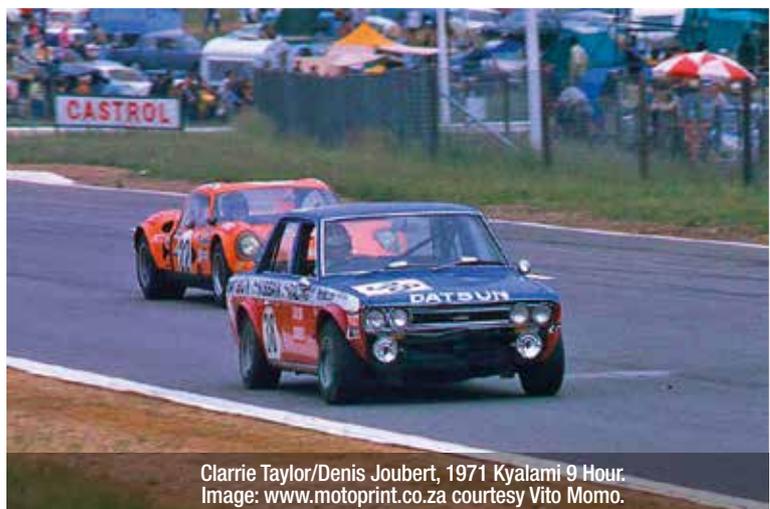
dealerships that exclusively promote the sole Datsun offering on the South African market.

So, times have changed. Technology has evolved and the days of uncrowded roads and affordable fuel are gone forever. Datsun, like all manufacturers, has moved on and adapted to the demands of a world that is fundamentally different from the motoring heydays of the '60s and '70s.

For Datsun, however, the 21st century hasn't changed in a few important respects. People still want quality vehicles

at affordable prices. They want cars that reflect their personalities. These unchanging values are still the basis of the Datsun ethos and will underline not just the Datsun GO, but all future models on offer in South Africa.

These values are something to celebrate; something that Datsun wishes to share with readers of *Classic & Performance Car Africa*, people who, because of their abiding interest in cars and their histories, appreciate the significance of a car that values individuality. **C**



Clarrie Taylor/Denis Joubert, 1971 Kyalami 9 Hour. Image: www.motoprint.co.za courtesy Vito Momo.



### TUNE & GO

To celebrate the return of Datsun to South Africa and the appeal of the brand to true motoring individuals, Datsun and *Classic & Performance Car Africa* are together offering a lucky reader the chance of a lifetime. Not only will a reader **win a Datsun GO**, but also the opportunity to **modify it** and make it their own – a car that reflects the winner's individual outlook and vehicle needs. To find out more and enter, please visit [www.datsunsss.co.za](http://www.datsunsss.co.za) by 12 April.

The story of the car and its transformation to the winner's specification will be featured alongside some other Datsun nostalgia in future issues of this magazine.

# EXPERIENCE NEEDED



Images by Girolamo Photography.

*Tifosi* – the title given to the fans of Ferrari and a concept **Stuart Grant** has never really understood. Until January 2015 that is. All it took was some track time in a pair of Pablo Clark Racing F360 Challenge cars. It was an experience never to be forgotten and one that anyone with a pulse should experience.

Johannesburg-based Pablo Clark Racing was born out of passion. Passion for racing and passion for Ferrari. Not only will the experienced outfit sell and service your prancing horse but they also offer various racetrack packages to get the best of the Italian icon. With Jaki and Ian Scheckter on board, clients can hire a passenger seat ride, get instruction

while driving, and top of the pile, take part in an arrive-and-drive offering where they race a PCR car against similar machinery.

Arrive-and-drive is a foreign concept to many of us, but one that is easily adapted to. I pulled in to the PCR pit for Friday practice, my car was off-loaded by the team, tyres checked, fuel filled and the required stickers put on. Jaki then sat me in the car, checked the safety-belt fitment,

adjusted my mirrors and ran me through car controls.

Having never sat in a Ferrari I was slightly worried that the modern machine would confuse with gadgetry and buttons that I knew nothing about. But I needn't have lost sleep the night before as the 360 proved to be an example of 'form follows function'. Belted in you flick the ignition switch on, hold the brake pedal and push



a starter button. That single push of a button converted me to a fan as the 3.6-litre V8 burst to life. Sure it isn't an iconic Ferrari V12, but the sound sent shivers down the spine. Warming up with high idling revs I acclimatised to the digital dash display – I did feel a little like an F1 driver right then.

With the vitals up to temp the mechanics indicated it was time to do a few exploratory laps around Zwartkops. Time to select first gear. No chrome H-pattern here. Gears are controlled by paddles on the left and right side

Arrive-and-drive is a foreign concept to many of us, but one that is easily adapted to. I pulled in to the PCR pit for Friday practice, my car was off-loaded by the team, tyres checked, fuel filled and the required stickers put on



of the steering wheel. Pull the right paddle and a '1' appears on the dash. Release the brake and gently apply some petrol. The car lurches forward, ready to pounce. Eventually I manage to find the sweet spot so I can smoothly drive down to the

The lights went out and in one glorious symphony the Ferrari clan barrelled into turn 1. I held the inside but by turn 2 the car from second place showed me I was still not doing the brakes correctly and slipped through

track entrance.

Thankfully a motor refresh meant that I had to limit the revs for a few sessions so I could ease my way into the Ferrari, and re-tune my brain to paddle-shifting, without having to go for lap records. Even at these sedate speeds the grin behind my helmet was evident; occasionally I heard the word "Damn!" come from my own mouth as I tapped a paddle and gears changed instantly and the stallion kept pulling. And this, with only half the available revs in use.

Come Saturday morning qualifying and I was able to use the full range on the

tacho. I thought the sound and meaningful gear change was impressive on Friday but with the Ferrari at full chat on Saturday I was blown away – "Damn" was replaced with words not fit for print, a permanent smile filled my helmet and I could feel the emotion running through my body.

Feeling every bit the racer I was brought back to earth quickly when the lap times came out and I was bringing up the rear of the Ferrari bunch some 5 seconds off the pace. Advice and experience was needed. Jaki picked this up and came to offer some tips. In true Italian style hand gestures flowed as he showed how to smoothen up the steering inputs and throttle delivery. Slamming his right fist into his left hand he focused on the braking technique. These cars are fitted with ABS and it takes a bit of a mindset change to get the most out



of them. You have to hit the clamps harder than you've ever hit a pedal then, as the ABS shudder starts, you release the pedal and, if in the correct spot on the track, turn in. Failing to release on time tends to push the front out.

Heat 1, a standalone Ferrari demo race, saw the grid reversed so I started at the front of the pack. I had to master the art of braking straight away if I stood any chance of holding off the pack. The lights went out and in one glorious symphony the Ferrari clan barrelled into turn 1. I held the inside but by turn 2 the car from second place showed me I was still not doing the brakes correctly and slipped through. This proved to be a good thing as it gave me a rabbit to chase and a guide as to when to jump on the anchors. I got better and we enjoyed a brilliant scrap. Jaki and the really quick

guys got through but the improvement in my time by 3 seconds and the rush as I was surrounded by Italy's finest exports had me buzzing.

Back in the pit mechanics used hand signals to help me reverse the 360 just like proper racers do. Technicians came over for a debrief and asked if I'd like any changes. Blown away by the acceleration, braking, grip and feel I was at a loss for words on how to improve it. Added to Jaki's setup knowledge, Pablo Clark has a strong connection with renowned European team Kessel Racing, so chances of my doing anything to improve the formula were nil.

For race two, which saw the Ferrari field mix it with the Extreme Supercars, I swapped into another 360. Jumping between the two, and immediately feeling at home, showed why these Challenge

cars are ideal arrive-and-drive customer race cars. Starting toward the rear meant climbing through a packed grid of hotted saloons. Again the Ferrari showed the fastest way around a race track is around the corners as it out-braked and out-cornered some visibly more powerful projectiles. I managed to find another second so the lap time at the end of the day was not that embarrassing.

Ferrari's years of building track-orientated machinery coupled with Pablo Clark Racing's meticulous preparation and knowledgeable crew made this a mind-blowing experience. It brought home the idea that no matter how we tune or modify our saloons and sports cars to gobble up the track, there is no substitute for a purpose-built factory racing supercar.

This is a needed experience. 



It looks more or less like a car, but there's a long way to go... our 2002 on the day it finally left Evolution 2 and headed to Norbrake.

# STOP RIGHT THERE...

Gavin Ross, I suspect, is sorry he met me all those years ago when we raced GTI Challenge together – but he's too much of a gentleman to say so. When he said yes so readily to being a Project 2002 partner I don't think he realised what he was getting himself into, but he's stepped up to the plate.

**Words and images by Adrian Burford**

**T**hanks to Gavin Ross, Project 2002 will soon have some brakes... or more to the point, it will soon have some brake hydraulics.

That's the next box ticked off, and it has been a biggie – I mean, the one thing you can't have in a custom car (or any car for that matter) are clamps that you can't rely on.

Norbrake was tasked with a bumper to bumper makeover of the braking system, and the car was delivered to them with complete front brakes as far as calipers and discs go (namely E36 calipers, and a set of Ferodo DS discs) and at the back there was nothing but the discs in place.

The first thing their workshop did was to decide the key issues: where they would position the ABS unit, and boosters, and how they would be mounted. From there it was into the fabrication workshop, with suitable mounting brackets made for both. As we went to press his team was lining up to start assembly, having rebuilt the boosters, re-sleeved the master and slave cylinders and sourced suitable rear calipers. These, it turns out, are Gavin's spare set from his racing Polo.

A complete rebuild of all internals will mean the system is as good as new. The boosters were stripped down, sent away for plating and then reassembled





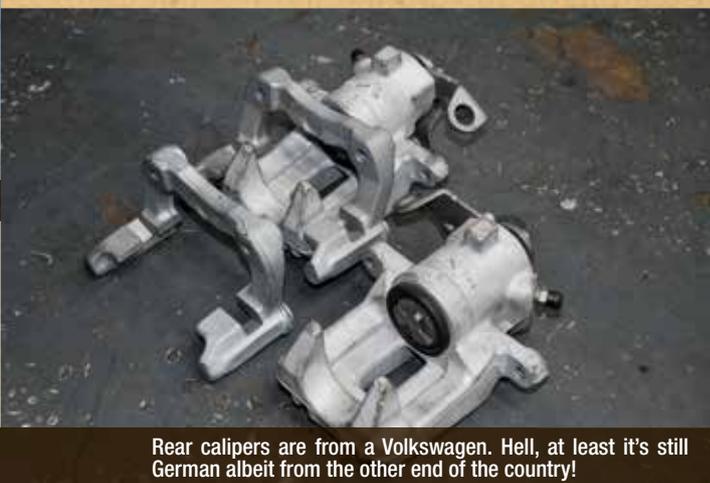
A pair of brake boosters makes any plumbing job on a 2002 a complicated affair.



Patrick the pipe-man considers how he will route the brake lines. He'll only swing into action once the boosters and ABS unit are finalised.



Gavin Ross, Norbrake's head honcho, contemplates where to fit our BMW E46 ABS control unit.



Rear calipers are from a Volkswagen. Hell, at least it's still German albeit from the other end of the country!



The stuff Norbrake specialises in – stopping the big machines.

So once again there's a whole lot of fabrication to be undertaken, and Gavin estimates that there'll be a total of 40 or 50 man-hours in sorting the brake hydraulics so this isn't a quick or cheap job

with new diaphragms and seals, and the valves and springs freshened up. We had originally considered a single booster arrangement for space reasons, but Gavin decided against it, on the basis that it would be difficult to come up with a reliable and practical conversion that wouldn't turn into a customisation nightmare.

But our M44 engine doesn't leave space for the boosters under the bonnet and therefore we will have to install them in the passenger footwell, hopefully as high as possible so that they're virtually out of sight.

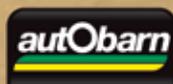
This does at least mean the ABS unit – which is surprisingly heavy – can now go far back and low down in the engine compartment, more or less where we

planned on putting the booster.

Once the boosters and ABS unit are in place, Patrick the pipe man will measure everything up and start cutting, shaping, bending 3/16th pipe, flaring the ends and adding flare nuts and running the line to the four corners, where flexible pipes will take over. My eyes widened somewhat when he said they may have to remove the engine to do this, but it is clear that creating a hydraulic piping network with an engine and ancillaries in place won't be easy. It's also clear that there's a certain amount of artistry here, and while the tools are simple and well-used, this is also about having a feel for the job to get neat radii, and pipes that remain round inside.

At the back we need to hook the calipers into the system and make up cables and suitable mounting brackets, which need to be constructed in such a way that they act as the pick-up points for the rear shock absorbers. This means they need to be mounted as far outboard as possible, with a stud then added at the correct angle to communicate with the eyelet of the shock.

So once again there's a whole lot of fabrication to be undertaken, and Gavin estimates that there'll be a total of 40 or 50 man-hours in sorting the brake hydraulics, so this isn't a quick or cheap job. Like much that has gone before, there'll be a number of items that will fit this car only. It truly is turning out to be one of a kind. **C**





Dirk Waaijberg (Chevron B19) heading Andre Bezuidenhout (1974 Porsche RSR Turbo), Jason Campos (Porsche 911 RSR) and Jonathan du Toit (Chevron B8).

# THE BIG SHOW

Zwartkops images by Neil Phillipson.  
Killarney images by Colin Brown

**W**ith over 350 entries and 24 events on the Zwartkops Raceway's Passion for Speed schedule it was a day to remember. Add in the sunshine, international entries, local hard-chargers, spectator-friendly facilities and top atmosphere and it made sense that the masses flocked in. Action was constant with everything from hulking Lola T70s, Ford GT40s, Porsche 917s, Cobras, Corvettes, Ford Galaxies and Mustangs to more nimble sports racers from Chevron and Lotus thrown into the mix. Saloon cars of the 1960s and '70s thrilled while the historic single ranging showed open-wheeler lineage from the 1950s through to the late 1970s going at it hammer and tongs. If this wasn't enough of a fix, the circus headed for Cape Town's Killarney a week later. 📍



Mike Maurice (Porche 917).



Wayne Harley (LDS- Climax/RepcO F1).



Willie Hepburn (Chevrolet Camaro).



Jonathan du Toit (Chevron B8).



Lars Bondesson (Lotus Elan S2).



Chris O'Neill (Jaguar E-Type).



Rui Campos (Lola T70 Spider).



Brian Rowlings (Ford Mustang).



Dawie Olivier (Mercedes-Benz 450SLC).



Ex-Sam Tingle LDS-Climax/Repco F1.



Jimmy Guthrie (Manx Norton).



Michael Campagne (Chevrolet Corvette Gran Sport).



Sarel Van der Merwe (Ford Galaxie) leads Tommy Brorsson (Lotus Elan).



Ross Lazarus (Ford GT40), Mark du Toit (Lola T70) and Peter Lindenberg (Daytona Cobra).



Roger Lewis (Hedgehog MG) hunted by Clive Winterstein (Elva Porsche).



Ex-Ian Scheckter March 78B-Ford BDA Formula Atlantic, March 79B Formula Atlantic and the ex-Team Gunston Chevron B25-Ford.

# AN IMPRESSIVE TRACK RECORD

Roger McCleery catches up with a man who gave his life to put South African and Western Province motor racing on the map – Denis Joubert.



After completing his Bachelor of Architecture degree at UCT, Denis took to the track in 1959 with a locally built GSM Dart, which he secured thanks to his close association with Bob van Niekerk and Willie Meissner

Not only did Joubert run the Killarney circuit at a profit for years but he was a hugely successful racer, and fathered multiple South African racer, Deon, who has a cupboard full of South African championship trophies in karting, Formula Ford and saloon car racing of all types. With credentials like these, Deon is also *Car* magazine's chief performance car tester.

After completing his Bachelor of Architecture degree at UCT, Denis took to the track in 1959 with a locally built GSM Dart, which he secured thanks to his close association with Bob van Niekerk and Willie Meissner. As 'works' GSM driver he raced the first Dart with a Wilment sv/ohv conversion Prefect motor, a Dart Cortina GT 1.5 (before the Cortina saloon car was

launched in South Africa) and then a 1640 Cross-Flow head and finally the quickest of all, a bored-out 1800cc Ford with special pistons Meissner had made overseas. This made the car ultra quick by the standards of those days and could hold its own in any company, resulting in Denis winning the Western Province Championships in this latter model. When Bonuskor dropped GSM in the '60s Denis splashed out R5 500 and bought a 2-litre, 4-cylinder BMW-powered Chevron B8 raced by Brian Redman in the Kyalami 9 Hour.

Later, after another 9 Hour, he bought a Chevron B16 for R10 000 complete with spare engines, gearboxes and a load of parts. Denis had much success with Chevrons particularly in endurance events with co-drivers Clarrie Taylor and Peter Gough. The big thing about the Chevrons was that they



were strong and reliable, and could take on all comers in a straight fight. Other British racing sports cars would fall apart in a hard race. The B16 is now owned by an American and regularly raced by Brian Redman in classic sports car events.

In the 1970s and '80s Denis owned and raced 3 Formula Fords and numerous saloon cars including BMW, Jaguar, Alfa Romeo, Datsun and Mazda.

Denis, who lived in Somerset West, matriculated at Hottentots Holland High and developed an interest in anything with wheels at an early age. Soap boxes, a Jawa CZ and a Triumph Tiger 100 motorcycle bought off soon-to-be racer, Tim Trembath. In 1959 he acquired an MGTD which saw him joining the Metropolitan Motorcycle and Car Club (MMCC) that owned Killarney. It was not long before he was

appointed Secretary of the Club, which had a vision with Adrian Pheiffer (Chairman) and Peter Small of Robbs Motors, to make Killarney a motorsport complex. As a practising architect, Denis was the ideal person to develop the track.

In collaboration with Edgar Hoal, the designer of the new Killarney (the first corner is called Hoal's Hoek), Denis built a huge model which was presented to the Cape Provincial Council, who agreed to a loan of R40 000 (£20 000 in the early '60s) to build the track, with a further R18 000 (£9 000) from Caltex to build the pits and perimeter fencing.

Independent promoters lost big money promoting the first two Cape Grands Prix. Adrian Pheiffer, Denis and a very enthusiastic team set about getting the club on a sound financial footing with

In collaboration with Edgar Hoal, the designer of the new Killarney (the first corner is called Hoal's Hoek), Denis built a huge model which was presented to the Cape Provincial Council

Every single building, tower, pit, boma, and clubhouse at Killarney, including building garages for use by competitors, was designed by Denis Joubert

highly successful Cape Motor Shows and also packed the crowds into the Goodwood Showgrounds with Stock Car Racing. They used V8 cars bought from the Provincial Administration. Drivers coming down to race at Killarney all appeared at Goodwood, with names like John Love, Doug Serrurier, Bernie Marriner and Jackie Pretorius topping the charts. Eventually the oval racing was taken over by Jack Holloway and the Cape Hell Drivers.

In 1965 there were four motor clubs in Cape Town: the Mets (MMCC), Amateur Automobile Racing Club (AARC), Cape Provincial Motorcycle and Car Club (CPMCC) and the MG Car Club. They ran organised events at Gunners Circle, Sachs Circle, Eerste Rivier, Fisante Kraal and the Camps Bay and Parow Hillclimbs. The Mets and the AARC amalgamated into the Western Province Motor Club (WPMC) with Adrian as chairman, followed by Ted Lanfear and Ronnie Hare. Denis took over the chairmanship in 1970 and coped brilliantly until 2006 when he retired.

Every single building, tower, pit, boma, and clubhouse at Killarney, including building garages for use by competitors, was designed by Denis Joubert, with the control tower unofficially known as 'Joubert Heights'. Until 1990 the WPMC offices used Denis's business premises in Cape Town. Then they hired an office from Terry Scott (Motoring Editor of *The Argus*). PAs who helped him over the years were Kay Behm, Meg van Niekerk (now Houghton) and Jennifer Wilmot. Throughout his tenure of 36 years he enjoyed huge and enthusiastic support from a club membership which had grown from 150 members to 1 500+ over the years.

When he was appointed fulltime manager of Killarney in 1991 he moved the Club offices to the circuit. Things started to change radically with the

emphasis on providing facilities for club members such as a clubhouse that could accommodate more than 300 people, garages and workshops for more than 800 vehicles and of course, club offices, pits and spectator facilities. He was also appointed to the

Western Province and National Motorsport Control Boards – first under Louis Duffet of the RAC and then the AA with Beulah Schoeman (Verolini). He also headed up the National Car Racing Committee. Certainly a committed, busy man.

In the mid-1980s Denis got something going in Cape Town that was going to change the face of South African motorsport. He founded Group N Standard Production Car Racing. He got Castrol and then later Stannic to sponsor the series, who for some reason abdicated when it was at its height. This left WesBank to rule the financial motor industry sector from then on.

This racing grew throughout the country. It featured an inland/coastal and national series that attracted large fields of manufacturers' cars and competitors. The first 3 Hour Group N race in December 1984 was sponsored by Castrol at Killarney and was won by Sarel van der Merwe sharing a VW GTi with Jochen Maas. These races were followed by 3 Hour races in '85, 6 Hours between '86 and '89 which featured strongly on TV, a 7 Hour in '90 and '91 and 9 Hour races from '92 through to 1995.

Besides all this, Denis became Secretary for the Springbok International Race Series with Alex Blignaut, which started with David Piper (and his glorious-sounding Ferrari in the 9 Hour).

When Kyalami was sold Yellow Pages came on board for the Springbok Series. There were three races held in Cape Town, Durban

and East London. The man never stopped, although he had great help from Adrian Pheiffer, Dave van Schoor, Ronnie Hare, Neville Clarke, Charles Byron, Ted Lanfear, all in the club, and press men Brian Grobler, Andrew Marais, Piet Spaarwater and Terry Scott amongst others.

As the oldest circuit in South Africa, Killarney is truly a motorsport hub. Besides the main track which has featured International races for Formula 1, sportscars, saloon cars, trucks and Grand Prix motorcycles, there is a Moto-X track, a drag strip, an oval track and a karting circuit, plus the new pits suitable for motor shows and conferences.

Joubert was also a partner with the brilliant designer/engineer, Owen Ashley, who built the Opel Sprint cars, and Ashley V8s which are as good as you find in the world and are all still running today.

Married to Alda for 50 years, they have two children, Deon and Adele, and five grandchildren. Denis encouraged Deon in his karting, Formula Ford and saloon car racing days on his way to achieve many South African titles.

As busy as ever in his retirement, Denis looks after his eight cars, including Porsches, a Dart, BMW, Audi, Chev, Daimler and his current favourite a 1992 911 Carrera 4. 📍

As the oldest circuit in South Africa, Killarney is truly a motorsport hub. Besides the main track which has featured International races for Formula 1, sportscars, saloon cars, trucks and Grand Prix motorcycles, there is a Moto-X track, a drag strip, an oval track and a karting circuit, plus the new pits suitable for motor shows and conferences



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Two Jaguar Mk 2s, both in good condition



Austin Healey BN 4 100/4 R550 000



Triumph TR6, unrestored original example R250 000



# THE [SHOW] STOPPERS

Sometimes the smaller car shows are more entertaining than the big ones. Such was the case for **Gavin Foster** when he visited the Ashburton Informal Car Show held on Hennie Kritzinger's farm near Pietermaritzburg at the end of February.

**L**et's start with a riddle. What has six pistons, three cylinders, one crankshaft, 12 connecting rods, no spark plugs, camshaft or valves, and makes a helluva racket? If you answered "The Rootes TS3 horizontally-opposed supercharged two-stroke diesel as used in Commer buses and trucks in the '50s and '60s" you'd have been right. Chris Tilbury, who was holding watch over this – and running it occasionally – told us how his friend, Malcolm Anderson, traded it from a motor museum in Zimbabwe. "When we got it, it

was in running order, basically wired to a pallet with the petrol tank nailed to a piece of wood. I'm a mechanic but I'd never seen one before, not even in a museum."

The TS3 supercharged 3.3-litre horizontally opposed two-stroke diesel engine is very unusual in that it has no cylinder heads. When its six pistons – two per cylinder, travelling in opposite directions – approach top-dead-centre the space between them serves as the combustion chamber and the normal diesel combustion process takes place. The engine uses a Roots supercharger – no relation to

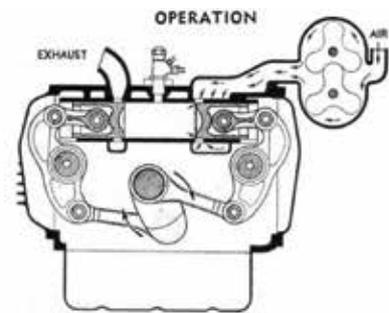
the Rootes group who made the engine – and puts out somewhere around 105bhp.

As you can imagine, the TS3 has a tortuously complicated crankshaft arrangement with

two connecting rods linked with a rocker arm per piston. The engine was originally developed by Junkers Juno for the Luftwaffe's long range bombers in Germany's first venture involving diesel aircraft, but by the end of the war in 1945 technology had overtaken it in the form of the jet engine. Napier in the UK had bought the rights to manufacture the engine under licence before the war, and these ended up in the Rootes stable in the '50s.

I found a lot of information on the Internet, where the eccentric engines are affectionately remembered by those who drove or worked on the Commers. Early models sometimes backfired on startup, and would then on occasion run backwards, which could be a bit of a shock for the driver when he let out the clutch, and when carboned up the engines tended to explosively de-coke themselves before carrying on perfectly well. "I drove one

**The TS3 supercharged 3.3 litre horizontally opposed two-stroke diesel engine is very unusual in that it has no cylinder heads**



Exhaust ports closed and cylinder being filled with filtered air. When the inlet ports close compression commences.

many years ago,” says Grumpy Old Man on TrucknetUK.com. “I was only a lad and coming over Brecon Beacons one dark night it decided to de-coke itself. It bloody terrified me. I shut it off and walked a ‘safe’ distance from it – I thought it was going to explode. Told old Fred when I got back and he said ‘Ya daft bugger! You should have revved the ball cocks off it and given it a good clean-out.’”

The engines were finally phased out in the 1960s and are rather rare these days. They were affectionately known as the ‘Knocker’ engines because they were devastatingly noisy.

The second interesting engine was a running 16-litre nine-cylinder Continental radial engine from a WW1 Sherman tank. These were renowned for guzzling 450 litres of petrol and 20 litres of oil per hour. Malcolm Anderson also owns this, but there’s at least one other in Durban that gets

fired up now and again.

Parked on the far side of the field, away from the crowds, my attention was drawn to an unusual 1976 Chevrolet pickup belonging to Patrick Johnson. “It used to be a 4.1-litre straight six but the previous owner stuck in a Chev 350 V8,” says Patrick. There’s nothing too unusual about that, but Patrick’s converted it to run on wood gas – he says he gets about two kilometres on a kilo of wood, and as he runs a sawmill that accumulates about four tons of offcuts per day that’s not a bad deal. The technology dates back more than a hundred years and during WWII when fuel was in short supply in Europe hundreds of thousands of cars ran on wood gas. On the back of

Patrick’s Chev is a bulky contraption called a wood stratified downdraft gasifier to convert the gases emitted when wood burns into wood gas which, after cooling and filtering, can fuel an internal combustion engine. Patrick and his father, Rick, have another wood gasifier fuelling a Chev 4.1-litre engine to run a generator that powers the entire sawmill. 

**Patrick’s converted it to run on wood gas – he says he gets about two kilometres on a kilo of wood, and as he runs a sawmill that accumulates about four tons of offcuts per day that’s not a bad deal**



# THE CULT OF CAMPING

Words and Images Reuben van Niekerk



**F**or many, the stereotypical VW Kombi driver was more often than not the definition of a world peace, free-loving, long-haired, joint-smoking hippie. And although there is still an element of this in the classic Volkswagen Kombi community, the lifestyle is really about enjoying these unique vehicles in a relaxed campsite setting, due to the fact that these unique vehicles fulfil this role so well.

One of the biggest annual gatherings is the Kaapse Kombi Kult Campout Weekend that takes place at Vaalplaasie, on the banks of the Vaal River, with the 9<sup>th</sup> event held recently.

Although there is a car show component to the weekend on the Saturday, the event is more about people getting out and camping in, around or on top of their beloved buses. The VW Kombi was a favourite for camping conversions back in the day and Westfalia, Dormobile and

Autovilla derivatives were put to good use around the campsite once again.

The weekend also saw the debut of Leon Potgieter's recently restored 1959 Deluxe 23 Window Samba. This is a very rare model in South Africa and he has restored this example to its former glory, and now would be able to fetch top dollar should he ever decide to part with it.

Vaalplaasie is the fruition of Christian and Gisela Figenschou's dream to have a home for their collection of VW buses. Their museum is decorated with Kombi memorabilia and pictures, many of which were collected when Christian drove a zebra-striped split screen Kombi all the way to Germany a few years back. They have recently opened up a pizza restaurant on the farm and this was welcomed

by the beer-drinking campers on the go.

Evenings were a party affair with VW fun such as betting on how long an old engine would run at full revs with no oil in it, and the traditional after dark VW engine case burn. An air-cooled VW engine casing contains magnesium which burns with an extremely bright glow, illuminating the campsite, while William Blackrose entertained campers until the wee hours of the morning. **Q**

Although there is a car show component to the weekend on the Saturday, the event is more about people getting out and camping in, around or on top of their beloved buses

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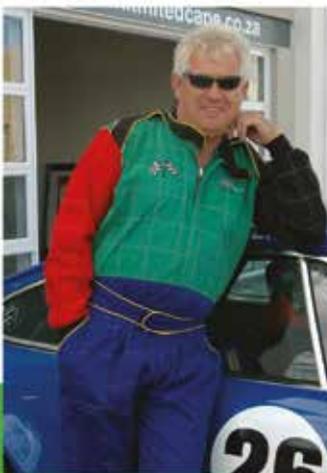


1966 Rolls Royce Silver Cloud III Drophead Coupe 'Chinese Eye', midnight blue with Grey leather interior, restored in England, the last example built, lots of history, call for more info. **POA**

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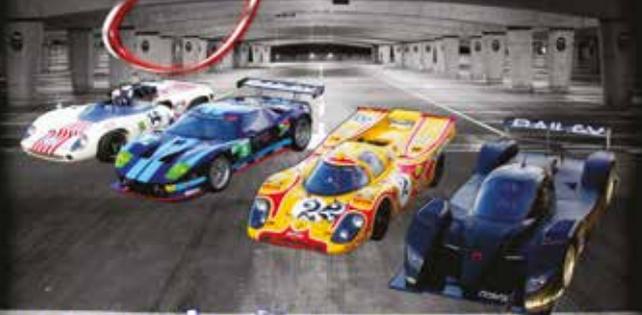
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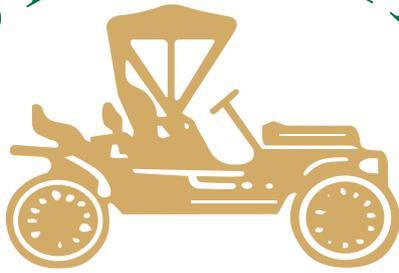


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## HEALEY UPS & DOWNS

The article on the Austin Healey 100-6 (Colonial Classic, in the December/January issue), has brought back to me some very pleasant memories (as well as some disappointments) of one that I owned and raced between 1958 and 1960.

My love for real sports cars started at 18 years of age and today, 62 years later, nothing has changed. In the early '50s I started with an MG TC which I modified to stage 4 tuning. I competed in many club events culminating in a good result at the Lourenço Marques Rally – gravel roads in a TC sounds crazy (we were young!) – nevertheless, a great car.

In 1955 I purchased a new Triumph TR2 and won my first race at the old Grand Central circuit against other Triumphs, Healeys, MGs, etc. – great value for money.

Come 1957, I purchased a new AH100-6, something I really wanted, and it took many hours of hard work to earn the money to obtain this car. What a disappointment! 6-cylinders, 2.6-litres, beautiful car but poor performance, terrible roadholding, poor brakes, bad driving position and nothing short of cooking in the cockpit. My TR was definitely quicker around Grand Central.

I had two options: get rid of it or do something to rectify matters. I chose the second option and the following was done:

- Replaced front shocks with telescopics
- Doubled radiator volume
- Reset driving position
- Fitted DKW louvers to bonnet to improve hot air exhaust from engine bay – this was done by an Italian ex-POW with results better than any factory job
- Imported and fitted 6-port alloy cylinder head with larger valves
- Fitted Iskanderian camshaft with lightweight pushrods imported from the USA
- Fitted larger SU carbs
- Fitted competition clutch

- Designed, cast and shrunk on finned aluminium rings to the front and rear drums for improved cooling and braking – similar to the then Alfa Romeo drums.

All this was done to prepare for the Lourenço Marques event in July 1958. The work was completed 3 days before the event and I was still unsure what the outcome would be. That evening at around 21h00 I took the car out for a test drive and noticed an incredible improvement. Roadholding and brakes were much better, as was the engine cooling, and it left thick black tyre marks on the road in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> gears, and the neighbours weren't very happy.

The final test was between Nelspruit and Komatipoort. The speedo went right off the clock with the improved cooling, braking and roadholding.

I was entered in the GT category against some great machinery: V8 Healeys, Jaguars, Porsches, etc. from South Africa and Europe. In short, I ran away from all, and after 30 laps of the circuit Da Cidade, finished one lap ahead of a modified 100M Healey. Due to the good result I was invited to participate in the racing car event in the afternoon. I had some doubts but after being told that I would be paid for laps completed, I accepted the invitation. The result was second overall against some top machinery, and some much needed money.

In 1959 I again entered the GT event, finishing second overall after leading for most of the race, but losing a position thanks to a faulty fuel pump during the last three laps.

In 1960 some good results were achieved in the shorter events at Grand Central culminating in a 1<sup>st</sup> overall at the LM Hillclimb, beating a Maserati and Porsche in the process.

Without sponsorship it became impossible to progress further and I decided to quit, despite being offered assistance from racing academies in the UK and Italy.

I drove a sponsored Alfa Romeo in the Grand Central 9 Hour, which went okay. I then took part in national rallies with a sponsored VW.

Today, at 80 years of age, I am fortunate to enjoy good health and still love speeding in my BMW 318IS. From 1995 to 2013 I participated in classic rallies in a modified Fiat 125S, winning a number of special stages, but I still dream of owning a real sports car like a Triumph, MG, or Alfa Spider again – real sports cars, where you can remove windscreen and bumpers, fit a straight-through exhaust and participate in classic events. The modern so-called sports cars with their semi-automatic gearboxes and almost impossible-to-work-on engines are for sissies.

Unfortunately, when I warned the person who bought the Healey from me that the car was fast and had to be driven sensibly, he said that I thought I was the only one who could drive, and unfortunately one month later he flew off a bridge at high speed, scrapped the car and was badly injured.

I apologise for the length of this letter but the photos of the AH in your magazine really fired me up again. I will never forget the wonderful and hard days with my Healey and hope you continue with your great magazine for many years to come. Who knows, I may be lucky to own another Healey some day.

**Best regards**

**Jean Tanzino**

*Thank you Jean, a fascinating story and one that shows what proper sports car racing was about. How I wish we could get back to those days where an owner could use his car for road and track and where clever home engineering and innovation could be rewarded with substantial improvements. Here's to you getting another Healey and living the ups and downs that go with this type of vehicle ownership.*

**Stuart**

## INVESTMENT CARS

At the outset let me thank you and your team for a great publication which I 'devour' as soon as I get a copy.

Great news stories, great articles and a truly South African flavour. Unfortunately, due to the postal strike and the dubious services that have emerged, I have had to discontinue my subscription, and instead I hover around the CNA when a new issue is expected.

I am a classic car 'nut', and when reading your mag I am continually astounded by the number of guys involved in the classic car business.

I have been restoring classics for many years, having completed a beautiful Alfa Romeo GT Junior, a rare Marauder and recently an Alfa Romeo Spider (square back) and am presently doing a 1969 MGB GT. All my restorations are nut-and-bolt restorations with the aim of building the cars to concours and original specs.

My MGB GT is interesting as I picked it up by chance, from an elderly lady who had emigrated to Israel and consequently had not used the car for some 30 years. I paid her and collected the car. It had only 56 000 miles on the odo, not a speck of rust, and she posted me the original purchase invoice, the service book with all the service history and fully paid-up licences. So now the MG is undergoing a full restoration in my workshop and I hope to be using it by the end of the year.

Interestingly, having restored the Alfas and now working on the MG, I find that the Alfa is light years ahead of the iconic MG in terms of technology and sophistication - the MG is decidedly 'agricultural' in comparison. (Please, MG lovers, I am also an MG lover - just an opinion.)

I have also raced an Alfa GTV and my Marauder in the Alfa Trofeo and Marque Car series but due to ill health I have had to restrict my activities to restorations.

Well, enough of the personal stuff! I have a suggestion which may catch on with your

publication and other classics petrolheads.

With the market for classics now reaching fever pitch and many buyers and present owners/sellers flying by the seats of their pants, would a regular column in the mag reflecting recent selling prices of the classics not be a feature? There are many instances where buyers have been burnt because they have no reference to the actual going prices for these classics. Cars are being advertised and sold by private sellers as well as classic car dealers, with buyers having no real clue as to the true value of their acquisition and being driven only by the emotion factor.

Maybe the work would be too onerous but surely someone out there could pick up the task? Thanks again for the great mag and your contribution to classic car motoring in SA.

**Cheers**

**Rex Frances**

*Hi Rex*

*Thank you for the kind words and support. An enviable list of cars you've owned and worked on. Of particular interest is the Marauder because of its South African uniqueness. Thanks to your trigger it is now on my list of cars to find and research for an article. Classics are enjoying a good market at the moment and look likely to carry on for a while. Having said this, local sales are difficult to track with people cagey about revealing prices paid for their toys. I will see what I can drum up. Overseas there is a larger auction culture, which makes the money paid story more visible. I recommend prospective buyers have a look at [www.hagerty.com](http://www.hagerty.com) to see what the international markets have been doing. In this age of globalisation cars now cross oceans to new buyers frequently so selling prices from country to country don't vary that dramatically.*

**Stuart**

## CLASSIC THANKS

At the recent Passion for Speed festival I thanked the Swedish drivers and the Du Toits, but would like, through your mag, to

say the same to all the racers for putting on such a splendid day's entertainment, as well as to the club and all the voluntary workers who made it run as smoothly as possible. We oldies love our ration of old cars racing.

I also thanked the Dutch contingent and Mr Campagne for his many visits with his storming Grand Sport. These visitors mean that our men have to raise their game - which they do. Poor Sarel does as he always does - mighty! But he's now 3rd or 4th because of stronger opposition.

We pay just R90 for a splendid day's racing. I am from Aussie - over there it is very expensive to see similar quality cars and racing of the quality we have here - so a big thanks to our racers.

Also a big thanks to you for your mag - it's consumed immediately! Well done each time!

**Regards**

**Roger Mildenhall**

## PAST ISSUES AND FUTURE STORIES

I have all the issues from August/September 2013 to present. I therefore need June/July 2013 and older ... whatever copies you still have available.

Herewith a few article suggestions for your great magazine:

- The unique-to-South Africa Austin Apache
- The VW type 3 (Notchback/Squareback/Fastback) - I know someone with a lot of knowledge on these cars should you want his contact details
- The VW type 4 (411/412) which was a very popular family car during the '70s
- Peugeot 404 and 504
- Fiat 1500
- Renault 16TS
- Maybe more articles featuring model collecting
- More articles on things people would collect hand-in-hand with classic cars, like petroliana, number plates or old pedal cars and bicycles.

All the cars mentioned above were sold in

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South Africa, so older readers should be able to relate to these. Apologies if these have been handled in previous articles, but I hope it might help in some way.

I look forward to hearing from you and well done once again on a fantastic magazine.

**Kind regards**

**Gerhard Greyvenstyn**

*Hi Gerhard*

*I have a host of back issues so we should be able to complete your set. I will pull out the relevant ones and post to you. Thanks for the suggestions. I like them all and will get cracking on researching them – you might see we were ahead of the game*

*with this issue and ran an Austin Apache article by Ryno Verster. Thanks for all the support and ideas, they are much appreciated.*

**Stuart**

**SALE AWAY**

I would like to thank you for an excellent and very enjoyable publication, especially the articles you publish on the various cars, and in particular the oldies. The advertising feature on Cars for Sale is also very well done and in this respect you may be interested to learn that the advert I placed in the December/January issue for my Lancia Fulvia

for sale resulted in my receiving over thirty replies from people all over the country and I am pleased to say the car was sold to the first person who saw it. There must be a lot of people looking for Lancia Fulvias.

**With my best regards**

**John Constable**

*Hi John*

*Glad to hear the classified adverts work and you had so many calls. It goes to show that the right product at the right price and aimed at the right market are a key to making a fast sale. Thanks for the feedback on how the advert did the job.*

**Stuart**

**CLASSIC SCENE**

Rolling Thunder ... race winner Nigel Huine barrels into Continental Corner in his Lotus T32 Mk 38 at the start of the second heat of the pre-1878 historic sports car event at Killarney on 21 February. In his wheeltracks are Mike Knight (Mk38), Clive O'Neill (Lotus T32 Mk 38), Jonathan de Toll (Chevron B8 replica) and Colin Perry-Williams (Lotus T32 Mk 38). Picture: Steve Leech

American collector and historic racer Bob Woodworth with his ex-Duke McLaren, ex-John Love Cooper T79 Climax (chassis no FL-144). This is the car in which Love so nearly won the 1967 South African Grand Prix. Bob has retained the car to its original livery as raced by McLaren in the 1962 Saabren Series. However, he is now keen to repair the car in the green and white colours in which it was campaigned by Love. If any readers have colour photographs of the Cooper during its racing days in Southern Africa, it would be appreciated if they could contact Robert Young on 082 480-8111. Costs of reproduction will be reimbursed.

Motor racing is about pushing the 4-cylinder engine! Michael Strydom's Lotus T2 (left) and David Piper's Ford F16 at Killarney in December. Pictures: Cliveum White

Above: Protea founder John Myers with the Protea Triumph and the car's former owner, Alan Grant, left: Bunny Wenzler in the Turner Healey Special

Mike Knight's Mk38 receives attention in the Killarney pitlane during unofficial practice for the international meeting. Pictures: John Heston

Norman Nickel all set for the historic single-seater race in the ex-Peter White Austin Seven Special

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**COOPER T79 Q&A**

Some months back, I enquired on the above subject and a reply surfaced from, I think, Howard Robertson. See the attached top right photo for confirmation of this and please note the magazine and its date at the page bottom – amazing!

Note also middle right photo on left page '... and Alan came forward in Triumph!'

**Best regards  
Paddy Rowlings**

*Thanks for the scan and confirmation, Paddy. I am continually amazed at the depth of our*

*racing history and the wealth of knowledge our readers and race fans have – and still remember. Regarding the picture you mention, the good news is that the Protea Triumph is nearing completion after a full rebuild and straightening of the aluminium that bent in an altercation on track.*  
**Stuart**



**Large and heavy vintage TOTAL sign in English/Afrikaans.** 'FUELS AND LUBRICANTS FOR THE FARMER/ BRANDSTOF EN SMEERMIDDELS VIR DIE BOER'. 183x114cm. Cool conversation piece with beautiful patina and an amazing shine. Made by VEC (Vitreous Enamel Company) SA in the 1940s. R3 950. Email [stuart@thefloatchamber.co.za](mailto:stuart@thefloatchamber.co.za)



**1969 Datsun Straight 6 2000 station wagon.** Colour: Green (See picture). In good all-round condition. Will need a little TLC if you want to turn into show car. Only registered one of its kind in South Africa. R65 000. Contact Grant on 073 556 0065.



**2004 Morgan Roadster.** Only 19 500km on the clock and in immaculate condition. With the modern Ford V6 under the bonnet it is a real performer. Full service history. Phone Shelley on 082 334 8683.



**2000 TVR Chimaera. 4.0-litre fuel-injected V8** (180kW/366Nm – manufacturer's rating). 50 300km. Leather, alloy and wood interior. Carbon fibre removable Targa panel which stows neatly in the boot. I have owned this car for 5 years. Garaged and in an Autopyjama indoor breathable car cover, maintained by a C-Tek intelligent trickle charger – these items can be made available with the car. Included in the sale is Steve Heath's manual 'bible' as well as 5 years of *Sprint* magazine, the international TVR Car Club's monthly magazine. Contact Anthony at [anthony\\_coke@hotmail.com](mailto:anthony_coke@hotmail.com).



**1973 Datsun GX racing car.** Racing car still running and fully licensed, driver retiring. Price on demand. Persons interested can contact me at 082 517 5007 / 018 469 4347.

**Pristine Birel F400 kart.** Mint condition. Never raced. Maintained by the Kart Shop in Kyalami. Mychron lap timer. Honda 390cc engine. Comes with a custom trailer for easy transportation to and from the track. Everything you need to go racing. Call Thomas on 078 355 0728.



**1967 VW Variant.** 1600 twin port engine. 4-speed manual. In good condition. Will need a little TLC to get to showroom condition. Price: R65 000. Call Grant on 073 556 0065.



**1967 Holden Special Station wagon.** 75 000km. 3-Speed manual column mounted. In excellent condition. No restoration work done except for some touch up paint work. Interior excellent including original radio. Currently has after-market tyres but original tyres are available. R85 000. Contact Grant on 073 556 0065.



**Holden Premier.** Straight-6 engine and a solid body. New interior and wheels. The car is deregistered but has the supporting paperwork to get back onto the system. Contact Godfrey on 071 958 1536 or 074 410 1429.

**1981 Porsche 911SC.** 158 000 miles. Recently serviced and new clutch fitted. White with black interior in beautiful condition. Left-hand drive. R499 990. Contact Keith: 083 251 4637.

**WANTED**

**Air-cooled Formula Vee racing car.** Need not necessarily be in running condition. Ideally a complete car in need of refresh or rebuild. Contact [grantfam@hixnet.co.za](mailto:grantfam@hixnet.co.za)

**Pre-1968 Volkswagen Beetle and Ford 105E Anglia.** Looking for either one of these in project car form. Not fussy about condition of the mechanicals but the body must be solid and preferably in original paint colour.



For all your Autoglym requirements in the Cape Town area contact Derek Hulse on 082 451 3899 or email [derek@cpc.co.za](mailto:derek@cpc.co.za)



# BLACK



## General Tire also branched into aerospace and defence, entertainment and broadcasting, chemicals/plastics and industrial products, tennis ball production and even hotel development

advanced tyre plants, as well as in the world's largest tyre test track in Uvalde, Texas.

The third domestic tyre plant was opened in 1960 at Mayfield, Kentucky, followed in 1967 by additional facilities in Bryan, Ohio and Charlotte, North Carolina. The sixth plant went into operation in 1973 at Mt Vernon, Illinois.

Along with the tyre business, General Tire also branched into aerospace and defence, entertainment and broadcasting, chemicals/plastics and industrial products, tennis ball production and even hotel development.

In 1984, GenCorp, Inc. was set up as the parent holding company, overseeing the various businesses. General Tire, Inc. was established within GenCorp to encompass worldwide tyre operations. In 1987 GenCorp's board of directors fended off a hostile takeover

attempt, launching a massive restructuring programme and refocusing the group on its core business, which by now meant aerospace and industrial goods.

The German tyre manufacturer Continental acquired GenCorp's tyre operations on 30 October 1987 as part of an ambitious programme of expansion. In 1995 the company changed its name to Continental General Tire, Inc. before being renamed Continental Tire North America, Inc. in May 2000.

The South African operations gained further momentum in 1978 when General Tire South Africa concluded a technical services agreement with Continental AG, which gave the company access to the technology required to build high-performance steelbelt radial ply tyres in SA. Seven years later the association was further consolidated when the German company approved the production of Continental-branded products at the Port Elizabeth factory. Continental tyres were launched locally in 1986 and quickly achieved success in both the original equipment (OE) and replacement markets.

In 1998, Continental AG acquired a majority 60 percent shareholding in General Tire in SA. The company was subsequently renamed Continental Tyre SA (Pty) Ltd. In 2013 Continental AG claimed 100 percent ownership of Continental Tyre SA and continues to manufacture a broad portfolio of tyres for passenger cars and trucks under the General Tire brand name. 

# ONLINE TRIUMPH

Rob and Elaine Lawson tell of their recently acquired scruffy 1958 TR3 A, bought blind off the Internet within 17 minutes of it being posted.

Our initial agreed-upon offer was chased up and we had to add another R20 000 to the purchase price to secure her. We now intend to make the car usable; the first stage was changing all the fluids as apparently it had been standing for many years somewhere in Johannesburg. The gearbox and the diff were bone dry. The next stage will be front and rear suspension as presently she drives you where she wants to go. The body and paintwork will not be done as the scruffy look suits her. She was driven hard in her time and has been bashed and patched over the years of campaigning.

At some time she belonged to the Clitheroe and District Motor Club and in 1971 was an RAC competition licence holder and took part in the Triumph Mayflower Club, 4th National Rally, Dodington Park, 11 June 1972. This info was easy to come by from badges, windscreen stickers and a brass plaque found on her. We have sent this info on to the UK to see if anyone can dig up any more on her.

The only history in SA is that there is a 1990 Transvaal licence (remember the old rectangular ones?) and the old black and yellow number plate BHS 197T. There is also a South African AA badge with a stamp on it – B90 335.

This is a time warp car with a rallying Blackwell average speed 'calculator' stuck to the dash, a flexible light with which to read it at night, and a grab rail for the navigator to hold onto. There is also a hand-operated German-made Helpfos spotlight mounted on the windscreen which can be directed where required to aid night-time racing. And a rear-facing spotlight mounted on the right-hand side rear bumper controlled by an add-on Lucas switch on the dashboard (switched left the rear spotlight comes on, and light inside switch glows red, switched right operates front spots/fog lights).

We were wondering if any of the readers recognise this car and can anyone share more information on it? 





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