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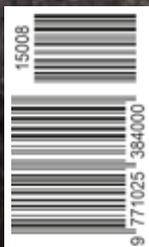


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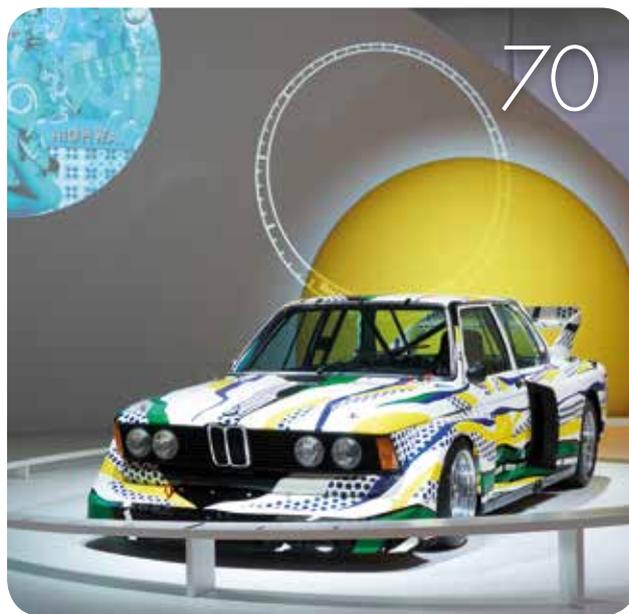


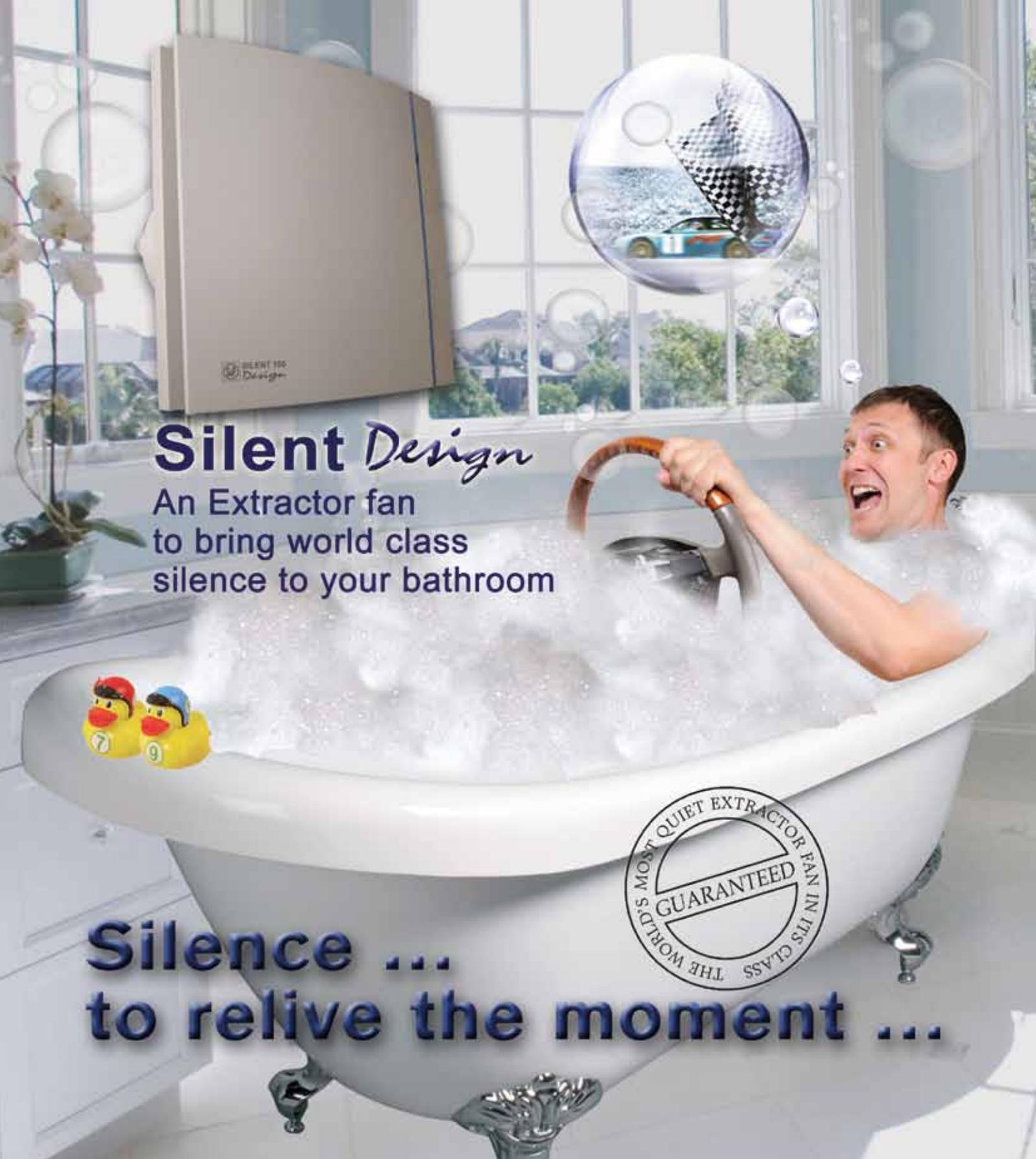
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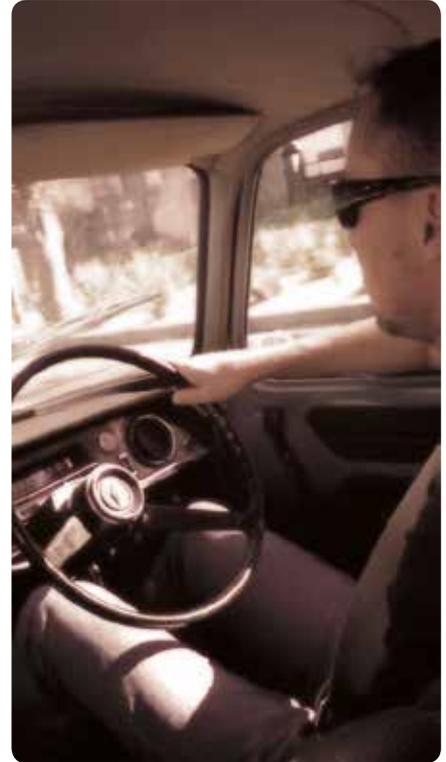
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# HEATING UP



**A**s I write this from a cold and (believe it or not) wet Johannesburg, I am warmed by one vision: that in a month or so, when this publication is on the shelf, spring will be upon us. The air will once again be filled with the scent of blossoms, our scenic countryside will bloom and classic cars will hit the roads. So for the next few weeks bundle up, keep warm and prep your machines.

New contributor Richard Webb jumped the gun here, jetting off to enjoy a European summer and take in one of the most exclusive car gatherings on the planet at the Concorso d'Eleganza Villa D'Este on the banks of Lake Como. Read about this and ogle the images on page 64. The cars on display were truly mind-blowing.

Perhaps as mind-blowing as this was the chance for Mike Monk to drive the unrestored Equipe Nationale Belge J-Type that finished fourth at Le Mans. He recounts this experience and some childhood memories on page 28. Gavin Foster brings us a taste of Alfa Romeo's

latest 4C sports car while I take it a notch or two down, looking at the more garden variety Alfetta that kicked off the Alfa Romeo factory in Brits and ensured that the brand was a top seller during the 1970s and early '80s.

Ryno Verster and Graeme Hurst also look at cars with a healthy touch of local manufacturing history in the form of the sporting Mini Marcos and the bullet-proof Mercedes-Benz W123 series respectively.

Our cover feature by Hurst has no real tie into the local manufacturing industry but as the Porsche 911 is so hot with drivers, collectors and restorers alike at the moment, we thought it a good way to keep our temperature up while we wait for spring.

In between braving the chilly spanners in the garage sit back, get warm and enjoy this issue. Don't forget we love feedback so put pen to paper and write us a letter or, if you come across any cars, bikes, spares or memorabilia, please feel free to drop us a line to include in the classified advert section.

Stuart

## A SPECIAL MAN



1967 Kyalami 9 Hour. (www.motoprint.co.za).

Heroes don't come much bigger than Peter de Klerk. Not only because he was a master racer and car builder or expert technician on aeroplanes, but rather because of his humbleness, willingness to listen and enthusiastic nature. **Stuart Grant** bids farewell to the man who in recent times quietly walked around the pits sporting a red cap while admiring car preparation, pondering suspension setup and marvelling at any engineering wizardry on show.

**B**ecause PDK wasn't the pushy type, he'd consider what he saw and only if you engaged him would he offer advice. He'd ask how it was handling and then, with not one ounce of forcefulness, he would give solutions. You'd spot a look in his eye and it seemed as if he was dredging up memories of when he felt the same handling or driver error, and gently roll out some wisdom. Never once did he say anything like "When I built a world class Formula One ..." or "At Le Mans while driving for Porsche I was quick because..." While at my pit box he was only interested in what was going on with my old banger Mercedes-Benz in the low-level club event in which I was participating.

It was only when I sat with him and asked direct questions about his career



1963 Rand Grand Prix – Alfa Special.  
(www.motoprint.co.za).



1971 Kyalami 9 Hour – Chevron B19.  
(www.motoprint.co.za).



1965 Rand Grand Prix – Brabham.  
(www.motoprint.co.za).



1972 Kyalami – Lotus 49C.  
(www.motoprint.co.za).



Sipping coffee in 1971.  
(www.motoprint.co.za).



1973 Welkom – Chevron B25.  
(www.motoprint.co.za via Malcolm Sampson).



Kyalami 1971 – Brabham BT26.



1973 Welkom – Chevron B25.

that he offered his thoughts. His was by no means a small-fry racing career, with highlights including building and driving his own Formula 1 Alfa Special with good form against the best the world had to offer, and finishing sixth overall at the 1966 Le Mans 24 Hour behind the wheel of a factory Porsche 906. With these and numerous other performances under his belt, the fact that he remained such a down-to-earth man boggles the mind – and makes him a true South African hero.

A favourite memory of mine is of Peter sitting at his dining room table winding on some imaginary opposite-lock, scooting his body to one side and describing the sensation of his Porsche backend stepping out at full lick down the Mulsanne Straight. His eyes sparkled, a sly grin came across his face and I felt humbled.

Peter passed away aged 80 in July 2015. 📷

## CLASSIC EVENTS

### AUGUST

2	POMC Cars in the Park	Zwartkops, Pretoria
9	Cars in the Park Bloemfontein	Free State Veteran Car Club, Bloemfontein
30	Ferdi's Swap Meet	Midrand
30	Lowveld Classic Ford Day	i'Langa Mall Nelspruit

### SEPTEMBER

5-6	Wheels at the Vaal	North West University, Vanderbijlpark
5	Round Table Bed Race	Zwartkops Raceway, Pretoria
11-13	Rendezvous Tour	Free State Veteran Car Club, Bloemfontein
20	Piston Ring Autojumble	Piston Ring Club, Modderfontein
24	National Drive It Day	SAWA, wherever you are

### OCTOBER

3	Whales 'n Wheels Show	Hermanus Primary School, Hermanus
5-8	2015 SAVVA National	Queenstown Automobile Club, Queenstown
17-18	Volvo National Saamtrek	Forever Resort, Gariep
25	Studebaker Smuts House Show	Smuts House, Irene
30	Lowveld Classic Ford Day	i'Langa Mall Nelspruit

### NOVEMBER

8-10	Fairest Cape Tour	Cape Vintage Motorcycle Club, Cape
29	Blairgowrie Toy Fair	Blairgowrie Scout Hall, Blairgowrie

## TON UP RALLYING

Veteran, vintage and classic cars – where the minimum age of the car must be 25 years and the total age of the car and driver must equal or exceed 100 years – are invited to participate in a novel and exciting Cape Town motoring event, the Century Classic Car Run. Scheduled for 15 November 2015, this event is being run by the Triumph Sports Car Club, and in association with Crossley & Webb. Starting at Century City, participants will travel a route of 100km while veteran cars may be given a route of only 35/50km. Entries are limited to 100 so if you are eligible, enter without delay. An entry fee of R50 will be charged. All participants will receive a cap commemorating this momentous run and prizes will be awarded to the oldest car that completes the event, oldest driver, driver/car combination and more. To enter contact Tom Dougan: [Centuryclassiccarrun@gmail.com](mailto:Centuryclassiccarrun@gmail.com)

## TEST YOUR KNOWLEDGE

The third annual SAMCA quiz hosted by the MG Club takes place at 7pm on 6 August at Old Edwardians Club in Lower Houghton. Teams wanting to show their knowledge and strut their stuff for their chosen club can contact [mikegilchristhome@icloud.com](mailto:mikegilchristhome@icloud.com).

## SPEEDWEEK GOES ON

We all expected the 1000mph Landspeed record attempt scheduled to take place at Hakskeenpan to get underway in 2015 but it looks like the Bloodhound SSC will only make it out to SA in 2016. The machine will make its world debut on 17 November 2015 with a 200mph trial at Newquay Aerohub in Cornwall, UK, before being fitted with airbrakes and winglets ready to commence high-speed testing in South Africa, during 2016. A forward party will deploy in April/May next year to prepare the team's desert base and the results from the Summer 2016 tests will inform the project's ultimate speed goal of setting a new World Landspeed Record of 1 000mph.

Construction of the car is well advanced with its titanium floor fitted, two-metre high tail fin nearly finished, and carbon-fibre front monocoque painted to aerospace standards. The Bloodhound Project is now one of the world's biggest STEM engagement programmes (Science, Technology, Engineering and Mathematics), with 100 000 children per year enjoying Bloodhound activities and lessons in the UK alone. Speed chasers need not be disheartened though as the annual Kalahari Desert Speedweek will continue as usual from 19 to 26 September 2015. Visit [www.speedweeksa.com](http://www.speedweeksa.com) to enter and get more information.

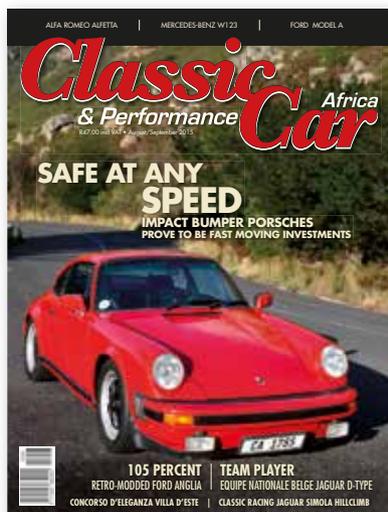
# Classic & Performance Car Africa

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

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# RACING ARCHAEOLOGY & BUILDING THE FUTURE

Two months into the refurbishment and upgrade of the Kyalami Grand Prix Circuit good progress is being made, and as old structures are removed, some hidden gems from the past have been uncovered.

An increase in the scope of the project is clearly visible, with every part of the track in a state of construction. Revamping of the Main Straight extension and The Crocodiles is going well and the new circuit layout is now visible and tangible. It is exciting stuff.

Much of the building focus to date has been in areas off the actual circuit, with a large amount of effort going into a new double lane access underpass. At the moment this structure is being prepared for the placement of the beams. Surrounding service roads are being readied for tarring and an extension to this road will allow

spectators to head up and around the top of the property behind Leeukop corner, where the elevated point will allow for awesome views across the Highveld circuit. The public car parks are also finally receiving long overdue attention.

Not a day goes by without changes visible. It is clear that the tired old Kyalami is rapidly disappearing but at the same time the past is not being forgotten. As old tyres and barriers are removed from the circuit much of the history of the track is being uncovered, with old sponsor names once again visible. The main straight pit wall revealed at least 4 layers of paint but is now all stripped and ready for clear sealer. New

barriers and fencing delivered on site wait to be installed as part of the major safety upgrades. Rusted barriers, debris fencing and cables have been taken down but lie in neatly stacked piles on the side of the track (hopefully some will stay behind as museum accessories). Even the odd beehive that has been found will be re-used – expertly taken away from the immediate track surrounds and relocated to more bee-friendly areas on the property.

At the rate the project is progressing and with a serious upgrade to the pit building on the cards it looks likely that Kyalami, our home, will see spectacular action again in 2016.



## MAAK 'N DRAAI IN KROMDRAAI

Kenjara Lodge Country Retreat in Kromdraai recently hosted a classic car show, complete with market, live music, craft beer and wine tasting. For a first-time event the turnout was admirable, drawing a varied range from historic race cars through to British, German, American and even the odd Japanese machine. Although the focus was on socialising and enjoying the countryside surrounds, prizes for 'Show & Shine' were also awarded. Jannie van Rooyen took the top spot with his immaculate 1965 Mk1 Ford Cortina GT. Second went the way of Hennie Rodman and his 1963 Chevrolet Biscayne while Dawie Naude did it for Datsun with his 1971 SSS in third. Plans are afoot to make this an annual affair and with some of the best roads for classic driving on its doorstep, it is well worth a day out.



# BEETLE CELEBRATIONS



Just after going to print with our June/July issue, South African Volkswagen Beetle fans from North and South celebrated 80 years of the iconic People's Car. In the Cape the masses flocked to Killarney to celebrate, while up north the Idle Winds on the way to Hartebeespoort provided the backdrop. Thanks to GrandslamVW for sending us the images from Killarney and to Reuben van Niekerk for the Gauteng bunch.



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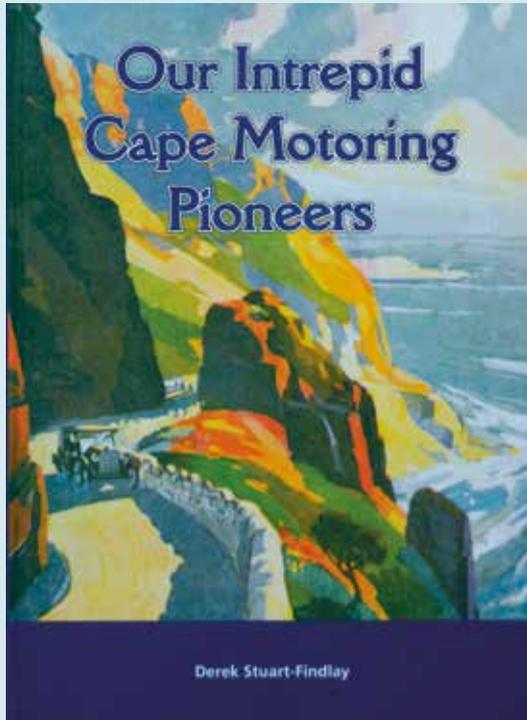


1939 Dodge Bakkie

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**BOOK TITLE:** Our Intrepid Cape Motoring Pioneers  
**AUTHOR:** Derek Stuart-Findlay  
**PRICE:** R250 excl. postage and packing  
**AVAILABLE:** dsfindlay@telkomsa.net

Ever since the first car to appear in the southern hemisphere arrived in South Africa in 1897, the country has been the stage for some remarkable contributions to the evolution of the automobile. A year after that Benz Velo appeared at Berea Park, Pretoria, another arrived in Cape Town and in the years that followed up to the outbreak of WWII, the Mother City and its environs were at the heart of many significant events. Authoritative local historian and Crankhandle Club member Derek Stuart-Findlay has just launched a book containing no less than 70 stories on those pioneering years, and what a fascinating read it is.

Split into 10 chapters, the 183-page A4-sized hard cover book includes stories on the founders of the industry, the first vehicles in the country, the veteran and Edwardian years, WWI, the 1920s, motor company entrepreneurs, the racing years and the record breakers in the lead up to WWII, together with appropriate references to the introduction of road networks, cableways, trams and aircraft in, around and over the city.

The joy of this book is that none of the stories are long-winded: each is told in Stuart-Findlay's factual but conversational style and every one amply illustrated with black-and-white photographs of the period. A thorough bibliography is included, lending credence to the writing. From Carl Benz's Velo to SA-built armoured cars, Stuart-Findlay's accounts of events over the 40 pre-war years are informative, sometimes surprising, but never dull.

*Our Intrepid Cape Motoring Pioneers* serves as a valuable reference to the early years of SA's motoring history, highlighting as it does the innovation, endurance, courage and sheer determination of some remarkable men and women. Seldom does one come across a book of this nature that is as entertaining to read as this.

**BOOK TITLE:** FACTA NOSTRA VIVENT  
**AUTHOR:** Andrew Embleton  
**PRICE:** Softcover - R385  
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As a kid growing up in the 1980s, there was a certain sound that I would hear from time to time that absolutely thrilled me. Every time I heard this deep drone I'd look to the sky, waiting to catch a glimpse of the beast that made the noise. As the tiny dot came closer, a silver and bright orange paint scheme would become apparent, and my hopes of seeing a Harvard would be realised. More often than not the tiny dot would develop into a couple of dots, and a fleet of wartime birds would grumble by. It is a memory that has not left me and a plane of this nature sits atop my list of all-time dream machines.

My fascination with Harvards was further enhanced as a school goer. I kept a scrap BMW 2002 on a friend's plot and every now and then I'd pop down to strip a needed part off the old banger and poke my head into one of the barns to see what gems were lurking. I saw everything from pre-war cars to a BMW M5 being fettled and then one day, while on a nosy exploit, I spotted a Harvard undergoing a full rebuild. My life would never be the same. At some stage I'd heard that the South African Air Force was still using these iconic aircraft as training planes, making it the largest number of Harvards still flying in the world. Whenever they'd fly over during lunch break or a while we were playing Under 9 cricket, I'd proudly dispense this knowledge to those within earshot.

Now, close on 30 years later, I can read about why I'd see my dream flying regularly and formalise my wisdom, thanks to Andrew Embleton's book *Facta Nostra Vivent*. An in-depth look into the South African Air Force Central Flying School, the 332 page publication covers the history of the school from the outset and runs through the methods, aircraft and interesting anecdotes ending in 1995, when the Harvard era came to a close.

While the necessary history features, the book excels because of the personal stories and memories related by pupils and officers. The amount of research and number of interviews needed to collect these firsthand tales is mind boggling. Boys will be boys after all, so some of the stories will make your hair stand up and others will have you laughing out loud. It is a brilliant read for the historian, the sentimental reader and anyone looking for entertaining short stories.





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# ACTION-PACKED FATHER'S DAY

Celebrating Father's Day at FMM has been a regular feature on the museum's activity programme since 2008 with attendances growing each year. This year proved to be a record-breaker with almost 2 000 people (more than twice the 2014 figure) arriving to enjoy the day's activities. On what proved to be a glorious winter's day, visitors started queuing even before the gates were opened and cars continued to stream into L'Ormarins until well past lunch time.

Out on show were a number of FMM's more special cars, the likes of which are not generally on public view even in other museums around the world, especially with their 'bonnets up'. This is a sight that attracts all petrolheads while offering rare photo opportunities. Amongst the cars on view were the Maserati 250F, Maserati 6CM and Bugatti Type 35B historic grand prix cars, plus the unique and

recently restored Peugeot Hill Climb special. The 'exotics' were represented by the Porsche Carrera GT and Ferrari Enzo. For those who wanted to know how difficult an Enzo is to drive, two simulators were available to test driver skills. Other great cars on parade included classic Cadillacs, the 'Il Mostro' Alfa Romeo SZ plus Ford Mustang and Chevrolet Corvette muscle cars. Two-wheeler fans had the Norton Manx 500 to admire.

Some Cape Town car clubs also turned up for the day, including GSM and the Early Ford Car Club. Apart from the usual demonstration runs and engine 'run-ups', there were also classic car drives available for the public to enjoy a quick spin around the L'Ormarins estate, while a radio-controlled flying display provided a fun side attraction. FMM's annual celebration is fast becoming an event not to be missed.



## ENDURANCE SUPPORT

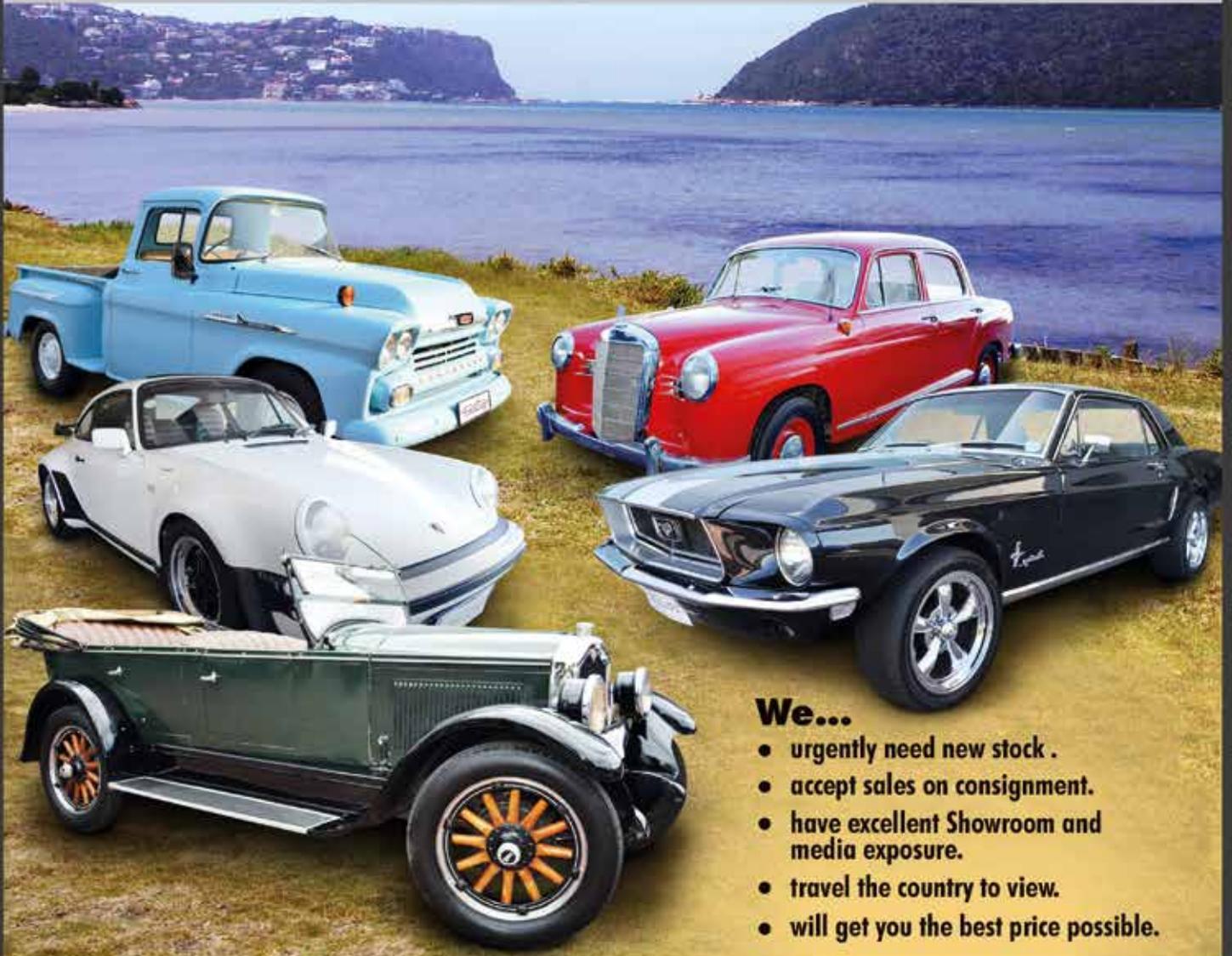
Cape Town's Killarney Raceway hosted the African Endurance Series in June, which, apart from offering a full day of competitive motor sport, included a host of family-oriented side attractions available to spectators. As part of the endurance series, a three-hour race ran into the early evening. Amongst several vehicle displays was an FMM stand that included the Peugeot Hill Climb special, the Le Mans-spec Austin-Healey 100M and the Manx Norton motorcycle, all of which attracted lots of keen attention.

### 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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# SAFE AT ANY SPEED

Values of early Porsche 911s have gone through the roof lately but the later rubber bumper examples arguably did more to ensure Stuttgart's rear-engined marvel is still on the showroom floor, five decades after its launch, says **Graeme Hurst**.

**Photography by Graeme Hurst**



**A**merican or – more specifically – Californian safety legislation has long had an influence beyond US state and national borders when it comes to car design. And more often than not the requirements for criteria such as low speed impact absorption and bumper height had a somewhat hideous outcome for car aesthetics. Remember the heavy-set look of the rubber-bumpered MGB? Or the tweaks Jaguar made to its gorgeous E-type with the launch of the Series 2? Production economics dictated that both these models were modified for all markets, despite the design challenges being driven by US lawmakers.

Ditto with Porsche, which was forced to top and tail the crisp coupé lines of Butzi Porsche's elegant 911 to meet impending impact absorption-related legislation. In a



Ditto with Porsche, which was forced to top and tail the crisp coupé lines of Butzi Porsche's elegant 911 to meet impending impact absorption-related legislation. In a nutshell the law required any car sold new in the USA from 1975 to be able to withstand a 5mph impact without sustaining damage



nutshell the law required any car sold new in the USA from 1975 to be able to withstand a 5mph impact without sustaining damage. This wasn't done to limit injuries – or even whiplash litigation, mind you – it was to protect fuel and electrical lines, while ensuring the doors could still open following a prang.

The requirement was a headache for the automotive industry on both sides of the pond. Only, Porsche's engineers turned what could've been a serious style compromise into a positive evolution. Instead of clamping on huge rubber blocks (as was done to Jaguar's V12 E-type) or pushing out the bumpers on bars (as with Mercedes-Benz's SL series) the boys in Stuttgart crafted new bumpers located on shock absorbers so they could 'move' without damaging the surrounding panelwork. What's more, they

styled the bumper to create a 'smile' look with a chunkiness aided by a rubber strip that looked up-to-date. It was so masterful you could almost contend that if you hadn't seen the earlier chrome version you would be none the wiser.

That was back in '73, with the launch of the G-series for the '74 year. By then the model was already 11 years old. And its original 2-litre air-cooled flat-six had evolved through 2.2 and then 2.4-litre iterations to 2.7-litres. Along with the adoption of Bosch K-Jetronic fuel injection (to meet the other US-driven requirement, emissions) the G-series model set the tone for the rest of the 911's life as most of us know it. The extra capacity was needed as the new bumpers were heavier plus Porsche added electric mirrors and options like air conditioning and even cruise control (called Tempostat) a year on – and all those gizmos piled on the pounds.

The fact that the famous German carmaker conformed to safety requirements for the G-series was a sign of just how enduring and popular its air-cooled icon was. Truth is the company had realised this, despite its bout of succession planning in the form of the magnificent 928 – the front-engined,

V8-powered Autobahn bruiser that was supposed to take Porsche into the future. It may have been impressive enough to scoop European Car of the Year in '78 but it lacked the charisma of its rear-engined sibling. Thankfully Ferry Porsche's team came to their senses and delivered one of the all-time performance icons: the mighty 911 Turbo or – to use the correct nomenclature – 930, a model that exploded onto the tarmac to nudge the 911 into supercar territory. First listed in 1975, it complemented the naturally aspirated Carrera in much the same way Shelby's 289 Cobra was to the formidable 427. Both would stay in production barring a few changes along the way until the late 1980s.

So what exactly made buyers so keen on a design that was already long-in-the-tooth? Well, get behind the wheel of any post chrome-bumper example, such as the featured 1979 SC, and you'll get a sense of why they got hooked: there's a raw honesty to the experience that starts with the simplicity of the interior. It may have plenty of leg room but the plastic's a bit low rent, almost utilitarian, in places and the ergonomics are laughable – floor-hinged pedals and switches in random places, along with gauges you can't fully see in an instrument layout centred around the rev counter. But that's a clue to the car's driver focus. Flick the ignition key and the steady churning of the opposing pistons has the body rocking lightly on its torsion bar springing before the unit quickly bursts into a distinctive thrum.

Well, get behind the wheel of any post chrome-bumper example, such as the featured 1979 SC, and you'll get a sense of why they got hooked: there's a raw honesty to the experience that starts with the simplicity of the interior



With a lack of water jackets to dampen out combustion sound, air-cooled cars are noisy by design – just think of the distinctive *vrruppp* of a Beetle – but in a 911 that adds to its performance persona.

On the move the feedback from the unassisted steering and mildly assisted brakes (if it's 1978-on model) is so direct you feel as if you've got a tie-rod in each hand and four individual brake calipers below your right foot when you hit the middle pedal. Ten minutes in and your arms and legs will think you're strapped into something on the fitness circuit at your local Virgin Active – it's heavy! But any 911 virgin will likely end up chuckling to himself: this is character by the bucket load. Want to add to the effect? Bury your right foot into the carpet and revel in the flat-six letting rip with a growl while the car's rear bias aids traction. Hang in there and that growl becomes a chainsaw-like howl as you work the longish gear lever through the gate. Sure it's not dynamite by modern standards – any of today's performance hatches will probably leave it in their rearview mirrors – but it feels quick. And nothing can touch a 911 for that slingshot effect out of a corner when you pile on the power in third gear.

At speed the front feels light – particularly if the fuel tank is empty – and the car's rear bias is abundantly obvious if you're clumsy with your right foot in corners; lift off suddenly and the rear end will give you a twitch or even lose grip for a second but

thankfully it's recoverable in a Carrera. Try that in a Turbo and you might end up facing oncoming traffic.

Overall, a stint behind the wheel is invigorating but also hugely reassuring. Everything about a 911 feels thoroughly engineered and downright Chubb safe-like solid. You get the impression you could accelerate and brake hard all day without any of the mechanical bits faltering for a moment.

Porsche anoraks will point out that the G-series was only on offer for one year (1975 models were H-series, 76 J-series and so on) but the G-series look remained while Porsche improved the bits you can't easily see. The 2.7-litre (the last model to feature a magnesium crankcase) was superseded by the 3-litre in 1975. Known as the Carrera 3.0, this model was a strong performer with 201bhp and a deliciously cammy engine that delivered a fine kick in the back at 4000rpm.

For 1978 Porsche turned down the wick in the interests of drivability with the SC (which stands for Super Carrera) which featured revised cam timing.

Two years on the engine's 180bhp was massaged to 188bhp and then again to 201bhp, although these increases didn't apply to the US-delivered SCs.

By 1983 the rubber-bumper look was nearly a decade old, but demand was still strong enough for the design to be evolved with proper

convertible from 1983 and then the Carrera a year on – the final iteration of the G-series look.

With the famous air-cooled unit now stretched to 3299cc and adorned with Bosch Motronic engine management, the Carrera was good for 231bhp. And it was fit for the US market, meaning its buyers could finally experience the 911 in undiluted form.

The Carrera was also the first post-'74 911 to be tested locally by *CAR* magazine which was hugely impressed by it, summarising it as an 'amalgam of immense performance, character and charm – in which the oddities of its ergonomics and behaviour generate pride of possession, rather than criticism'. The testers also noted that its character had survived intact while performance had been pumped progressively upwards with 0 to 100km/h taking a fraction over six seconds and a high speed run (with a full 80-litre tank) topping out at 248km/h – even better than Stuttgart's own figures!

Priced at R65 800 in coupé form – buyers

**Overall, a stint behind the wheel is invigorating but also hugely reassuring. Everything about a 911 feels thoroughly engineered and downright Chubb safe-like solid**



had to shell out another R6 750 to go topless with a Cabriolet – it undercut BMW’s 653CSi by nearly three grand while the big brother 928 was R87 850 and the range-topping 911 Turbo just north of a hundred grand. That almost made a Carrera good value but then a BMW 323i coupé would give you plenty of change from 20 grand and you could get the keys to a Golf GTi for R13 250. Of course SA’s punitive import duties had a hand in the pricing.

For the 1987 model year the Carrera was given a further tweak with the adoption of the G50 gearbox, putting an end to complaints about the gear change being recalcitrant. Two years on, rampant inflation and a deteriorating exchange rate had seen the local price rise to a spectacular R272 300 while a Turbo would’ve set you back R424 700.

By 1990 the model as we know it bowed out to the 964 – an 86%-new design that featured integrated bumpers and a 3.6-litre take on the flat-six (now good for 250bhp) while the big news was the option of all-wheel drive in Carrera 4 form – Porsche having perfected the all-wheel technology with its famous (and gorgeously styled) 959. Under the skin the torsion bars gave way to coil springs but the rear suspension was otherwise unchanged. Of course the big

change came with its successor, the 993, in 1993 which boasted a 100% new body and a multi-link rear suspension called LSA (Lightweight Stable Agile) which banished the model’s tail-happy reputation which had started to become a brand liability as the 911 got more oomph and owners increasingly ended up going backwards into the Black Forest.

This was the last of the air-cooled Porsche after over three decades of production before the water-cooled 996 entered the scene in 1998. The rubber bumper 911 took the model through 16 of those years – from 11 642 cars in 1974 to a peak of 17 074 cars in 1986 and on to a total production of more than 200 000 cars. That was nearly three times the 82 000 chrome bumper variants that rolled out of the Stuttgart factory in the first nine years.

These days the 993 is the most sought after – barring the pre-’74 air-cooled cars – as its combination of modern Porsche-like performance and usability is hugely attractive. But a good one won’t leave much change from around R900k or even R1m – assuming you can find an owner willing to part with his.

Tidy 964s aren’t far behind but it’s the 3.2 Carrera that arguably offers the best all-round ownership of classic lines and

performance plus an easier-to-use gearbox. If you’re lucky enough you may find a G50 variant although prices are on the up and coupés have been changing hands for around R600k. But in truth an SC offers a similar experience and will be R100-200k cheaper.

Strangely the sunny South African market doesn’t favour Targas which were popular when new so these are generally R100k or so cheaper, making them good value as an entry into 911 ownership. Certainly it’s wiser (from your wallet’s perspective) to own a decent Targa with known history than take on a rough coupé without any paperwork. Right-hand drive cars command a premium but left-hand drive cars are more plentiful (especially earlier models when the 911 was imported by order through Lindsay Saker) and many owners prefer the location of the pedals, which aren’t as offset as they are in right-hooker format.

One thing’s for sure, all models are fantastically engineered and bullet-proof from a mechanical point of view, if well maintained. This is a marque that was driven by success on the track and by designers who rose to the challenges of safety legislation to create an automotive icon that still adorns bedroom walls and takes pride of place on showroom floors in equal measure. 

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#### 1988 BENTLEY TURBO R

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#### 2000 MG F 1.8 VVC

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#### 2009 MERCEDES-BENZ ML320CDI

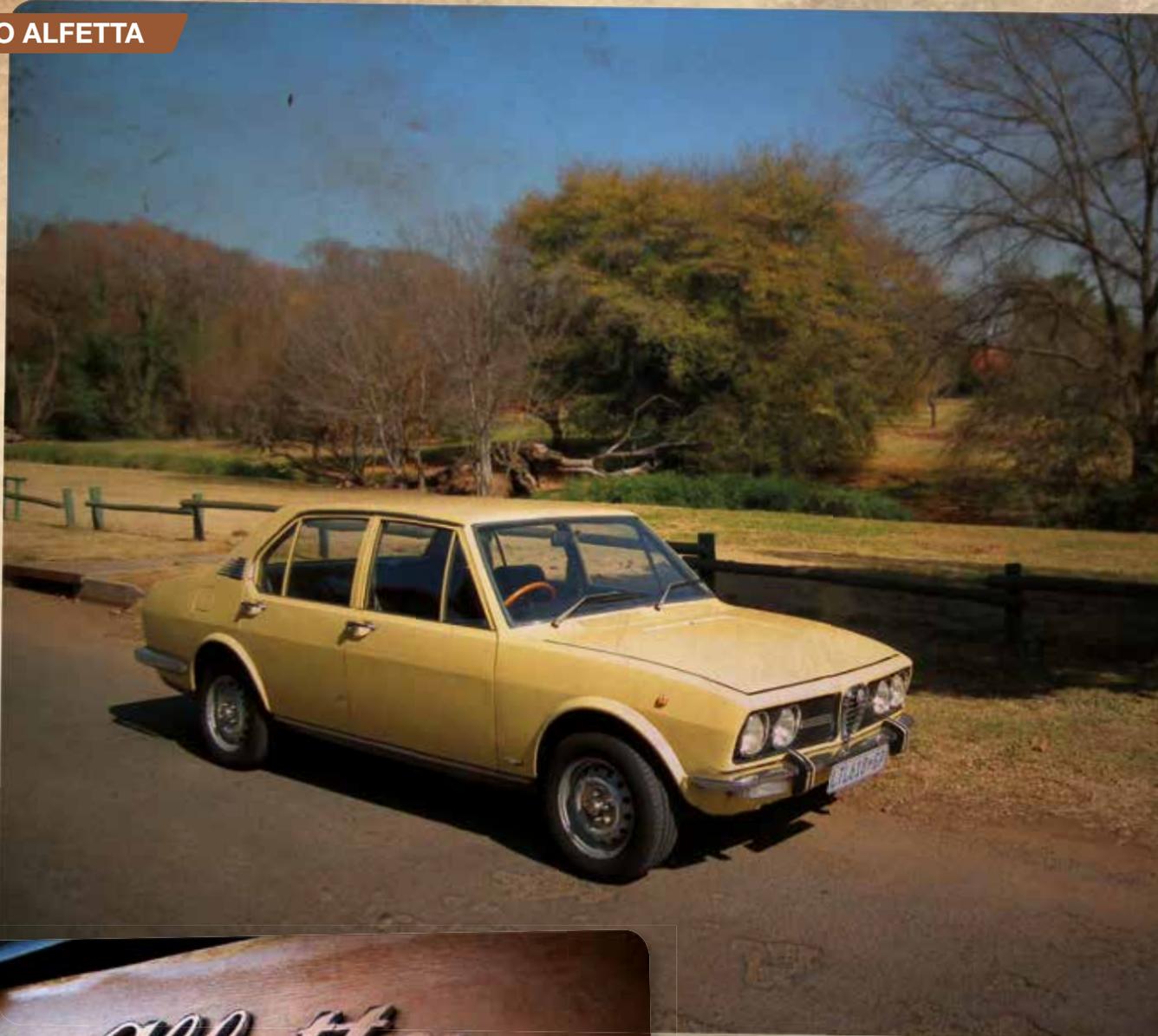
114 000km. The vehicle I sell more of than any other, the ever popular diesel ML. They have long proven themselves as being the best, the most reliable, economical model. This example has factory tow bar, park distance control, sunroof and navigation.

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# GARDEN VARIETY

With traditional collector classic car prices skyrocketing, it is heartening to know that what were once regarded as run-of-the-mill daily cars are also on the up – and worthwhile investments – with a hefty dose of practicality too. By default old cars carry memories, which is a good collecting point, but add in some pedigree, performance and a local tie-in and you're onto a winner. **Stuart Grant** makes his budget-beating classic choice, the Type 116 Alfetta.

**F**inding an original unmolested vehicle of family-car status is not as easy as one thinks and in many cases is more difficult than dredging up a sports car from the same era. This is because as they were daily drivers they got tired and tatty and suffered at the hands of backyard mechanics, and when they looked shabby they got poor paintjobs (often in a garish non-factory hue). When these cars became unreliable they were scrapped or parked under a falling down lean-to at the bottom of the garden. Fast forward a decade or two and as guys started restoring and racing similar survivors, the old jalopy in the garden often became a source of second-hand parts. Try finding a decent, original Ford Capri, XR6 Cortina, Mazda 323 or Datsun SSS. Easier said than done.

Even harder to find is a good Alfetta. It seems as though the racing fraternity has ripped out most of the legendary twin-cam engines to power GTV Juniors and the like. Add in the 116's propensity to rust faster than a fishing hook in Durban harbour and the pickings are slim. If you find a good one grab it with both hands. Not only does it come with some Group 1 racing pedigree, it also takes its name from Alfa's 1950s Grand Prix legend. It offers a brilliant

driving experience and holds four adults comfortably, but maybe most interestingly, it is the car that kicked off the Brits Alfa Romeo manufacturing facility – the first full Alfa assembly plant outside of Italy.

Like other European car makers Alfa used South Africa to build cars for the right-hand drive markets around the world. In late 1973, a dedicated assembly plant for Alfa launched with the Alfetta, and because of sanctions imposed, carried very high local part content. Off the bat sales were strong and continued in this vein, thanks to brilliant products and top marketing with a slant towards motorsport, until late 1985 when Alfa Romeo withdrew in line with an international boycott of the apartheid government. So popular were Alfas of the time that between 1972 and 1989 South Africa had the largest number of Alfas on the road besides Italy. It is claimed that when the plant closed, many valuable parts were bulldozed into the ground to eliminate any chances of paying import duties. Interestingly, the Alfa plant also played host to Daihatsu Charade production for local consumption and export to Italy, where they used South African production as a way to loophole Italian limits on Japanese imports.

Alfettas left the local plant in various guises over the period 1973 to 1985, receiving the odd facelift and engine change





over time, with the result that in the region of 13 500 units (excluding the 2-door GTV and GT versions) rolled around SA. That means just over 1 100 per year, or 90 odd per month. Add in the fact that sales of the GTV Junior, Alfetta GT and GTV, Berlina, Giulia and Sud overlapped this period and the brand was on a winning wicket. Currently Alfa Romeo South Africa only sells a handful of new cars each month – you can bet the marketing department wishes it was 1980 again and it had a local Alfetta in its arsenal. Maybe the new Giulia, announced last month, holds the key to taking on the Germans.

And take on the Germans they did back in the late 1930s through to the early 1950s with the car that lent its name to the Alfetta saloon. Racing fans will know of the famed 158 and 159 Alfetta race cars driven by the likes of Nino Farina, Juan-Manuel

Fangio and Luigi Fagioli. Not only did these Alfettas win in Voiturette racing but also Grand Prix, and dominated the first two seasons of the newly formed Formula One World Championship of Drivers. In 1950 Farina was crowned champion and Fangio scored the first of his five titles in 1951.

'Alfetta' translates as 'little Alfa' in Italian and referred to the relatively small 1.5-litre capacity of the supercharged straight-8 engine in the racers. For the 1951 season engineers fitted a transaxle layout and De Dion tube rear suspension to improve the weight distribution.

In 1973 Alfa launched the Type 116 and referred to it as the most advanced and interesting 4-door to come from Turin. Set to spice up the sporting Alfa 4-door market alongside the 1750/2000 Berlina and 105 Series Giulia, the Type 116 ushered in the transaxle and De Dion rear layout to Alfa



Arnold Chatz at the wheel. Kyalami 1975.  
(www.motoprint.co.za via Roger Swan).



Basil van Rooyen (V1) and Arnold Chatz (V15) chase down the Nieman Mazda RX2 during the 1975 SA Grand Prix curtain raiser.  
(www.motoprint.co.za via Roger Swan).



G. Chealesleans his Alfetta during a 1974 Kyalami race.  
(www.motoprint.co.za via Malcolm Sampson).



road cars. Little wonder, then, that they pulled the Alfetta name back out of the bag.

Like the original Grand Prix racer, the new Alfetta benefited from a claimed perfect 50/50 weight distribution, which aided cornering agility. This was complemented by a close ratio 5-speed gearbox, disc brakes at all 4 wheels and perky 1779cc (1800) twin-cam engine to make it a real performance saloon on the twisty bits.

On these twisty bits and on track in Group 1 the suspension, which was far from garden variety, shone through. The front was handled by an upper and lower wishbone but the Italian off-the-wall flair came in with the omission of coil springs. These were replaced with torsion bars and an anti-roll bar. Road tests claimed the setup to work well, scoring decently in the anti-dive tests and limiting body roll.

At the back the propshaft and gearbox/diff unit were mounted to the car's body to form part of the unsprung mass while the De Dion axle held the wheels. Variable rate springs worked with an anti-roll bar and Watt's linkage, which kept the body position in relation to the axle consistent. This worked so well at keeping the wheels on the ground that even under track conditions the need for a limited slip differential didn't exist.

Don't let the 3-box in-house designed saloon fool you; it is equally at home on the track, a mountain pass or long Karoo stretch – it is *that* versatile. A large part of these skills come from the engine located up front. Derived from the earlier 1750 Alfas, it featured an 80mm x 88.5mm bore and stroke, hemispherical combustion chambers, chain-driven overhead camshafts and some leading

Don't let the 3-box in-house designed saloon fool you; it is equally at home on the track, a mountain pass or long Karoo stretch – it is *that* versatile



That stretch through the Karoo wasn't bad from a cabin perspective either, with good ventilation from dash vents and opening quarter windows, and despite a characteristic exhaust crackle, sound from both exhaust and road weren't obtrusive

techno babble like sodium-cooled exhaust valves to generate 90kW at 5 500rpm and 165Nm of torque at 4 400rpm. This was good for top speed of 178km/h and zero to 100km/h sprint of 10.9 seconds while only sipping 5.4, 8.3 and 10.5 litres per 100km at 60, 100 and 120km/h respectively – this being all important considering the fuel crisis and resultant restrictions had just hit South Africa.

That stretch through the Karoo wasn't bad from a cabin perspective either, with good ventilation from dash vents and opening quarter windows, and despite a characteristic exhaust crackle, sound from both exhaust and road weren't obtrusive. A story does exist that numerous owners who only ever drove around town complained that after a while the exhaust note got noisy. Experts were brought in to solve the conundrum. The solution was eventually found in putting the car on a dyno and blasting it at full tilt for a minute or two. This blew the carbon build-up out the box, which had effectively become a straight through system, with the caking carbon not allowing the sound to pass through the baffle material.

While talking downsides, it is worth

mentioning the dreaded tin worm. Alfettas suffered rust issues from day one, with the most common places being the front and rear windscreen surround. Tales of two-year-old Alfettas losing their rear windscreens at speed abound. Left hand door skins rot too, presumably from a combination of blocked door drain holes and the camber of our roads pooling rain water on the left.

Baffle issue and rust aside, the Alfetta was the class leader at the time, offering arguably the best compromise between performance, comfort, space, practicality, pricing (R3 750 at launch) and smiles per hour for the whole family. No wonder the model lasted in production for such a length of time. Sure, there was the odd facelift (widened central grille, rubber-faced bumpers, rectangular headlights, new dashboard) and engine change (1600 and 2000) over the decade or so, but the basic formula stayed the same because it worked so well.

An Alfetta, or sporting saloon of the 1970s and '80s, is by no means garden variety anymore and the sluggish values for cars of this ilk are taking off. It's time to dig them out from the bottom of the plot, and while you have that spade in hand, let's go dig up the buried parts in Brits. **C**



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1989 Ferrari 328 GTS  
Giallo with Nero leather interior  
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R 2 500 000

2009 Ferrari 599 GTB HGTE  
Rosso Corsa with Nero leather and  
Carbon Fibre interior. 27,800km



P.O.A.

1977 Ferrari 512 BB (Carburettor)  
Nero with Cream leather interior  
and Nero carpets. 53,900 miles



R 450 000

1982 Ferrari Mondial Quattrovalvole  
Rosso Corsa with Nero leather interior  
66,263km



R 1 850 000

2009 Ferrari 612 Scaglietti  
Rosso Corsa with Nero leather interior  
33,000km



R 1 400 000

2006 Ferrari F430 Challenge Race Car  
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Rosso / Nero interior

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# TEAM PLAYER

From seeing an Airfix Jaguar D-Type model kit as a kid to driving one of Belgium's quasi-works Jaguar Le Mans racers, **Mike Monk** lives a dream.



Inheriting my grandfather's pioneering motorist genes, I grew up as a bit of a car nut and Jaguars have forever held a fascination for me for a number of reasons. Not least of these was being born about three kilometres away from the original Browns Lane factory in Coventry, England. I still vividly remember the big advertising hoardings around the city promoting the brand's principles of 'Grace, Space and Pace', and the giant 'leaping cat' statue on the corner of Wyken Croft/Ansty Road. In my childhood I often spent time wandering around the premises of SH Newsome, the city's major Jaguar dealer, gazing at the majestic models on display. Added to this, an interest in model car building was kindled when my best friend proudly showed me the Airfix British Racing Green D-Type he had just glued together.

At that time, Jaguar was on a hat-trick of D-Type victories at Le Mans but the possibility of this achievement took a severe blow when a massive fire all but destroyed the factory a few days after my ninth birthday in February 1957. We could see and smell the smoke from our house, and reports of the fire and the aftermath in the *Coventry Evening Telegraph* were illustrated with many dramatic pictures of the devastation – the loss value was estimated at £3.5 million.

Likely as a result of the fire, Jaguar disbanded its works racing team so the five cars that competed in the 1957 Le Mans were officially privateer entries, two under the banner of the Scottish racing team Ecurie Ecosse and the other three run by the French Equipe Los Amigos, Equipe Nationale Belge and Duncan Hamilton Racing. In an outstanding display of speed

and reliability, the result was almost a clean sweep, the D-Types finishing first, second, third, fourth and sixth.

Of these, for the fourth-placed Equipe Nationale Belge car of Paul Frère and Freddy Rousselle it was a case of *déjà vu* because the car had finished fourth the previous year in the hands of Rousselle and team principal Jacques Swaters, although evidence has recently come to hand suggesting that the car was in fact a pukka 'works' car. In August 1956 Rousselle drove the car to eleventh place at Oulton Park and on 23 September Belgian Teddy Pilette finished second at the Montlhéry Autumn Cup race in Montlhéry. On 10 October Duncan Hamilton was a one-off entrant of the car for Pilette to drive in the Montlhéry Coupes du Salon where he finished fourth, before the car was prepared for the 1957 Le Mans.

In the build-up to the 1957 24 Hour



classic, on 12 May Rousselle finished second in the Spa GP and on 30 May Lucien Bianchi finished fifth at the Forez 2 Hour. May was also the month the car was used at the opening of the new Brussels showroom of Jaguar's infamous Belgian importer Madame Joska Bourgeois. Following Le Mans, XKD 573 was fifth at the Swedish GP on 11 August in the hands of Alain de Changy and Claude Dubois before De Changy drove the car into second place at the Spa GP on 25 August.

In 1958 the car was sold to Baron Janssen

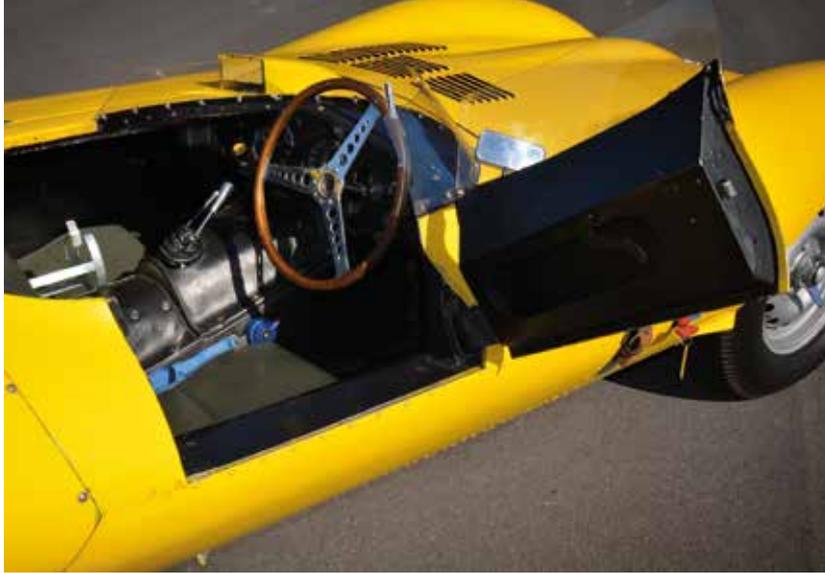
de Limpens, who used it to commute between Brussels and his weekend home by the sea. In 1962 it was sold to Antwerp Jaguar, and the car finished eighth in the hands of Briton Francis Francis in Race 2 of the inaugural (non-championship) Japanese GP at Suzuka on 4 May 1963 to complete a 100% finishing record in its competition history. It appears as though the car then resided in Paris for a while before being sold to wealthy British race driver and team owner John Coombs, who placed the car

on long-term loan to Jaguar, where it was proudly displayed in the main reception area at the legendary Browns Lane factory. It subsequently became part of the Woods Trust collection and,

latterly, was entrusted to the Franschoek Motor Museum for upkeep and display.

The D-Type – introduced in late 1954 and produced during the following three years – was ground-breaking for its time, yet utilised many production-based components. Subframe-mounted independent front suspension comprised wishbones, longitudinal torsion bars and an anti-roll bar, the whole attached to a monocoque centre tub. Trailing arms, an A-bracket and transverse torsion bars supported the live rear axle. Girling telescopic dampers were used all round. The D-Type pioneered the use of four-wheel (non-assisted) disc brakes and the 16-inch Dunlop alloy road wheels were retained by triple-eared knock-off spinners. Steering was by rack and pinion. The aerodynamically designed bodywork – penned by ex-aircraft designer Malcolm Sayer – incorporated a large and distinctive stabilising fin.

The aerodynamically designed bodywork (penned by ex-aircraft designer Malcolm Sayer) incorporated a large and distinctive stabilising fin



Under the forward-hinged clamshell bonnet was a dry sump version of Jaguar's iconic 3.4-litre in-line, six-cylinder, twin-cam XK engine, which was canted over by eight degrees to lower the bonnet height. Fed by triple Weber twin-choke carburettors, a peak power output of 186kW was produced at 6 000rpm with 336Nm of torque developed at 4 500. Depending on final drive ratios, the D-Type was capable of speeds reaching 280km/h. At its Le Mans début in 1954, it was measured to be almost 20km/h faster down the Mulsanne Straight than the 4.9-litre V12 Ferrari. Its 0-60mph time was given as 4.7 seconds and fuel consumption ranged between 19 and 25 litres/100km in racing conditions.

Given this background perhaps you can imagine the absolute thrill I was feeling at the prospect of driving XKD 573. Distinctive in its bright yellow paintwork, this rare short-nosed version – most D-Types featured a more aerodynamic long nose – was still in its 'as last raced' condition, which simply adds to the car's charisma – not to mention value. Stepping over the high sill and dropping down into

## TEAM TITLES

The history of Ecurie – also perhaps more commonly known as Equipe – Nationale Belge that was the owner/entrant of Jaguar D-Type XKD 573 is quite a complicated one. The ECB was formed by the amalgamation of Belgians Johnny Claes's Ecurie Belge and Jacques Swaters's Ecurie Francorchamps. Claes's team was formed in 1949 and the following year Swaters began Ecurie Belgique, but in 1952 the Royal Automobile Club of Belgium objected to the 'Belgique' designation, causing Swaters to rename his team Ecurie Francorchamps (after his tuning shop). Then in 1955 when the RACB wanted to create a national racing team, major sponsor Shell instigated the merger of the two teams. Sadly, Claes had contracted tuberculosis and died in 1956 (aged 39) after selling his team to Swaters. ENB nurtured the careers of Olivier Gendebien, Paul Frère, Willy Mairesse and Lucien Bianchi amongst others, but Swaters was unhappy with the set-up and left in 1957 to reinstate Ecurie Francorchamps, although he continued to race under the ENB banner in RACB and Shell-sponsored events. After forays into F1, ENB was disbanded in the 1960s while Ecurie Francorchamps lasted until 1982. Swaters died in 2010, aged 84.



the comfy leather bucket seat, gripping the wood-rimmed steering wheel and looking out over the louvred bonnet with its raised wheelarches and matching bonnet bulge was sheer bliss. Interestingly, this car is fitted with a metal tonneau over the passenger seat and a simple wraparound windscreen around the driver. In 1956 Le Mans regulations required a full-width screen and a 'flexible' tonneau, so clearly at some point this car must have been returned to its original configuration, which is perhaps surprising as the full-width

screen actually helped improve top speed.

The car fired up with a harsh, resounding crackle from its dual exhausts pinned alongside the near-side bodywork. Fresh from a clutch rebuild that resulted in a stiff in/out action, a strong application of revs caused the 60-year-old D-Type to simply catapult away, the all-synchro gearshift proving to be mechanically precise. Although peak torque arrives above 4 000, once over 3 000 the motor begins to kick in and the car simply rushes forward, the sensation heightened by being windswept as the shallow, curving Perspex screen offers little protection. The unassisted steering is not heavy and fairly direct while the brakes are reassuringly firm and responsive but, typical of cars of the period, applying power early on exiting

corners simply causes the 6.50x16-inch Dunlops to step sideways, necessitating caution and concentration to avoid spinning off into the undergrowth.

Within a couple of laps, imagining the likes of Rousselle, Swaters and Frère driving this car flat out in daylight and at night-time, in rain and bright sun for 24 hours, earned my utmost admiration – the experience was a tactile time warp. You can feel and sense everything the car is doing and the wind rush is matched only by the adrenaline rush as you brake hard into a corner, turn in and wrestle with the steering as you power out of the bend, the exhaust's decibels rising to an artillery crackle as the iconic XK's revs climb back towards the red line.

As to how many D-Types were built, reports vary between 62 and 70 but 17 'works' cars and 45 production versions seems to be closest to the mark. This example stands as an unmolested survivor and contributor to one of the most memorable periods in Jaguar's history. 📌

Within a couple of laps, imagining the likes of Rousselle, Swaters and Frère driving this car flat out in daylight and at night-time, in rain and bright sun for 24 hours, earned my utmost admiration

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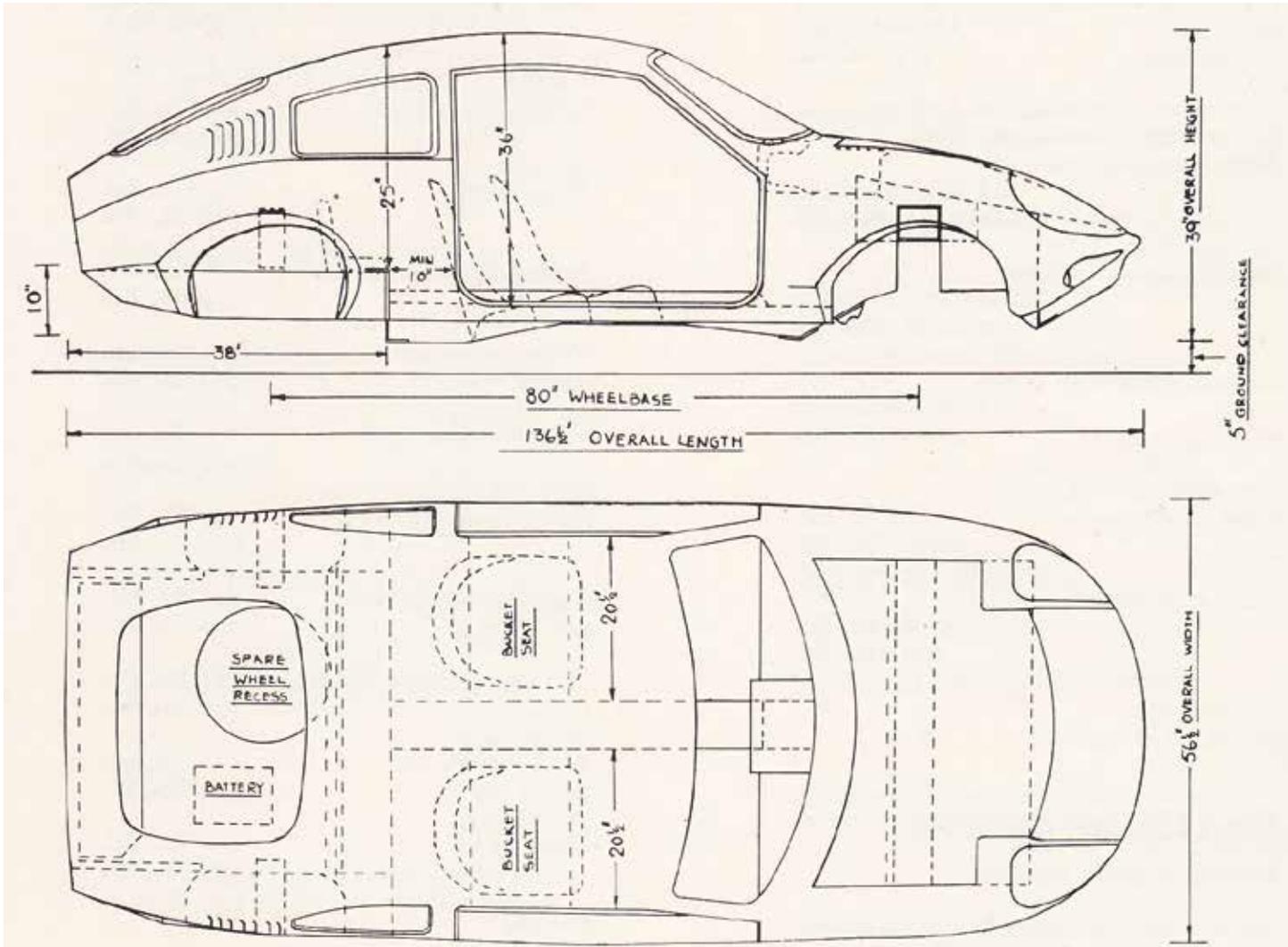
**VENUE**

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# STING IN THE TAIL



A young Brian Raubenheimer went to England to get trained by Marcos Cars in manufacturing the Mini Marcos, bought the moulds and obtained a licence to produce the Mini Marcos Mk III in South Africa. Standing next to the car he built in England.

Several Mini-based kits were designed and manufactured in the mid-1960s, likely boosted by the fact that at the time no VAT was payable on kit cars in the United Kingdom. One such Mini variant that reached South Africa was the fibreglass Mini Marcos. **Ryno Verster** tells the story of this wind-cheating design that applied Kamm's theory to make the original giant-killer even more potent on road and track.

**T**he Mini Marcos more than just made it to SA, it was manufactured here. This means South Africa joined Ireland and Britain as the only countries to produce the little GT. Mini Marcos, with a 29-year-long production span, hold the record for the longest-running Mini-based car to enjoy iconic status around the world, and the hype in South Africa is just as acute.

It all started with Dizzy (Desmond) Addicott, a test pilot in the UK and huge Mini fan. He was

the creator of the Mini DART (Dizzy Addicott Racing Team). He modified a Morris Mini panel van and by using its floor pan he fabricated a streamlined steel body by removing sections from both the waist and windscreen pillars to lower it, removing the roof behind the doors and replacing it with a sloping section. This design prototype graces a museum in Japan in restored form. Dizzy's dream of manufacturing his design in aluminium never came to fruition, as it was judged to be too expensive.



Floor pan construction.



Body-in-white ready for paint shop.

At the time Jem Marsh was with Falcon Shells that produced eight fibreglass shells of the DART, but a disagreement between the pair saw them go their separate ways. Dizzy walked away with four of these fibreglass bodies and sold them, with his design rights, to Jeremy Delmar-Morgan, who went on to manufacture and market them through his company JEM Developments as the Mini JEM.

In 1959 Jem Marsh teamed up with the car designer/aerodynamicist Frank Costin and the company Marcos Cars was established (Marcos being an amalgam of the first parts of the pair's surnames). They went their own ways in 1961 but the name continued. The designer commissioned to revamp the DART's design to become the Mini Marcos was Malcolm Newell (designer of the Quasar motorcycle) and the Mini Marcos Mk I was launched at the Racing Car Show at Earl's Court, London in January 1966, a year ahead of the Mini JEM.

Dizzy Addicott, in the design of his Mini DART, applied the principles of Kamm's theory that a truncated teardrop shape was more efficient when its tapered point was replaced by an abrupt chopped rear end. The design calls for a body with smooth contours at the front that continues to a tail that is abruptly cut off (often referred to as the Kamm tail). This explains the shape of the DART. Other cars that also applied these Kamm theory principles include the Aston Martin DB6, Ford GT40, Ferrari 250 GTO, Alfa Romeo Montreal and many more. The Kamm tail principles eventually became so incorporated in contemporary car design

that credit to the origin of the theory is seldom given anymore. The DART design had been validated in a wind tunnel test at Weybridge and a theoretical maximum stable speed was set at 170mph (274km/h). The Marcos design also incorporated the Kamm rear making for exceptional high-speed stability as demonstrated in practice for the 1967 Le Mans 24 Hour when Jem Marsh clocked 141mph (227km/h) down the Mulsanne straight.

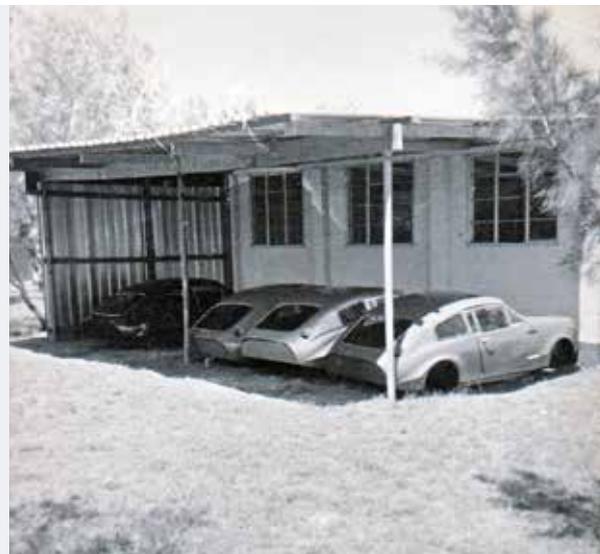
But back to the production Mini Marcos. What was it? It was a fibreglass body designed to use Mini components. The kit consisted of a jig-drilled body shell to accept Mini sub-frames and other components and included all glass, headlamp covers, seats, carpets, dashboard and hood lining. The idea was that the buyer would use a donor Mini and transplant all components to the Marcos body. Both Mini sub-frames were used and therefore engine and suspension, brake system, steering, all electrical components, and instrumentation were taken from the donor Mini. Ideally a Mini panel van, pickup or station wagon would have been used as donor car as the Marcos body was designed on the floor pan of the Mini panel van with a wheelbase 98mm longer than the sedan. This however only affected the handbrake cables and exhaust. The fuel tank was also different from the sedan and the taillight cluster of the van was also used.

Like all production vehicles the Mini Marcos migrated though continuous improvement from a Mk I version to a Mk V. South Africa only manufactured the Mk III which, without an opening tailgate, limited

the use of the Marcos as a daily commuter. An opening tailgate became an optional extra on the later Mk III UK models. By 1972 Marcos Cars Ltd was in financial trouble and was sold to Rob Walker Garages who produced a Mk IV derivative with extended wheelbase and opening tailgate. The moulds were eventually sold to Harold Dermott who developed the Mini Marcos into the more modern-looking Midas. Eventually Dermott and his Midas also ran into financial difficulties and on the basis of the terms of the original sale the rights to the Mini Marcos reverted to Jem Marsh, even though Midas was bought up and revived. This resulted in the Mini Marcos Mk V which was mainly meant for the Japanese market and was produced from 1991 to 1995.

As mentioned, the Mini Marcos was only manufactured outside England under licence in Ireland and South Africa. A young, ambitious 27-year-old Brian Raubenheimer went to England in 1962 for training at the Jim Russell racing school, did some part-time work and made good friends in motoring circles. During a follow-up visit in 1967 he met Chris Lawrence, who did work for Jem Marsh on the bigger Marcos sports car. Brian saw the Mini Marcos in Chris's workshop and met Jem Marsh before being invited to visit the Marcos factory at Bradford-on-Avon, where enthusiasm to make the Mini Marcos in South Africa took off. Phone calls to his dad in Pietermaritzburg followed and an in-principle agreement was reached between Marsh and Brian to manufacture the Mini Marcos under licence locally.

As part of the agreement Brian was



Transporting completed bodies from Plasba factory in Estcourt to Raubenheimer Manufacturing premises in Pietermaritzburg.

trained at the Marcos factory, learning about fibreglass and constructing the Marcos. Part of the training included Brian building his own Marcos from start to finish at the UK factory. This (bright yellow) Marcos with knock-on wheels was sent to Durban, arrived in July 1967 by mail ship and immediately caused a stir in motoring circles. The moulds were manufactured in England in the meantime and six UK bodies were ordered to serve as bridge-over stock until production locally was in full swing.

Back in SA Brian structured and set up Raubenheimer Manufacturing Company (Pty) Ltd in Pietermaritzburg in 1967, intent on supplying shells in kit form to the public through a network of independent distributors. Body manufacture was outsourced to Ashley Smith's Plasba (Pty) Ltd in Estcourt (KwaZulu-Natal). This agreement included Plasba manufacturing the jig-drilled fully painted bodies, seats, hood lining, wooden dashboard, carpets and all glass fitted. Production of these components was outsourced to other local suppliers. Buyers got all this for R995. Brian, a very keen pilot, used to fly from Pietermaritzburg to Estcourt regularly in his Piper to supervise the manufacturing, provide advice and ensure quality. Local production of the Mini Marcos started in November 1967.

Marketing kicked off at the Power 67 Show in November 1967 in Johannesburg. Dreams were big, enthusiasm high and ambitious sales projections were made. Part of the promotion of the Mini Marcos was to enter it in the Le Mans Marcos in the Rand Daily Mail 9 Hour with Jem Marsh and Brian

Raubenheimer as drivers. Several dealerships were established: Victory Motors in Cape Town, Ed Kazerson in East London (East London Car Mart), Race Craft Development (Pty) Ltd in Johannesburg and the Steering Wheel (Shaun Perkins) in Durban.

The launch was in the form of a small cocktail party on 30 January 1968 at the Plasba factory. On display were the seven UK-manufactured bodies (including the car Brian built in the UK), and 13 locally-manufactured bodies for the press and all present to see that the locally-manufactured products were as good as, if not better than, the UK product. The right-hand door on the fully imported bodies and the doors produced from the moulds provided didn't align properly with the body contour and a large gap was visible. The mould was modified by Brian and the staff to fit properly.

Research revealed that many buyers preferred complete cars and this service was available from Marcos dealerships using donor Minis. However, negotiations with BMC at Blackheath were taking place about making a package of brand new BMC components available, including a slightly-tweaked 1000cc engine.

In the following months production picked up and marketing continued, including a press introduction session at Killarney in March 1968 and a display at the Royal Agricultural Show in Pietermaritzburg in May '68. However a nasty shadow loomed over the future production in South Africa in the form of a legal dispute with Marcos Cars in the UK. The in-principle agreement stipulated that royalties on each body



Recent picture of Brian Raubenheimer

The original DART design prototype used to produce the moulds for the production of the Mini Marcos was discovered many years later in a workshop in England and is nowadays displayed in a museum in Japan. The nose cone of this prototype had deteriorated beyond repair and a new one had to be fabricated for the design prototype. A prominent official of the Mini Marcos Club in the UK, Paul Lethbridge, inspected the original nose cone discarded in a skip and was amused to find that the headlight recesses on the original nose cone were fabricated from cut out Castrol XL oil cans!



The Marcos with Brian Raubenheimer at the wheel had a brilliant start in the 1967 Rand Daily Mail 9 Hour Endurance race at Kyalami on 4 November 1967. Seen here on the opening lap approaching Crowthorne corner.

## SEQUENCE IN MANUFACTURING MINI MARCOS BODY KIT

—as described by Brian Raubenheimer—

Two main moulds were used for manufacturing body shell, namely the Floor pan mould and Body shell mould

Step 1	Floor pan mould:	Body moulds:
	Moulding of floor pan including wheel arches and firewall	Main body shell mould consisted of various sections that were bolted together. Mould was inverted in rotisserie. Laminate body sides and roof.
Step 2	Doors and bonnet were moulded next in separate moulds. Doors consisted of inner and outer shell skins and were moulded together.	
Step 3	While the floor pan and body shell were still green the edges were trimmed flash and the body shell laminated onto the floor pan, along the floor line and over the wheel arches; bulkhead also laminated onto body.	
Step 4	Inner sills were laminated onto body on each side as well as the central tunnel which all gave the body its torsional strength.	
Step 5	Unbolt the body shell sections and removed the completed shell out of the mould. Grind smooth all edges formed between mould sections [due to leakages], clean off all body mould excesses.	
Step 6	Cut out all apertures [doors, windows etc.] along scribe lines.	
Step 7	Jig-drill body shell to take sub-frames and steering rack. Testing drilling by fitting new sub-frames [this part of the production process was critical for sub frame alignment]. A used Mini bulk head with some firewall left was moulded into the body. This panel was critical in getting sub frame alignment correct. New sub frames were used to test the accuracy of drilling.	
Step 8	Prepare and paint body [to customer order].	
Step 9	Assembly of doors, door frames, door parts hood lining, dash board, carpets, front and rear windscreens and side glasses.	

kit manufactured were payable when the body came out of the mould. Royalty was agreed upon at £25 per body, and they were meticulously paid. The price of the moulds, jigs and drawings were separate and according to Brian quite expensive, but he couldn't remember the exact amount. When the Marcos Cars' attorneys finally submitted their contract there were clauses and conditions added that were unacceptable to the Raubenheimer camp and had never been mentioned before. One would have expected that differences would have arisen over more royalties and money issues but to the contrary. There were niggling details that surfaced for the first time in discussions. Brian cannot recall all the issues but the one new condition that caused them to dig in their heels was that any form of litigation would have to be dealt with in UK courts. Things turned ugly and the Sheriff was called in to prohibit Raubenheimer Manufacturing from further production until the case was heard in the Supreme Court. Close to the court date Marcos Cars' legal representatives made a settlement offer that included the moulds being destroyed. The offer was rejected so another settlement deal was put forward where the parties would be responsible for their own legal costs. Raubenheimer Manufacturing could keep the moulds but cars produced after the settlement should not be called or badged as a Marcos product. The two parties settled their dispute on these conditions in August 1968.

By this time production at Plasba had stopped and 9 half-finished bodies were brought to Raubenheimer Manufacturing's premises in Pietermaritzburg. Unfortunately after all these 'unexpected con-



According to Kamm's theory a truncated teardrop shape is more aerodynamically-efficient when its tapered point is replaced by an abrupt chopped rear end.



Major role players in Mini Marcos production in South Africa. Left to Right: Brian Raubenheimer, Jem Marsh [Marcos Cars UK] and Mr Rufus Raubenheimer, director of Raubenheimer Manufacturing Company.

sequences' of a noble effort to create a South African Mini dream, Brian lost enthusiasm to pursue Marcos production further. He completed the unfinished bodies and by the end of December 1968 all was sold.

The production span of the Mk III Mini Marcos for commercial purposes in South Africa was therefore short, starting in November 1967 and ending officially in December 1968. The total number of kits manufactured and sold in SA came to 63. Plasba factory produced 47 Marcos units for Raubenheimer Manufacturing. Of these, three body kits were sold to a dealer in Lourenço Marques in Mozambique. After the settlement, Brian moved the moulds and half-finished bodies to their premises in Ashburton in Pietermaritzburg and completed nine more 'no-name' units. He sold the moulds to a Johannesburg enthusiast who intended to build two units. Brian bought the moulds back again in the late eighties and built one last body in 1991. By now he had forgotten how thick certain panels were supposed to be so this was eventually a real 'thick-skinned' specimen.

The Mini Marcos as produced by Raubenheimer Manufacturing has contributed significantly to South African motoring history of the late sixties. Its contribution was maybe not as spectacular as that of the iconic South African-designed, developed and manufactured fibreglass GSM Dart and Flamingo sportscars of the early

sixties, but in its own way it wrote a new and separate page of locally-manufactured automotive history.

#### MINI MARCOS AND RACING

The Marcos Car Company had an appetite for motor racing and particularly for long distance endurance racing like the Le Mans 24 Hour. While not participating themselves in the 1966 Le Mans, they assisted a Swiss-run Mini Marcos driven by Jean-Louis Marnat and Claude Ballot-Lena. The engine was a 1275cc Cooper 'S' prepared by BMC's Special Tuning Department. The outfit finished 15th overall and was the only British car that completed the race that year, averaging 144.3km/h. For '67 Marcos Cars entered their own car and nearly failed to start. The French organisers drummed up a ridiculous infringement of a rule regarding the height of the windscreen to disqualify the Marcos in order to allow another French entry to qualify. Rudimentary reshaping of the screen was done in a hurry so they could take to the starting line. Unfortunately the Marcos retired with broken timing gear. The car was then shipped to South Africa for the Rand Daily Mail 9 Hour at Kyalami on 4 November. There was a dock strike in England at the time and to get the racing Marcos to South Africa in time it was shipped on the passenger ship the Pendennis Castle.

This Marcos had a distinctive streamlined front nose cone with a small oval radiator air intake and a single fresh air intake for the driver. The Marsh/Raubenheimer Mini Marcos had an exceptionally good start in the 9 Hour with Brian doing the first stint. They finished 15th overall, 16th on Index of Performance and 3rd in their class. An oil cooler burst during the race but fortunately Brian's road car was on hand to be stripped for a replacement. After the race the car remained in South Africa and was passed on through the hands of Peter Kat to Nolly Limberis and probably eventually to Guy Tunmer. In the end the body ended up in Zimbabwe and was restored, and is presently part of the Bruce Glasby collection.

The Mini Marcos was a popular entry in motor races in South Africa. Not being homologated, participation in saloon car racing was not possible and it had to enter in the sportscar category and was especially popular in endurance racing events. Needless to say in this category competition was fierce, technology very advanced for its day and Mini Marcos entries had to really perform magic to be competitive with the 1275cc engine and production car mechanical design features. Mini Marcos entries in the hands of drivers like Piet van Niekerk, Peter Kat, Nolly Limberis, Guy Tunmer, Tiens de Kock and R. Cropper were the most successful. Jem Marsh died on 2 March 2015 at the age of 85. 📄

# A

## NEW BEGINNING

**Mike Monk** takes a spin in a Model A, the vehicle that followed in the wake of Tin Lizzie, and proved another ground-breaking runaway sales success from Ford.

**A**s motoring pioneers go, Ol' Henry Ford ranks as one of the finest, not necessarily for any superior engineering or ground-breaking design achievements, but more for his business and manufacturing acumen – and a desire to create affordable cars for the masses. The mass-produced Model T set standards that the automotive world was only too glad to emulate. So when the time came late in 1927 to replace the Model T with his next 'people's car', everyone expected something that furthered the solid foundation that Tin Lizzie had established over the previous 19 years.

It was named the Model A but, a little confusingly perhaps, it was not the first Ford with this moniker. The previous Model A was the company's first-ever car, built in 1903/04. The cars that followed were identified alphabetically but they were not all production models before the Model T was introduced in 1908 – some were only prototypes. However, rather than tag the

follow-up to the Model T as the Model U, it was called Model A because the new car was such a departure from the old that Henry wanted to start over again.

Styled by a team led by Henry's son Edsel (although Henry took a lot of credit), the new car was introduced on 2 December 1927 and the motoring public was certainly not disappointed. Made up of around 6 800 different components compared with slightly less than 5 000 for the Model T, the second Model A boasted a water-cooled 200.5ci (3 285cm<sup>3</sup>) four-cylinder L-head engine developing 40hp (30kW) at 2 200rpm. The drivetrain comprised a conventional non-synchronised 3-speed-plus-reverse, sliding-gear manual gearbox, a multi-plate dry clutch, and shaft drive to the live rear axle with its final drive ratio of 3.77:1. Four-wheel mechanical (internal expanding) drum brakes were used. The fuel tank was situated in the cowl between the engine compartment's firewall and the dash panel, and it had a visual fuel gauge. The fuel





flowed to the carburettor by gravity and the compression ratio was a mere 4.22:1.

For cooler climates, owners could purchase a cast iron cover for the exhaust manifold that provided heat to the cab via a small vent. Other highlights included safety glass all round, a contemporary battery and ignition system, and the paintwork – initially, four shades were available rather than just black – was highlighted with contrasting colours and pin-striping. An external sun shade, radiator stone guard, radiator ornament, wind vanes, rear-view mirror, rear luggage rack and a spare wheel lock were amongst the optional extras.

Chassis-wise, the Model A had a 103.5-inch (2 629mm) wheelbase and rode on carry-over-from-the-T semi-elliptic leaf springs front and rear, but now improved with Houdaille double-action hydraulic shock absorbers. Tyres were 4.50x21 on wire-spoke wheels. The Model A was the first Ford to use the standard set of driver controls with conventional clutch, brake and accelerator pedals, although the latter was centrally placed. The gearshift and handbrake were mounted on the floor.

This model was the cheapest in the range and sold for \$460. Climbing aboard Franschhoek Motor Museum's sky blue 1928 Phaeton required some wiggling because if, like me, you are of above average height, sliding legs through the narrow gap between the base of the seat, the leading edge of the door opening and under the steering wheel requires considerable dexterity. The gangly gear lever does not help, either, but once seated – let me euphemistically call it cosy rather than cramped – there is a terrific, elevated view through the flat screen and out of the open sides. (Phaeton denotes an open automobile with or without a roof but without weather protection.) Fortunately, my eye-line is just below the top of the screen. Less helpfully, my right knee is above the top of the door ... Turn the key, curl your left leg around the gearshift and depress the floor-mounted starter button and the motor chugs into life with that reassuringly steady beat of a low-stressed big-capacity motor.

Engage first – left and back – and the Model A pulls away with some vigour. Max torque of 173Nm arrives at just 1 000rpm that, combined with the gearing, allows the 970 Phaeton to quickly get up to cruising speed and lug away contentedly. This is just as well because once the gearshift is in

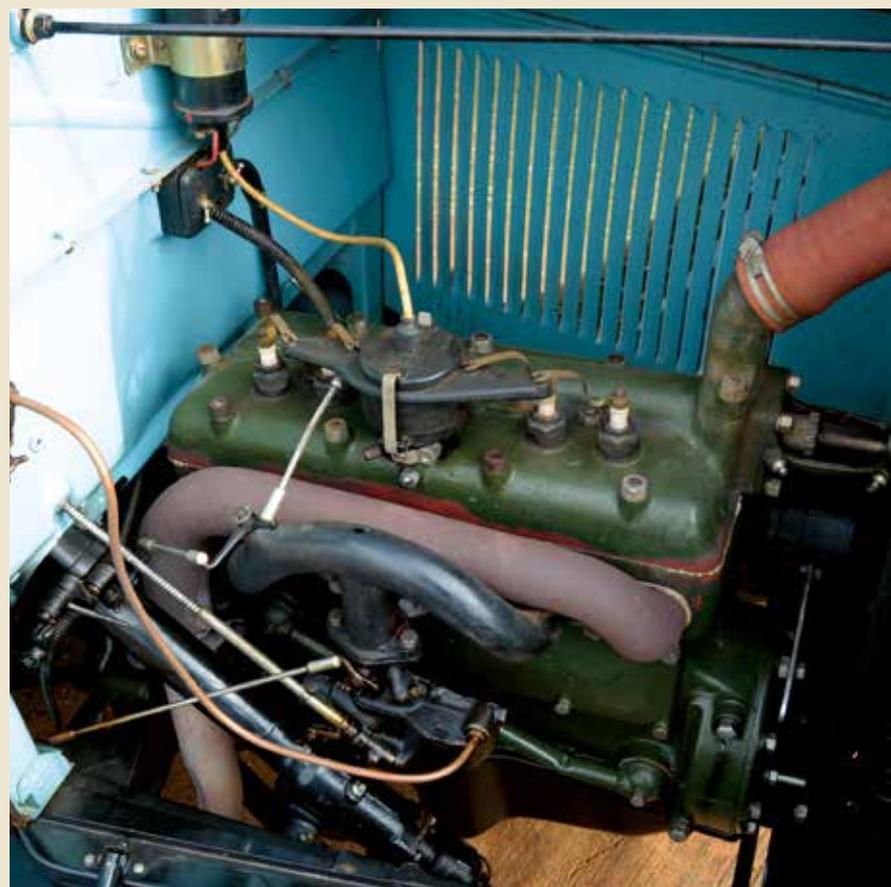
the 2-3 plane to the right of the H-pattern gate, the lever knob sits in the crook of your left knee. But never mind the contortions, driving the Model A is a grin-inducing experience. The ride is comfortable and the steering easy to manage thanks to the large, four-spoke wheel. It is easy to understand the car's popularity at the time.

In the build-up to the launch of the Model A, Ford's Highland Park and River Rouge plants were closed for over six months, idling over 60 000 workers, while the new car was being readied for production. Dealers took the brunt of the shutdown, without new cars to sell during this time, and having to rely upon repairs and service parts to survive. Actual production began on 21 October 1927 when the engine was fitted to the first Model A to be assembled. Sales commenced on 2 December, so this 1928 four-door Phaeton is one of the first generation models. In that first year, nine different models were offered and by 4 February 1929, one million Model As had been sold. By 24 July the two-million mark was reached, and by March 1930 the figure was three million.

The Model A received a bit of a facelift in 1930 that included the adoption of 4.75-section tyres on 19-inch rims, which lowered the car's stance and, combined with some exterior freshening, improved its appearance and helped maintain its popularity. When production ended in March 1932, a mammoth total of 4 858 644 Model As had been made – one list shows 36 different body styles had been used over its model life. Some 117 849 standard Phaetons were produced, plus 6 175 deluxe versions, which were introduced in 1930. In addition to the United States, Ford made the Model A in plants in Argentina, Canada, France, Germany, the United Kingdom and Denmark.

The Model A was a second huge success for Ford and carries a massive following to this day, from classic car enthusiasts to hot rod fanatics. *Ala Kart*, a made-to-order 1929 roadster pick-up built by legendary custom car king George Barris, won two straight 'America's Most Beautiful Roadster' awards at the Oakland Roadster Show before making numerous film and television appearances. That such a well engineered – and in some instances innovative – car built in an industry-leading flexible mass production manner with enviable quality and reliability, is a lasting tribute to Ol' Henry's foresight. A for Away! 🚗





# THE HIGH MILE CLUB

Once the *de rigueur* choice as the company car for up and coming executives, Mercedes-Benz's W123 saloon is still a daily sight on our roads nearly 40 years after its launch. From congested Jo'burg streets to the dusty expanses of the Free State and the rugged terrain of the Eastern Cape, it's a car that continues to live up to its maker's claim, says **Graeme Hurst**.





**W**hen I think back to television advertisements for cars in the early 1980s it's the catchy straplines that spring to mind. Toyota's 'Everything keeps going right' and BMW's 'Sheer driving pleasure' are two standouts. Two that were spot on, in retrospect... just ask any of the country's thousands of Quantum taxi drivers what they reckon about the Far East car brand or get the keys to an E30 BMW M3 to form an opinion on the latter.

What about that line from the famous three-pointed star: 'Engineered like no other car in the world'? The bold claim was popular in print and television when the company's long-running and hugely popular mid-size luxury saloon, codenamed W123, was in production. The ad copy was no doubt the work of a brand team set on emphasising the marque's Teutonic approach to design but it was an approach that clearly paid off: nearly 20 years after the last one rolled out of the East London plant, the W123 saloon is still in daily use on SA roads and the rest of Africa, while most of its peers, such as BMW's 5 series and Audi's 500, have long been languishing in scrap yards. And with more than 70 000 made here in SA, this mid-size Mercedes was as much a part of the SA landscape as a 3-litre Ford or a Toyota Hilux. No upcoming mid-tier executive could be seen in anything else really, while the range of models, from basic carb-fed 200 in manual guise to a luxury six-cylinder 280E in full house spec, ensured it had wide appeal, from dominees and farmers, to doctors and boardroom directors.



So what made them so popular? Anyone who's driven one will vouch for its solid, well-screwed-together feel and its capacious, comfortable interior – not to mention its superb road manners – while long-term owners will likely tell you that it simply keeps on going. Truth is, a W123 is from an era when Mercedes built its cars up to a standard and not down to a price. And that made it tough, reliable and capable of lasting... something Germany's huge army of taxi drivers quickly came to realise as they placed orders for the entry level diesel variants, which accounted for over 400 000 of the 2.7 million W123s built.

Development for the model began as far back as 1968 although the style as we know it only really came together in '73. By then its predecessor, the 'new generation' W114/5, was well in production and comfortably meeting demand but the company wanted to keep ahead and further its reputation for safety. The W123 used the W114/5's suspension design – double wishbone at the front and semi-trailing arms at the rear, coupled to a torsion bar, with coil springs all round was carried over, along with re-circulating ball steering.

Truth is, a W123 is from an era when Mercedes built its cars up to a standard and not down to a price. And that made it tough, reliable and capable of lasting...

Only this now featured a clever zero-offset geometry – developed on the C111 concept car – which avoided tyre contact stresses loading the suspension joints.

Body-wise the use of lightweight high-tensile steel (a first for Mercedes) kept weight down to under 1 400kg (for the four-cylinder variants, a full-spec 280E is around 200kg more) while the shell was designed with a strong core and easily deformable outer panels capable of absorbing energy in a crash. The safety aspect extended to the cast alloy engine mounts which are designed to sheer in a collision to allow the power train to go under the car instead of into the cabin. Other safety-related thinking included the cheese-cutter rear lights – visible even when covered in dust – while the trademark Mercedes 'one stalk' for operating indicators, high beam and wipers was adopted to allow for these functions to be selected with minimum distraction.

The W123 made its debut at the Geneva Motor Show in March '76 and demand was instant, with the model enjoying waiting lists in Europe throughout its life. A coupé version followed a year on for the European and US markets, along with the stylish T-series estate – which was produced alongside Mercedes-Benz trucks in Bremen. In 280E spec the T series was, at the time, the world's fastest production station wagon. And there was also a limousine version by coachbuilder Lang

which could be ordered with a privacy division and a flag holder in place of the three-pointed star mascot, perfect for African dictators wishing to impress fellow leaders and their electorate.

Mercedes was known for thoroughly testing its cars during development but the W123 got the ultimate test shortly after launch when a pair of 280Es took an impressive first and second victory in the gruelling 30 000-kilometre 1977 London to Sydney Rally. Initially entered by the assistant managing director of Mercedes-Benz UK, the cars were 'unofficially' given factory backing (as the company pulled out of motorsport after the 1955 Le Mans tragedy) after Erich Waxenberger (father of the mighty 300SEL 6.3) got wind of it. His engineers prepared the pair of saloons and then supported them *en route* with three backup W123s, which used the rally as a test for, among other things, the new ABS system, which was later available on the W123 in Europe and the US.

South Africa got the W123 the same year, with 40% of it made from local content, as per the industry regulations of the time which also stipulated that engine blocks be cast at the country's ADE unit in Atlantis. East London was home to the only ex-Germany factory (at the time) and local management took their reputation seriously, with quality control generally regarded as one up on that at the maker's main plant in Sindelfingen. A lot of that was due to our lower labour costs, and SA-assembled cars that made it to England (where waiting lists were long) are often



identified because of the double sets of inspection marks, plus items like tinted glass and woollen carpets which the German-built examples didn't have. Our leather was a more popular option and of better quality than the European-sourced version, as was air conditioning. And, according to former factory employees, the engines were dynamically balanced before being thoroughly tested on a dynamometer, making them more refined than the German-assembled examples.

The range here was initially the 230 and 250 in carburettor guise with only 280E boasting fuel injection (Bosch K-Jetronic). There were also two diesel options: the four-cylinder 240D and the five-cylinder 300D. Both were popular with the farming community, although the 240D was no ball of fire with a top speed of 136km/h. That led at least one performance outfit to offer a turbo charger upgrade, which was tested by *CAR* magazine who found the result on a par with the 300D's performance for R1 380 installed – just under half the price difference between the two.

While the 280E was the flagship of the range with turbine-like, six-cylinder performance that was good for 190km/h ability, not to mention a suite of luxury appointments such as aircon and leather as standard, it was also priced accordingly – R32 066 when *CAR* tested it in March 1984, when the 2-litre 200 (which had followed) in manual spec was pegged at R18 097. More popular was the 230E, which came about with Daimler-Benz's M-102 fuel injected 2.3-litre engine launched two years before.

With 25% more power than the carburettor 230 model it pushed out an impressive 100kW and was good for 0-100 in a fraction over 12 seconds and a top speed of 173km/h – perfectly adequate as a mid-tier luxury car, particularly at the Reef.

The stylish CE was never officially marketed here, ditto the T estate although that was available as a special import in top range 280TE spec. *SA Motor* tested one in its April 1982 issue and were hugely impressed with its styling and performance – the car could do 0-100km/h in less than 11 seconds at the Reef *nogal*, making it the fastest Mercedes the magazine had tested to date. It was, thanks to punitive import duty, also one of the most expensive at a whisker over R51 000, more than a Porsche 911 and double the price of a regular 280E sedan. No wonder the editorial team commented that owning one might require 'foregoing a round-the-world trip on the QE2'.

Local production lasted until early 1986, when it gave way to the W124, which had already been on offer for close to two years in Germany. By then 77 350 W123s had rolled out of the company's East London plant. It was arguably the model that did the most to further the brand's fortune locally. Whereas its predecessor had been up against the likes of such 1970s models as Chrysler's Valiant and Chevrolet's 4100 the W123 was, in a sense, above its peers in

Today the Middle East and Africa are home to vast numbers of W123s earning their keep, as anyone who's visited countries such as Morocco, Egypt or Nigeria can confirm

terms of build quality and brand prestige.

It was the end of an era but the script nearly had a sequel: automotive and consumer goods marketing consultant John Storey, himself a 230E owner of 20 years, launched a project called *Afrokaizan* shortly after democracy. This was aimed at bringing mobility to the masses by bringing a trio of out-of-production models that could be assembled at an affordable price, back on to the market. "We did some market research in the townships and quickly established which cars were in favour as being reliable and long lasting. The Peugeot 404, Chevrolet 4100 and W123 were the standouts," recalls Storey who was aiming to get international funding to assemble all three models at the old Alfa Romeo plant in Brits. A meeting with Mercedes' then CEO and his accountants proved that a W123 could be built and sold (in basic form with limited colours) for around R100 000 at the time and still be profitable. It would've been a bit like VW's long-running Citi Golf in a sense, although the model wouldn't have been on your local McCarthy showroom

floor. Rather Storey's business plan involved the cars being retailed direct to the consumer and serviced through a tyre and exhaust franchise. But the men running the three-pointed star weren't keen as they feared any W123 sales would harm the executive image of the brand and eat into the market for their C-class and E-class models.

Today the Middle East and Africa are home to vast numbers of W123s earning their keep, as anyone who's visited countries such as Morocco, Egypt or Nigeria can confirm. That's where you'll likely be ferried from the airport in a 240 or 300D that boasts an intergalactic mileage on its odometer – which is surely the greatest proof of how well-engineered these cars are.

W123s are still on our roads in all standards: from one-family-owned, cherished examples (which will set you back R50-60k) to hubcap-less high milers that are in daily use as commuter cars or taxis. W123s are even seen as 'cool' by youngsters; in Cape Town they can be spotted with surfboards on roof racks (or even inside) when the surf's up. There's even a dedicated company renting them out on a daily or monthly basis – yes, a car hire company based solely around a model that's been out of production for close on three decades! And they're also increasingly popular on the track here: C&PCA's own Stuart Grant is one of around 10 owners who campaign a W123 in the Historic Saloon and Historic Endurance classes of Historic Racing SA Club race meets, where they are pitted against such heavy metal as Porsche 911s and replica Ford GT40s. His steed is also occasionally a 280CE, prepared and co-raced by marque specialist Colin Kean of Carcol Executive Auto. But not all examples are the rare coupé variant: Hubi von Moltke's regular 280E is currently coming second in the Endurance Series, where the W123's combination of brilliant handling in wet weather and sheer reliability gives drivers the upper hand in the three-hour track stints.

Yes, a W123 was, and continues to be, a fantastically capable and well-built car that delivers outstandingly reliable, refined and – above all – safe motoring. But perhaps the last word should go with Mercedes-Benz's advertisement campaign from the 1980s – or specifically Christopher White's experience behind the wheel of one. Remember him? He was the guy who accidentally careered his off Chapman's Peak late one night, plunging 100m on to the rocks below. And Mercedes-Benz re-enacted it all with a TV commercial involving some dramatic footage from a camera strapped in a sacrificial W123, which was heavily damaged before it came to rest close to the breakers. Moments later you heard the door click open and a voice-over narrating that Christopher White survived for two reasons: he was wearing a seatbelt and he was driving a Mercedes-Benz. Truly engineered like no other car in the world. 📖



## GET THE BOOK

Want to learn more? Then a copy of a recent book on the model '*Mercedes-Benz W123 The finest saloon car of the 20th Century*' is a must. It's the only comprehensive tome on the model and written by UK marque expert, Mark Cosovich and well-known classic car journalist Martin Buckley, himself a W123 owner several times over. With a foreword by our own Jody Scheckter and plenty of fantastic colour illustrations, the book's 220 pages cover the model's development, the range and its technical specification while highlights include a section on success in motorsport and a chapter dedicated to South African production. See: [www.W123book.com](http://www.W123book.com) or call +44 01792 846888 to order a copy.



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# A BUSINESS LEADER



Born on 6 November 1880 to a well-to-do and politically-connected family, Yoshisuke Aikawa was exposed to businessmen pandering to politicians' needs from an early age. He so detested this way of getting work that he swore he'd never take up either occupation. Ironically, he became one of Japan's most successful people in both arenas, establishing numerous companies and being selected as a member of the Japanese House of Peers in 1943. He quietly went about bucking traditional Japanese structures and can be regarded as the man who established Nissan.

**Y**ou could find some paved roads in the Japanese cities of the 1930s, but for the most part the streets were sandy, rock-strewn pathways.

Transport development had focused on the railways, so this was the favoured long-distance mode of travel, but the wheels of change were set in motion when a car drove from Osaka to Tokyo (nearly 500km) without encountering any problems. And the vehicle was no GM or Ford, rather a made-in-Japan item called the Datson. Of course Datson became Datsun, which is what all Nissans sold to the export market were badged as between 1958 and '86. As many will remember, Nissan took the Datsun name out of the picture in 1986, but in 2013 it came back as the firm's low-cost vehicle for emerging markets.

Go back 99 years to March 1914 when Kwaishinsha Jidosha Kojo (Kwaishinsha Motor Car Works, Co.) in Azabu Hiroo, Tokyo made an open-top four-wheel passenger car named DAT (taken from the first letters of the surnames of inventors

Kenjiro Den, Rokuro Aoyama, and Meitaro Takeuchi). The name had a good ring to it, being similar to the Japanese word for 'rapid'. Five years later an Osaka-based firm, Jitsuyo Jidosha Seizo, was founded to manufacture a three-wheeler designed by William R. Gorham. By 1926 Jitsuyo Jidosha Seizou and Kaishinsha Jidosha Kojo (by then with name changed to Dat Jidosha Shokai) merged, giving birth to Dat Jidosha Seizou KK, and based the company in Osaka.

The firm's first small car, which borrowed some components and ideas from the 1914 DAT, launched in 1930 as the model name Datson – literally meaning 'son of DAT'.

Soon after completing the Osaka to Tokyo run, Dat Jidosha Seizou KK was purchased by Tobata Imono, a company headed by the reluctant businessman Yoshisuke Aikawa. He was an interesting and humble man, who despite having parents with strong political ties, bucked the system. He set about studying engineering and graduated from the Machinery Section of the Engineering Department of Tokyo Imperial University



in 1903. Following a life-threatening illness, he began to feel the need to engage in work that gave him a sense of being alive. With the clout his family carried he could have landed some high-flying jobs but instead, while still studying, he signed up as a poorly paid mechanic at Shibaura Seisakusho (now Toshiba). In all that time, he never once divulged to his employers his family's high-ranking political background and his own academic achievements.

With his manufacturing and engineering skills at a sufficient level he headed across to America, where he further grew his wisdom by taking a job as mechanic at a malleable cast iron factory belonging to the Gould Coupler Co. For a year or so he learned the technologies and techniques, which varied somewhat from the Japanese metal casting ways learned centuries before while making the Great Buddha statue of Nara. He had recognised that a cheap malleable cast iron that could be shaped into complex forms and was difficult to break was an essential technology needed in Japanese industry. Skills learned he returned to

Japan in 1906. Ever willing to learn more he headed back across the Pacific two years later, where he encountered the fledgling American automobile industry. Although being a relatively unknown field, Aikawa felt that motorised vehicles had unlimited potential in Japan. He returned home again and set up the Tobata Imono KK in 1910 to manufacture malleable iron castings using an electric furnace (an industry first). It proved to be a great success and evolved into what we now know as Hitachi Metals.

Despite never wanting to be a businessman the young, dynamic Aikawa soon earned a reputation as being one, starting companies and buying various others along the way. In 1928 he was tasked with heading up the restructuring of Kuhara Kogyo, which had been led by his brother-in-law, Fusanosuke Kuhara. He'd initially declined the job but eventually stepped in and tackled the task with gusto, becoming president of the ailing company and renaming it Nihon Sangyo (Nihon means Japan and Sangyo translates to Industry.) This went against the general practice at

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the time of giving a company the name of the family that owned or managed it. This approach was based on his belief that a company belonged to its shareholders all across Japan and as such should contribute to the well-being of Japanese society.

This was the moment when Nissan, derived from Nihon + SANgyo, was born. Aikawa went further than that. He restructured Nihon Sangyo to make it a public company, and he started to establish the Nissan Konzern conglomerate, bringing Nihon Kogyo, Hitachi, Nissan Chemicals and Nihon Life Insurance under the Nissan umbrella. Nihon Sangyo grew into a huge group and Aikawa instilled the idea that company capital should be paid in by anonymous shareholders and the profits returned to them; a thought that revolutionised Japanese company management in later years.

Aikawa hadn't lost sight of car manufacture, though, and was convinced of the possibilities for the automobile industry. He insisted that Japan needed to produce quality cars so as not to rely on Western imports and hand them control of the Japanese market. With the Datsun now a viable option and with Dat Jidosha Seizou being sold to Tobata Imono, the wheels were set in motion.

The wheels almost came off however in

March 1932, a month before the official opening of the Dat Jidosha Shokai office in Tokyo, when a flood ravaged the premises. Whisperings that 'son' in Datsun sounded similar to *son* (which meant 'loss' in Japanese) soon started so the brand name was swiftly changed to Datsun, which phonologically associated with 'the rising sun'. With Tobata Imono opening a Dat Jidosha Shokai office in April 1932 and the model name Datsun in use, the famed brand kicked off.

Aikawa judged the growth potential of the car segment well and as it took off in December 1933 established Jidosha Seizou KK in Yokohama, jointly funded by his Nihon Sangyo (six million yen) and Tobata Imono (four million yen) outfits. As president of both founding companies, he was named the president of the new company and renamed it Nissan Motor Co. at the first shareholders' meeting on 30 May 1934.

At the same time Nissan obtained a 661 200 square meter plot in Yokohama to build a state-of-the-art production facility. When built the tooling from the Tobata Imono's Jidosha plant in Osaka was moved across, resulting in the first Datsun saloon from Nissan rolling out in April 1934. During 1933, while in Osaka, annual production had hit 202 units but with the move to

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Yokohama, the 1934 number was 940. When a 70-metre conveyor line was completed, integrated manufacturing of the chassis and body saw annual production at 3 800 units which then grew to 6 163 in 1936 and 10 227 units in 1937. Nissan started exporting cars, realising Aikawa's dream for Nissan to make a leap onto the world stage.

In May 1939, Aikawa became the chairman of the company and then moved across to politics. In 1943 he was selected by the emperor as a member of the Japanese House of Peers (now the House of Councillors). The same year he also set up a foundation for small and medium-sized businesses, financed by Nissan Group member companies, and became the chairman. From that point on, he was fully committed to promoting the business activities of SMBs. Aikawa believed that small businesses were the foundations for all industry and his foundation stepped up to the plate when the minnows were neglected by government policies that only benefited the larger enterprises in post-war Japan.

In 1953, Aikawa was elected to the House of Councillors and formed the Road Planning Research Committee. He served as chairman of the National SMB Association, became a top advisor on the economy to the Kishi Cabinet, a member of the Industrial Planning Council, and honorary president of Tokyo University. He was also honoured with a Grand Cordon of the Order of the Sacred Treasure.

Aikawa died in 1967 at the age of 86 following an illness. He lived a life of service and achievement amidst some turbulent times and carried out his tasks ethically; a humble man who, despite the fact that he was born into a distinguished family, made a name for himself on his own. 🇯🇵



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# PLASTIC FANTASTIC

C4 is a plastic explosive that can be formed into any desired shape. 4C is an explosive largely-plastic Italian car pre-formed into a most desirable shape. **Words and images by Gavin Foster.**



**T**he gorgeously hard-core Alfa 4C would have had the founder of Lotus Cars, Colin Chapman, beaming from ear to ear. His lifelong mantra was that while adding power makes a car faster on the straights, adding lightness makes it faster everywhere. The gorgeous mid-engined rear-wheel-drive Alfa Romeo 4C with its teeny-weeny mass-production 1750cc four-cylinder engine can catapult itself to 100 km/h within 4.5 seconds of launch on

its way to a top speed of 258 km/h, and scurry around a racetrack with the best of them, all from just 177kW of power and 350Nm of torque. The problem with lightness, though, is that it's expensive, and it costs Alfa a fortune for all the carbon fibre, exotic composite polymer plastic and aluminium required to shave a couple of hundred kilograms off the car. At a claimed 950kg dry the job's done and dusted though – the 4C is a proper lightweight Italian thoroughbred.

The diminutive 4C, built at the Maserati plant



in Modena, Italy, is a pure driver's car bereft of electrically-adjustable seats, adequate sound proofing, cup-holders, rear seats, a reasonable sized boot and all the other fripperies of most modern cars. There's no power steering, but you do get a four-setting drive mode system (including Race), launch and stability control, ABS brakes and just two airbags – the minimum required to earn acceptance from the goody two-shoes safety monkeys who increasingly dictate terms to the industry. For your R1 050 000 you also get speed, agility, harshness and noise – lots of noise – and it's all lovely. The car comes with an audio system that I'd have dumped in favour of a monitor for a rear-view camera if it were my project. As a concession to practicality, Alfa thoughtfully provides beeping rear parking sensors, but it's hard to trust them when you can't see much in the mirrors.

When you open the Alfa's door the first thing you notice is the wide carbon-fibre door sills and surrounds. On any other car you'd instantly think 'fake' but in the Alfa it's all real – there's nothing fake on this car. The carbon-fibre tub and seat-frames weigh in at just 65kg, and the front and rear chassis sub-

frames as well as most of the underpinnings are lightweight aluminium. The bodywork, largely made from a type of plastic called sheet-moulding compound (SMC), is an estimated 20% lighter than steel, as well as being easier to form into complex shapes, which helps with the costing. With all this lightness added, and the peak torque of 350Nm reporting for duty at just 2 100rpm the Alfa is a missile in just about any gear and at any speed.

My anxiety before the test Alfa was delivered hinged not on the car's performance, but on the practicalities of heaving my bulk through the tiny doorway. Would I have to return it after the week undriven because I couldn't get in? My fears were for nought, and ingress and egress were a doddle – relatively speaking – even if it wasn't a pretty sight. From behind the wheel the interior is appealingly laid out, sporting but Spartan. The seats, red leather in the test car, were comfortable and the driving position perfect once I'd made the necessary adjustments – manually – to the seat and steering wheel positions. The aircon – yes, it has that – and audio controls are somewhat cheap looking, and I'd rather have a set of decent analogue clocks than the multi-tasking digital display in the dash, but I suppose Alfa preferred to spend the money on more important things. The thick leather-rimmed steering wheel has shift paddles for Alfa's six-speed TCT (Twin

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Clutch Transmission) gearbox, but there's no conventional selector lever; that task is handled via four buttons on the centre hump by your left knee, marked 1, Neutral, Reverse and Manual/Auto. There's little place in the cabin for anything other than the driver and passenger, and boot space is miniscule at 56 litres.

Once fired up the four-cylinder turbo engine perched just behind your back isn't melodious in the way a six or eight-cylinder motor would be. It's brash, wicked and raucous, almost threatening, and every gear change is accompanied by a loud blatt from the twin exhaust pipes. At low speed the steering is heavy, being unassisted, but that sorts itself out as soon as you get rolling. The steering is very direct which makes the car extremely involving to drive, and sometimes, on bumpy sections of road you'd appreciate a little less involvement because every ripple and bump tugs fiercely on your wrists.

The paddle shifts work a treat and the car pulls like a good supercharged V8 when you put your foot down at anything from 1800rpm or so until the 6500rpm red-line. It's seriously quick through the gears and then you don't mind the cacophony behind you. At normal speeds the noise can overwhelm though. Apart from turning the radio on once to see if it actually worked, I didn't touch it again in the week I had the car. I use a voice recorder for making notes in test

cars, and when I played back my recording for this car I could hardly hear a word from when the car was moving, even slowly.

Alfa Romeo says that the 4C has dynamic suspension that adjusts to changing circumstances, but it's unlikely to ever work too hard on the little car because it feels as if there's about 25mm of travel and very little in the way of springing to monitor. Handling is superb, especially on smooth tarmac, but I didn't take the 4C anywhere near its limits on the streets around Pinetown.

I love the Alfa Romeo 4C but it isn't a car I'd want to live with every day. The edgy steering that lets you feel every bump in the road, the hard suspension that soaks up absolutely nothing, and the raucous soundtrack that accompanies every drive can become tedious. I reached that point after the second full day of driving it, but, guess what? After a day away from it, driving a mundane 1.3-litre 'ordinary' car, I took the mad, bad and noisy Italian out for a gallop and fell in love with it again. If I owned it, I'd use something else to go about my day to day business with and play with it on special occasions. But that's exactly what it's meant for, isn't it? **Q**

Once fired up the four-cylinder turbo engine perched just behind your back isn't melodious in the way a six or eight-cylinder motor would be. It's brash, wicked and raucous, almost threatening

# 105 PERCENT





Immuel Cilliers is a lucky guy. But being lucky doesn't come easily and takes a combination of hard work, natural talent, youthful exuberance and a stick-to-it attitude. Any two of these will normally get you home, but nailing all four will get you one of the highest scoring Ford Anglias in SA.

**Words by Barry Ashmole with images from Ryno Fourie**

**T**he town of Bethal hasn't had a lot to brag about in the past. A potato festival and a big train derailment hardly put a place into the realm of Pebble Beach or Goodwood, but things are happening in the Mpumalanga town. Growing up with his dad and uncle were into cars, with a project always on the go somewhere, so it isn't too much of a surprise that this particular apple didn't fall all that far from the tree. And with the gospel-according-to-Henry drummed into his head from an early age, his brand of choice is no surprise either. What is perhaps the eye opener is the restraint shown – often the enthusiasm of youth will get the better of staying true to an idea.

Immuel was 14 when he first laid eyes on the car you see here. And the picture wasn't too pretty! The stock standard 105E Anglia didn't light his fire immediately, but was left to stew while things warmed up. The shape of these cars just begs for a few tweaks and a more fitting ride height. After doing some research online the potential soon became apparent, and it wasn't long before Immuel was hounding the owner about the car. The old chap was obviously impressed with his determination and perseverance, and a promise was secured that Immuel could buy the car 'when he was old enough'. Ecstatic at the news, he began saving up and on his sixteenth birthday paid the guy a visit. "The



The car stood under this tree for fifteen years.



Soon after getting the car home.



Preparing for touch-ups to the paint.



Building a car is a group effort!



Getting ready to fit.



The 1600 crossflow nestled in place.  
Everyone lends a hand getting things done.



## First time around Immuel did a pretty mild workover. A pre-crossflow 1500 motor was sourced, and he went through the car from top to bottom, making the necessary repairs as he went. He chose a straightforward white colour and a period brown interior

Anglia was parked under a tree, rotten and looking down in the dumps,” he recalls. “After chatting with him for a while he said that I could take the car for R1 500. Over the moon, I took it away without getting any more of the history of the car.”

It turned out that the previous owner had been a sales rep for Shell, and the 105E had been his company car. The oil company had given it to him as a retirement gift, and later he had used it to tow his sailboat. He had also been very active in the NSRI, and Immuel chose to leave the grille badge in place as homage to the car’s history. At some point the owner put it out to pasture, parking the car under a tree, and filling the engine with oil to preserve it (Shell of course!). It had been standing for almost 15 years before getting its new lease on life.

First time around Immuel did a pretty mild workover. A pre-crossflow 1500 motor was sourced, and he went through the car from top to bottom, making the necessary repairs as he went. He chose a straightforward white colour and a period brown interior. Sitting on 13” Escort rims and breathing through a standard 32 Weber carb the car was neat, but wasn’t exactly awe-inspiring. He drove it like that for 2 years before deciding that he wanted to do something a little more special.

Wading through back issues of *Retro Ford* magazine, Immuel settled on a look that was inspired by late sixties road racers. The second stripdown began in earnest, but not before he had mapped out a very clear picture of what he wanted to end up with.

“Knowing exactly what I wanted made the build very easy,” he tells us, “although actually tracking down the parts was sometimes tricky and I did have to import some bits.”

On the front end he upgraded to Escort disc brakes and calipers and to get the stance right cut the donor struts down

to make coilovers with rose-jointed adjustable lower control arms. A double anti-roll bar helped to keep things on the level when pushed hard. Out back the live axle with drums was retained, but it was lowered 2.5 inches and 1600 Sport shocks were fitted to firm things up. Polyurethane bushings were fitted throughout, and the resulting change in the ride quality and presence are nothing short of astounding. Running on painted 5.5J steel wheels with the standard caps and Yokohama A539 175/50/13s, the car has that period tiny-wheeled vibe going on.

According to the build plate, the car was supplied from the factory with red paint and interior. Guided by this Immuel went with red upholstery on the Nissan Sentra seats – these provided the additional support, comfort and headrest safety he was after, but retained an old-school feel. This is precisely the kind of simple detail that differentiates this car from so many others with off-the-shelf ‘racing’ seats that jar the eye. All the requisite gauges were created by cutting down old spotlights into which he fitted modern gauge guts. A solid bolt-in roll cage completed the purposeful look.

For exterior colour the decision was made to stick with the white, bringing the red in on the roof only. For now the car is running a standard 1600 crossflow lump, with a 4-speed bullet box and standard 4.1:1 diff ratio. A custom-built aluminum radiator looks the part, and keeps matters refreshed under the hood. The 36 Weber and stainless exhaust running Cherry Bomb silencers give a sound all of their own. More than enough grunt for some, but Immuel had yet another ace up his sleeve.

He stumbled across a 1600 engine that had been donated to a technical school by Ford back in the seventies. The motor was crated and it seemed had never run. This was dispatched to Les Fouche with the



Knowing exactly what I wanted made the build very easy, although actually tracking down the parts was sometimes tricky and I did have to import some bits

Completed on a student budget. No oversized wheels. No garish paint or graphics. Conspicuously absent spoilers and body kits ...

simple instruction: "I want lots of old school power in a small car." Sometime soon after you read these words, this sweet little Anglebox's Yokohamas are going to be abusing Mpumalanga tarmac with 130 rear wheel horse power.

In the meantime, Immuel is grateful to all those who have helped and taught him along the way: his family for helping and supporting him with the build, Classic Car Co's Les Fouche for mechanical advice and assistance, and the Ford Escort RWD and RS Owner's clubs for all their advice and help in tracking down parts.

So what is this feature really all about? To many, the car is fairly plain. Completed on a student budget. No oversized wheels. No garish paint or graphics. Conspicuously absent spoilers and body kits... Precisely!

Building something where the whole is greater than the sum of the parts takes some doing. What this 20-year-old student teacher has done here looks easy, partly because it was. But also because he followed all the golden rules of car building: It isn't about a massive budget, or buying all the shiniest add-ons in the catalogue. It all begins with a plan and vision, and the results are plain to see. Immuel has a few more projects lined up, all Ford of course, and we can't help feeling that this guy is just going to keep on getting luckier. So too will the local classic car scene if we can keep encouraging youngsters like him to get passionate about old cars. 📍



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# JETSET BACK TO



The 1971 Lamborghini Miura SV Bertone (chassis # 4812) featured at the Geneva Motor Show in 1971. (NarrativeAfrica.com).

# THE SEVENTIES



Concorso d'Eleganza Villa d'Este is one of the world's most exclusive and tradition-steeped stages for historic cars and motorcycles, writes **Richard Webb**.

**T**his event first took place in the northern Italian town of Cernobbio in 1929 as an exhibition for new creations from the car industry, but since the 1980s it has focused on the history of motoring. In 1999 the BMW Group took over patronage of this tribute to cherished works of art on wheels, and this year visitors to this automotive beauty pageant chimed to the theme of 'Seventies style – the jetset is back'.

At centre stage again at this three-day event, entrants from around the world battled it out for the coveted Concorso d'Eleganza Villa d'Este trophies. As well as seeking approval from the experts, contestants also competed for the affections of the public, with their votes determining the winners of several special prizes.

BMW Group Classic has an enviable tradition of bringing owners and *aficionados* of historic vehicles together, and around 50 historic cars and motorcycles – each with a fascinating past – were presented. This year's event also celebrated 90 years of the Rolls-Royce Phantom.

I caught up with South African collector, Brett Gage – whose Rolls Royce Phantom VI cut a fine dash at the Concorso this year. I

This year the BMW Group presented two head-turning concept studies at the Concorso d'Eleganza. The BMW 3.0 CSL Hommage represented a formidable statement on the part of the BMW Design team as it paid tribute to the BMW 3.0 CSL – a timeless classic and iconic BMW coupé from the 1970s. "Our Hommage cars not only demonstrate how proud we are of our heritage, but also how important the past can be in determining our future," says Adrian van Hooydonk, Director of BMW Group Design. "The BMW 3.0 CSL Hommage represents a nod to the engineering achievement exemplified by the BMW 3.0 CSL in its design and performance. With intelligent lightweight construction and modern materials, the Hommage brings the character of that earlier model into the 21st century, showing it in a new and exciting guise," he adds, summarising the approach the design team took with the BMW 3.0 CSL Hommage.



1932 Alfa Romeo 8C 2300 Spider won 'Best of Show'.



Lancia Stratos, Ferrari Dino 206 S, McLaren M1 A and Maserati 60/61 Birdcage.



1969 Ferrari 365 GT 2+2 by Pininfarina sold for €246 400.



Off to auction a 250 GT Competition Berlinetta, Mercedes-Benz 300 SL Roadster, Mercedes-Benz 190 SL, Lamborghini Miura, Ferrari 330 GT 2+2.

asked him how he developed his interest in cars. "When I was about five I started a Dinky die-cast car collection. They were terribly important to me as a child," he says, adding, "I lined them up every evening, and if one of my cars was missing, I'd insist on searching the house and garden until it was reunited with my collection." Those Dinky and Corgi model cars ignited his fascination for '50s and '60s sports cars and limousines. "As soon as I was able to, I acquired a car of the same era to restore to its former glory," says Gage.

"I believe classic cars are there to be used, not locked away in a museum," he says, gesturing expansively as we sit in the back of his two-tone green coach-built Phantom. Gage – a highly regarded collector – counts a 1954 Bentley Continental Fastback R Type and a range of Mercedes-Benz cars as part of his Cape Town collection.

It's not just the heritage cars that feature at this astonishing event. I asked Stefan Behr, BMW Group's Heritage spokesperson, why modern concept cars feature at this event. "This competition goes back to the roots of the Concorso, when designers and automobile companies presented their latest automobiles to the public. It creates a bridge between the glorious past, present and exciting future of the automobile," he told me. About 10 to 12 Concept Cars & Prototypes are being showcased – some of them making their world debut.

But it's not all about speed. In an event that could be crammed into three hours, this extraordinary three-day automotive beauty pageant allows time for a flute or two of chilled Pommery champagne, various cocktail parties, epicurean lunches and spectacular gala dinners to accompany each stage of judging and parading.

Happily, the Italians have mastered the art of slowness and I am grateful that they have honoured the rituals of the Concorso by remaining faithful to the early years. 📷

BMW's tradition of unveiling concepts at the Concorso d'Eleganza Villa d'Este took another leap forward with the Hommage Concept. Inspired by the 1970's BMW 3.0 CSL, this stunning coupé adds to BMW's enviable back catalogue of concept cars. The original CSL used plenty of aluminum to keep its weight down, and in that tradition of lightweight technology, the Hommage uses carbon-fibre-reinforced plastic. Power comes from a six-cylinder in-line engine with eBoost, which means it's a hybrid.

The CSL Hommage manages to pay respect to the best of the original with the very modern design signatures of the outrageously pretty BMW i8, particularly around the rear three-quarters. BMW's Chief Designer Karim Habib says he deliberately avoided just an update of the – admittedly beautiful – old car. "Some of the parallels are not immediately obvious. We wanted people to sense the family resemblance rather than see it straight off."

For BMW designers, the BMW 3.0 CSL is a style icon. "Its combination of racing genes and elegance generates an engaging aesthetic that continues to win hearts even today. The BMW 3.0 CSL Hommage celebrates many of those characteristic features, but without copying them." Habib says.

And so, what are the chances of seeing the 3.0 CSL Hommage entering production? I reckon we'll see many of those design features seen here on future BMW coupés.



1952 Pegaso Cupula , with bodywork by Enasa.



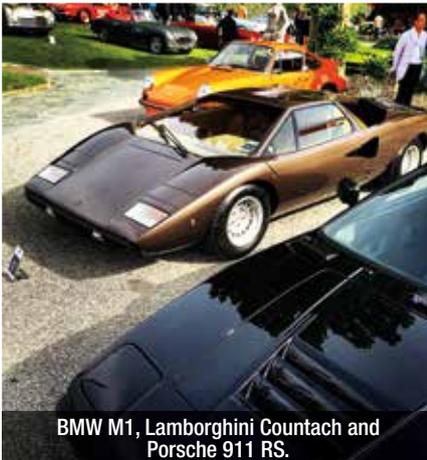
BMW CSL famously labelled the 'Batmobile'.



3.0 CSL Hommage concept.



BMW 2002 Turbo and BMW 3.0 CSL.



BMW M1, Lamborghini Countach and Porsche 911 RS.



BMW 3.0 CSL and 3.0 CSL Hommage concept.



One of Giulio Alfieri's greatest creations, the 'Birdcage' Maserati.

James Burford... proudly displaying the certificate from his performance driving course with BMW Driving Experience



# LIGHT AT THE END OF THE TUNNEL

The ABF (absolutely bloody final) deadline for Project 2002 is now the last Sunday of August and this is one that we simply can't miss.

**Words by Adrian Burford**

**W**e're making a habit of it, but we've moved the goalposts again: we will now officially unveil Project 2002 at the annual Gauteng BMW Club Concours, on 30 August. As before, it is at Montecasino in Fourways, the regular venue for the flagship event of what is arguably South Africa's most active car club. It is a great privilege that the club has accommodated us, and a more passionate and enthusiastic bunch of true petrolheads is hard to find!

With that comes huge pressure: we'll be following in the footsteps of last year's reveal of Evolution 2 Motorsport's 635i BMW Genuine Parts race car replica so we need to do justice to all the hard work that has gone into the 2002, and the contributions from our partners. We also can't afford for the project to run into September.

At the time of writing, the car is about to leave Norbrake: the braking hydraulics have

been fine-tuned in terms of routing of the piping and the system filled with fluid, bled and tested. And we can now report that the final evolution of the vacuum assistance is a change to a single, original 2002 booster, after three of four different concepts being considered (including one which included fitting the two boosters in the upper corners of the luggage compartment) and discarded. This means the rear circuit will be unboosted but Norbrake boss, Gavin Ross, is confident that this will not pose a problem and the car will have good brake balance and appropriate pedal effort in this configuration.

The refabricated rear suspension – with custom top mounts – is in place and as the picture shows, the Bilstein dampers now run at the correct angle – remember, the control arms are from an E30 3-series and the dampers for a 2002. It is also evident that the spring has been repositioned due to the hybrid nature of the rear suspension, which was largely brought about so that we could run ABS brakes.





BMW 135i... perfect for hot laps on a racetrack!

With plenty of fabrication all round, Norbrake has become an enormously important partner, their involvement going way beyond the original mandate to handle hydraulic plumbing for our ABS system



Rear suspension hardware all nicely aligned, with the Bilstein shock almost vertical. Careful fabrication work was required to achieve this result

Front steering now revolves around an E30 rack which is more suited to the width of the car, something which required new mountings to be made, and the steering column length to be altered too. With plenty of fabrication all round, Norbrake has become an enormously important partner, their involvement going way beyond the original mandate to handle hydraulic plumbing for our ABS system.

All this meant that we overshot James Burford's 19th birthday, so we needed to make a plan for the poor lad to get something of real value on the day, with the focus on a car wearing a BMW badge! So we sent him on a driving course – in this case the Advanced Performance Driving Course offered by BMW Driving Experience. Here's his story:

I've had my licence for not quite a year, but in that short time, I've never had as much fun in a car as I did at the BMW Driving Experience the day before my birthday! I thought I had had fun at the

previous course just after I turned 18, but the skidpan doesn't compare to the rush you get from exploring a car's limits – in this case the powerful BMW 135i – around a race track! A structured approach allowed me to improve steadily, but in each session the instructors pushed me out of my comfort zone... how could that possibly not get the heart rate up?

Although it sounds like it was all fun and games, a lot of it was serious: understanding how stopping distances multiply as speed increases, the characteristics of over- and understeer, driving a proper racing line, as well as understanding other handling factors of a car, all formed part of it.

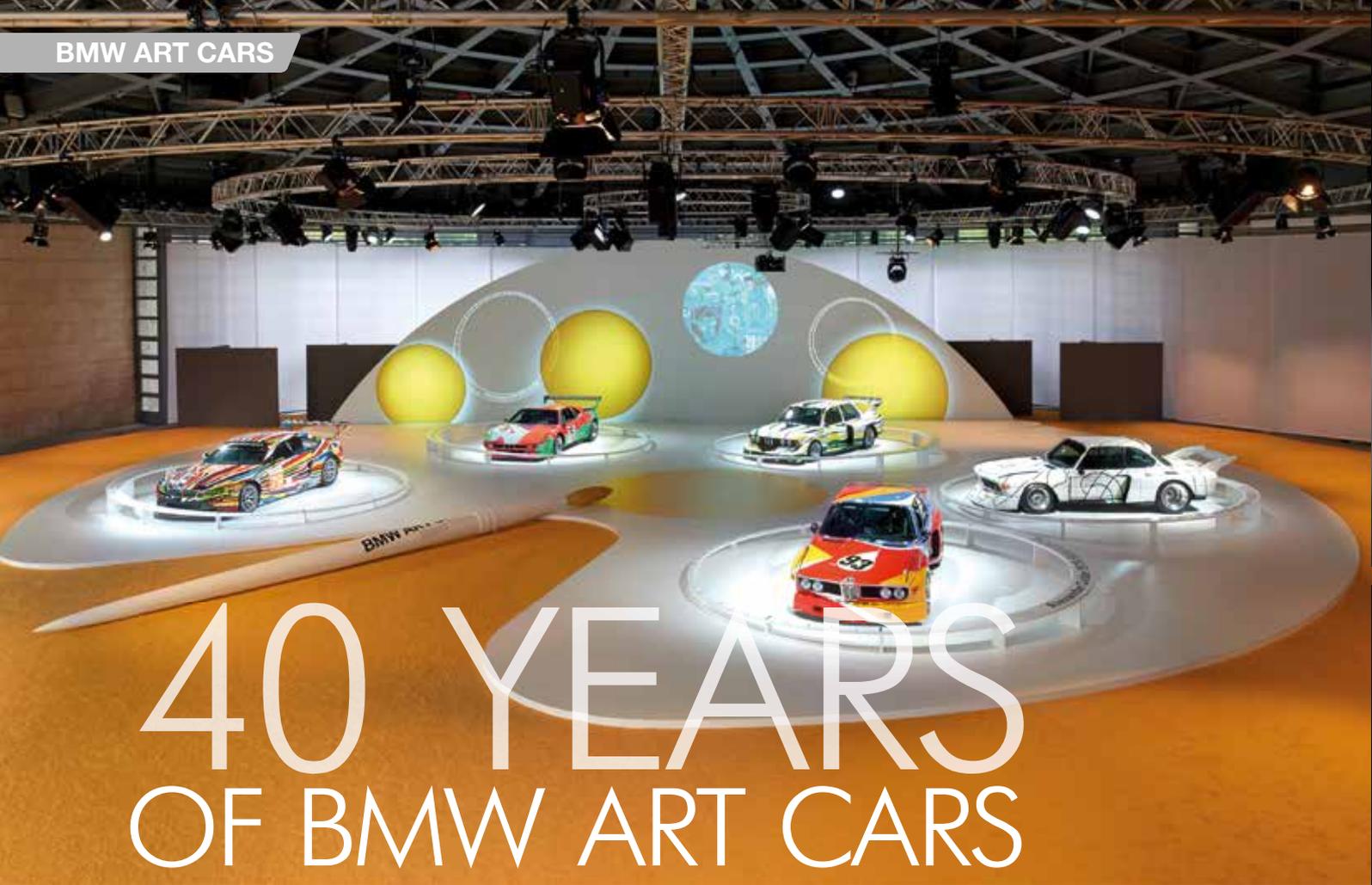
By the end of the day I was doing things I wouldn't have been comfortable with just a few hours earlier. I would definitely recommend the BMW Performance or Advanced Performance course to anyone looking for an adrenaline-filled day (complete with screeching tyres and roaring exhausts), not only because it is

tremendous fun but also because it'll make you a better daily driver.

### CONCLUSION

August is going to be a busy month and the flow chart looks something like this: SAJCO in Randburg for the propshaft and driveshafts (both custom items in terms of lengths and joints due to the mix of E36, E30 and 2002 hardware), then RGMotorsport just over the hill in Strydom Park for the RGM-Techniflow performance exhaust, PowerMods for the aftermarket engine management system, Evolution 2 for wiring and various detail work including seat mounting, on to Cornrights for the fitting of doors, boot and bonnet (the latter requiring some precise cutting to fit our Aerocatch bonnet locks) plus the inevitable touch-ups and polishing, and finally Bandit Signs for some pin-striping and exterior detailing.

I predict that some midnight oil will be burned... **C**

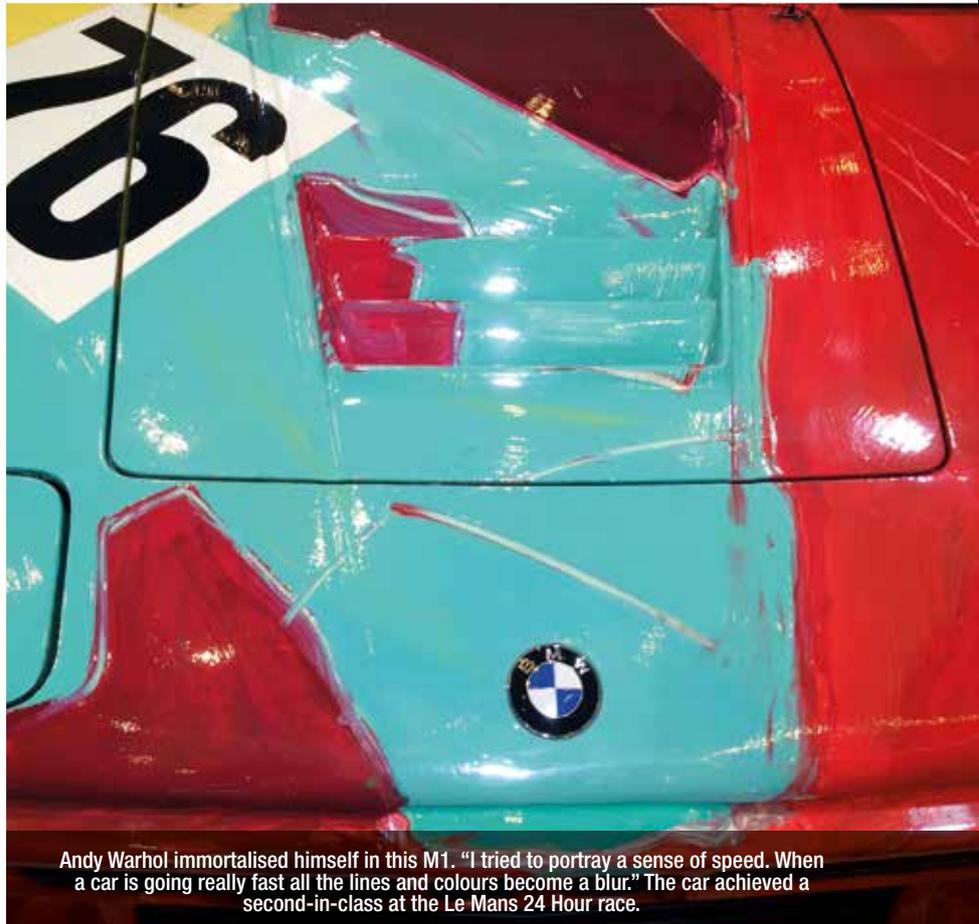


# 40 YEARS OF BMW ART CARS

The BMW Art Cars interface cars, technology, design, art and motor sport. **Richard Webb** visited this year's special exhibition in the rotunda at Villa Erba during Concorso d'Eleganza.

**S**ince the first of the BMW Art Cars – a BMW 3.0 CSL painted by Alexander Calder – lined up for the Le Mans 24 Hour race 40 years ago, these cars have inspired artists to draw inspiration from the thrill of speed and from racing cars as examples of modern sculpture. The idea behind the BMW Art Cars was the brainchild of French racing driver and art enthusiast Hervé Poulain and Jochen Neerpasch, then BMW Motorsport Director, and they gave me a tour around the exhibition.

A slew of other artists followed in Calder's footsteps, including Frank Stella, Roy Lichtenstein and Andy Warhol. The most recent addition to the series is the BMW M3 GT2 Art Car created by Jeff Koons. To date, a total of 17 BMW Art Cars, based on both racing and regular production vehicles, have been created. 



Andy Warhol immortalised himself in this M1. "I tried to portray a sense of speed. When a car is going really fast all the lines and colours become a blur." The car achieved a second-in-class at the Le Mans 24 Hour race.



The BMW M3 GT2 was aesthetically reworked by the US artist Jeff Koons and is the latest model in the BMW Art Cars series. The car bears the racing number 79 – a tribute to the BMW M1 body workover presented by Andy Warhol in 1979.



The 'Art as illustration – illustration as art'. This BMW 635 CSi was the first Art Car to be created using a serial production BMW and the first Art Car to be painted by a European artist, namely by the Vienna art professor, Ernst Fuchs.



This BMW 525i was the 12th Art Car and the first to have been signed by a woman. The South African artist Esther Mahlangu coated the bodywork of the car with the bright colours and clearly distinguishable ornamental shapes typical of her ethnic tribal Ndebele art. Esther was delighted that the Art Car managed to help introduce her tribal art to such a broad audience.



In 1995, the British born artist David Hockney placed his signature on the BMW 850 CSi marking the completion of the 14th Art Car to portray the very innermost depths of the car.



In 1976 this second Art Car, a BMW 3.0 CSL, shot around Le Mans at 300km/h. Frank Stella devised a black and white design based on oversize graph paper. Cut-out lines all over the bodywork intensify the geometric look of the car.



German artist A.R. Penck transformed this BMW Z1 with various symbols and images including the artist's own legendary stick figures. Penck's car was also inspired by the work of artists such as Picasso and Rembrandt, as well as by early cave painting and a fascination with mathematics and physics.



BMW's 3.0 CSL was the first of their Art Cars, created by Alexander Calder. The US artist used only primary colours and distributed them in broad swathes across the paintwork to create the illusion of movement within the picture as a whole.




# CHANGING SCENE

The recent 1000 Bike Show, organised by the Classic Motorcycle Club (CMC) at the Germiston High School, was once again a big success in terms of exhibits and visitor attendance but, as **Roger Houghton** found out, it also highlighted some interesting trends.

One of these worldwide trends in classic motorcycles is the growing number of Japanese machines from the 1970s through the '90s that are being exhibited in an environment that was generally dominated by British, American and European brands for many years.

For instance, this year the Best Bike on Show in Germiston was an immaculate Yamaha RD350 sports bike with the patented YPVS Power Valve system. The machine was entered by Paul Danvers and had been carefully restored by an enthusiastic team from Bike Craft. The Japanese machines were almost totally dominant in the Concours d'Elegance for Street and Custom Bikes, taking 11 of the 14 awards up for grabs. The only British motorcycle to win an award in this category was a 'Bonneville Spitfire', which took the laurels in the Best Bobber category.

Another trend at this year's 1000 Bike Show was the continued growth in Café Racer conversions, with many of the modified machines being new models, not reborn old classics.

The 1000 Bike Show has grown from humble beginnings as a small display at the Carlton Centre in 1985 to what is now arguably the largest dedicated classic and custom motorcycle show in Africa. The show has moved venue over the years to accommodate more exhibitors and visitors, and has for the past 14 years been held at the school.

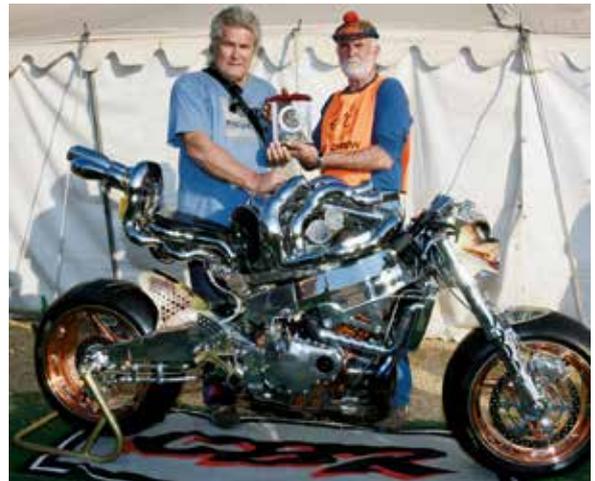
Once again there were more than 400 motorcycles on display in the huge marquee and a host of other machines on show outside, not to mention the hordes of modern motorcycles and trikes that were ridden to the show by visitors and took up all the available parking on the sportsfields.

Excellent weather certainly played an important role in ensuring a huge crowd, which exceeded 10 000 people over the two days, and the numerous stalls were well supported and offered a wide range of merchandise and a variety of refreshments.

The big winners were again the charities and service organisations supported by the CMC, which benefited from part of the proceeds of this popular annual event. 

THE WINNERS OF THE VARIOUS AWARDS WERE:  
**CONCOURS D'ELEGANCE: CLASSICS**  
**BEST ON STAND**

DJ	Janus Gruzela (Excelsior Super X)
Yamaha	Willy McGibon (Yamaha 50 Super)
Suzuki	Dean Morris (Suzuki GT750)
Ariel	Anthony Page (Ariel Huntmaster)
2-Stroke Racing	Mike Cooper (Yamaha 350 Street Fighter)
Velocette	Kevin Robertson (Velocette Thruxton)
Speedway	Lionel Page (1935 JAP)
50cc Club	E. Barendse (1976 Yamaha)
Norton	Harry Bingham (Norton 500 Featherbed)
Triumph	Peter Aneck-Hahn (1966 Triumph Tiger 100)
BMW	Keith Kendall (BMW R50)
Honda	Tony Woods (Honda CB72 Super Hawk)
Royal Enfield	Rusty Thorns (Royal Enfield HA30 500)
Scooter	Bradley Edwards (Lambretta LD150)
HMG Racing	Deon du Toit (Suzuki GSX1100)
Italian	Umberto de Stefanis (Motor Guzzi Falcone 500)
BSA	Keith Kendall (BSA A65L)
AMC	Robert Curry (AJS 31CSR)
Off-Road	Michael Payne (1982 Husqvarna CR430)
Off-Road Racing	Gareth Ireland (Maico 490)
Team Incomplete	Ian Groat (Norton Manx)
New Era	Paul Danvers (Yamaha RD350)
Classic	Harry Bingham (1955 Norton /Dominator)
Vintage and Veteran	Shane Tullett (1924 Triumph)
Racing	Piet Meyer (Suzuki)
Sidacombination	Anthony Page (Ariel Huntmaster)
Ladies' Choice	Vintage Motorcycle Club (1912 Precision)
Best Stand	Velocette
Best on Show	Paul Danvers (Yamaha RD350).



**CONCOURS D'ELEGANCE:**  
**BEST STREET AND CUSTOM**

Best Standard	Sean McGlead (Kawasaki Z1300)
Best Street Modified	Boer Prinsloo (Suzuki Katana)
Best Street Fighter	JHJ Customs (Suzuki Rizzla)
Best Cruiser	Chris Maree (Boulevard)
Best Classic	Dyno by Quint – Paul Kotze (Kawasaki Z900)
Best Imported Chopper	Dyno by Quint (Iron Horse)
Best Harley-Davidson	Joint Effort (Harley Cross Bones)
Best Bobber	Don & Mark (Bonneville Spitfire)
Best Trike	Elizabeth de Bruyn (Trike)
Best Café Racer	Peter Pelsler (Suzuki GT750)
Best Junior	Sarel O'Neill (Kawasaki)
Best Paintwork	Dyno by Quint (Hyabusa)
Best Engineering	Peter Pelsler (Honda 929)
Best on Show	Peter Pelsler (Honda 929).

# Spa Francorchamps Grand Prix

This August you can attend one mega weekend of Racing: The Belgium Spa Formula1, German WRC Rally and Nurburgring VLN Race all in one trip!

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- ★ Nurburgring VLN Tickets
- ★ Meet Sabine Schmitz
- ★ Sportscar Rentals

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# COFFEE —WITH— OTTO

While sitting in a Cologne coffee house in September 1884 **Jake Venter** spoke to Nikolaus August Otto. Herr Otto was in town on business and consented to an interview.

**Yes,** the interview is fictitious, and no, Jake is not stark raving mad. It would be wonderful to have a time machine and go back in time to speak to the man. Why? Over the past 300 years many people have claimed to have invented an internal combustion engine, but the first practical engine to be produced in numbers was designed by the Belgian-born Frenchman Jean Joseph Étienne Lenoir (1822 – 1900). His engine was a double-acting two-stroke single that inhaled a mixture of coal gas and air. It was very inefficient because the intake mixture was not compressed before ignition, but well over 400 were built. Most modern automotive engines operate on the four-stroke cycle. In Europe this is known as the Otto-cycle, because it was brought to practical fruition by Nikolaus August Otto, who was born on 4 June 1832 in Holzhausen (Germany) and died on 26 January 1891 in Cologne.

## THE INTERVIEW

We exchanged greetings and then I started to ask questions.

**Jake:** I wanted to interview you because your wonderful engines have pushed steam engines into the background, at least as far as the smaller powers are concerned.

**Otto:** Yes, people have realised that with my engines you no longer have to make a fire and wait for more than an hour to get enough steam.

**Jake:** I believe you were not trained as an engineer and yet your modifications to the *Lenoir* engine have been very successful.

**Otto:** I served an apprenticeship as a

salesman, and at the end of my time I travelled all over Germany as a food salesman. One day I saw a *Lenoir* engine pumping water and I was so fascinated that I could think of nothing else but engines. I learnt all I could about the *Lenoir* and became obsessed with the idea of building a better engine.

**Jake:** You obviously managed to achieve your goal.

**Otto:** Yes, but it wasn't easy. I struggled on my own for a while but then in 1864 I met Eugen Langen, who is an engineer, and we started a company called N A Otto & Cie to manufacture improved versions of the *Lenoir* engine. After a while we designed a

totally different engine that we were able to sell as an *Otto & Langen* engine.

**Jake:** Was this very different from the *Lenoir*?

**Otto:** Yes, it was. I surmised that the shock loads resulting from the combustion of fuel would damage something in the long run, so we designed a free-piston engine that utilised a very long single vertical cylinder containing an upside-down piston attached to a toothed rack. When the piston is at the bottom of the cylinder a gaseous fuel mixture is fed into the space underneath the piston. When this is ignited by a spark-induced explosion the piston is driven upward but the movement is stopped at the top of the stroke by a rubberised metal



buffer. One-way valves near the top of the cylinder allow the gases to escape, and the upward movement cools the residue underneath the piston so that the latter falls down again to the bottom. A ratchet clutch allows a free upwards movement but the downward movement of the heavy piston drives a flywheel via the motion of the rack against a pinion. This engine used less than half the amount of fuel to produce the same output as a *Lenoir* engine.

**Jake:** It sounds very crude, if you don't mind me saying so.

**Otto:** (chuckles) Yes, it was crude, and was also very noisy and could only operate very slowly, but it was good enough to win

the Grand Prize at the 1867 Paris World Exhibition due to the favourable fuel consumption.

**Jake:** Did sales increase as a result of the Exhibition's outcome?

**Otto:** Yes. During the next five years we sold an average of close to 350 engines annually, and by 1871 we knew we had to reorganise the company to get more capital as well as staff to cope with all the orders. At the beginning of 1872 we changed the company to a joint stock corporation under the name Gasmotoren-Fabrik Deutz. We also appointed an experienced engineer by the name of Gottlieb Daimler as our factory manager, and he brought his friend

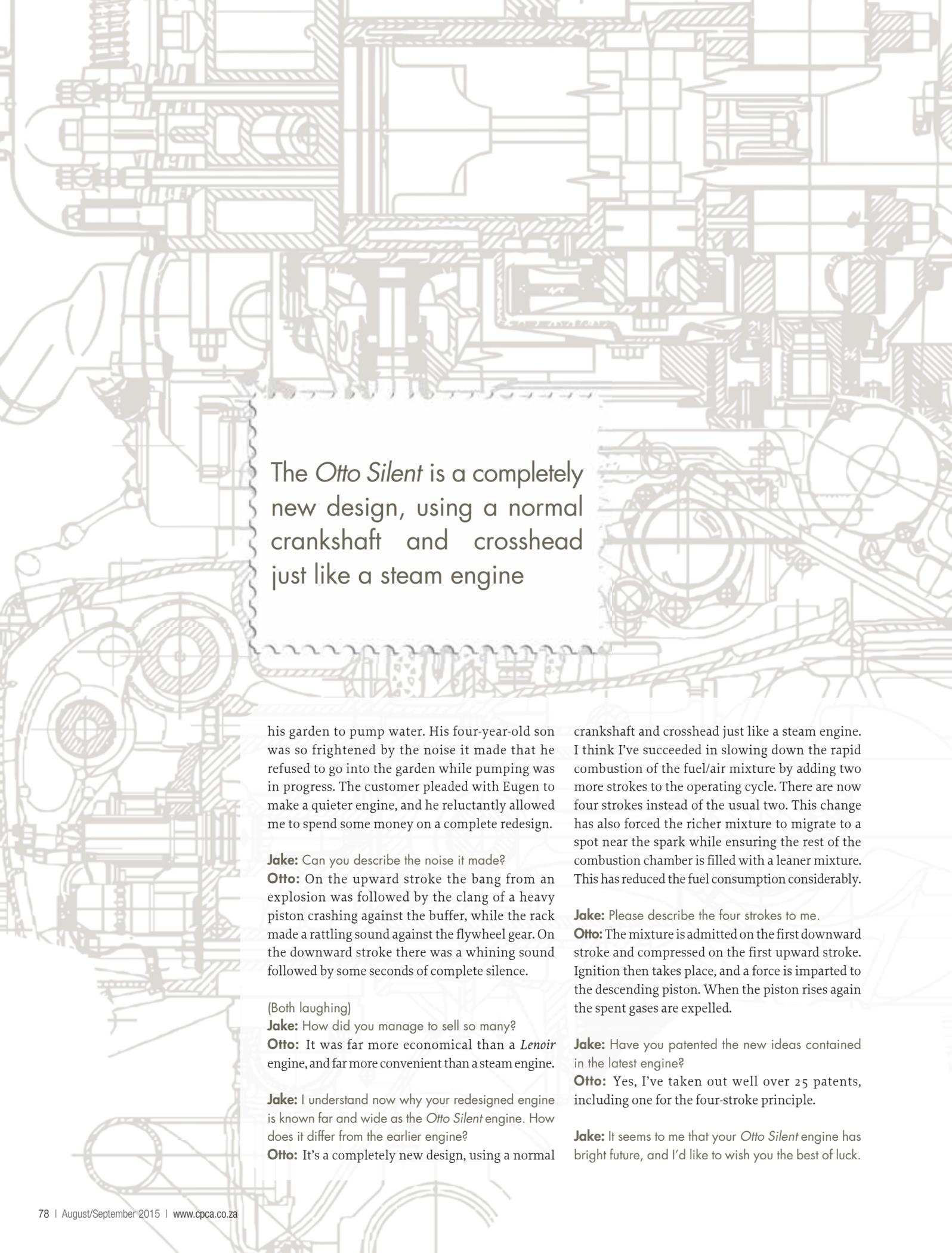
Wilhelm Maybach into the fold as chief designer. The pair changed what was a handcrafted operation into an organised manufacturing process.

**Jake:** Did Daimler and Maybach help you to bring out the famous *Otto Silent* engine that you're producing at the moment?

**Otto:** Yes, their expertise was a great help to me.

**Jake:** How did the redesign come about?

**Otto:** (Laughing) Eugen was just happy to make money, but I wanted to redesign the engine completely. Eventually a little boy changed Eugen's mind. One of Eugen's friends had one of our engines in

A detailed technical drawing of an engine mechanism, showing various components like the crankshaft, crosshead, and pistons in a cross-sectional view. The drawing is rendered in a light, sketchy style, typical of engineering blueprints.

The *Otto Silent* is a completely new design, using a normal crankshaft and crosshead just like a steam engine

his garden to pump water. His four-year-old son was so frightened by the noise it made that he refused to go into the garden while pumping was in progress. The customer pleaded with Eugen to make a quieter engine, and he reluctantly allowed me to spend some money on a complete redesign.

**Jake:** Can you describe the noise it made?

**Otto:** On the upward stroke the bang from an explosion was followed by the clang of a heavy piston crashing against the buffer, while the rack made a rattling sound against the flywheel gear. On the downward stroke there was a whining sound followed by some seconds of complete silence.

(Both laughing)

**Jake:** How did you manage to sell so many?

**Otto:** It was far more economical than a *Lenoir* engine, and far more convenient than a steam engine.

**Jake:** I understand now why your redesigned engine is known far and wide as the *Otto Silent* engine. How does it differ from the earlier engine?

**Otto:** It's a completely new design, using a normal

crankshaft and crosshead just like a steam engine. I think I've succeeded in slowing down the rapid combustion of the fuel/air mixture by adding two more strokes to the operating cycle. There are now four strokes instead of the usual two. This change has also forced the richer mixture to migrate to a spot near the spark while ensuring the rest of the combustion chamber is filled with a leaner mixture. This has reduced the fuel consumption considerably.

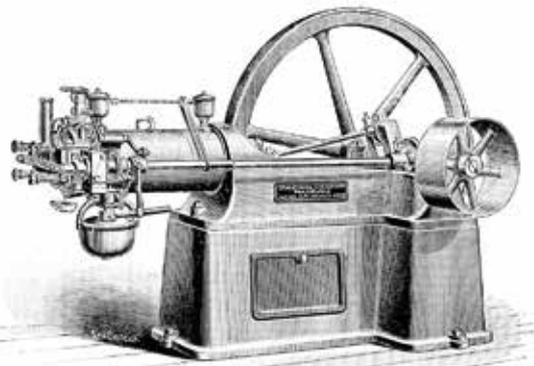
**Jake:** Please describe the four strokes to me.

**Otto:** The mixture is admitted on the first downward stroke and compressed on the first upward stroke. Ignition then takes place, and a force is imparted to the descending piston. When the piston rises again the spent gases are expelled.

**Jake:** Have you patented the new ideas contained in the latest engine?

**Otto:** Yes, I've taken out well over 25 patents, including one for the four-stroke principle.

**Jake:** It seems to me that your *Otto Silent* engine has bright future, and I'd like to wish you the best of luck.



**Otto:** Thank you. Yes, the engine is selling well, but there are clouds on the horizon. Daimler and Maybach left me two years ago after a lot of argumentation. They wanted to experiment with high-speed engines that rotate at 800 revs. I think it's madness, and I told them so. My *Otto Silent* engine is very happy at 250 revs per minute. In addition, a number of people have started to copy my engine and are refusing to pay royalties. A Herr Korting from Hannover is suing my company because he has found so-called proof that my patent has been pre-dated by another. I don't believe it, and I'm sure I'll win the case.

**Jake:** Thank you very much for allowing me to take so much of your time.

A few days after my interview the news broke that Herr Wigand, a lawyer friend of Ernst and Berthold Korting, who are building Otto engines in Hannover, discovered an 1862 patent filed by the French engineer Alphonse Beau de Rochas. The patent described the four-stroke process, but enquiries revealed that such an engine was never built, and the patent had lapsed after two years because Beau de Rochas had failed to pay his annual patent tax. The facts seemed to be in Otto's favour, but he lost the case, and his four-stroke patent was revoked, but only as far as Europe was concerned. He was allowed to keep 24 other patents. 

## POSTSCRIPT

- To this day the four-stroke cycle is called the Beau de Rochas cycle in France.
- Otto had a bee in his bonnet about what we would call lean-burn. He firmly believed that the four-stroke principle guaranteed lean-burn. In fact, he invented the correct technology for the wrong reasons. At present, lean-burn in petrol engines is to some extent achieved by utilising direct fuel injection.
- Otto's company sold 50 000 four-stroke engines in the first 17 years after their introduction.
- Otto died on 26 January 1891 in Cologne. He was well-off, thanks to the licences he had a share in and the patents he held. The company he and Langen founded became one of the largest internal combustion engine manufacturing companies in the world.
- At present the company is called Deutz AG. They manufacture engines that range in power output from 4 to 500kW in air, oil or water-cooled form. A memorial honouring Otto stands in the forecourt of the neo-baroque Deutz train station in Cologne.



Norman Frost, Mercedes-Benz 280SE.

# ➤ ONE DIRECTION ➤



Billy Matthee, Fiat 131.



MG Club marshals looked the part.



Franco Scribante, Porsche Carrera RSR.



You know a motorsport event has got it right when, after you have hitched up a 1950s race car and are towing it 1 300km, a modern supercar stops to make sure you are okay every time you stop to check the scenery. **Stuart Grant** experienced just that when he pulled the Les Miller MG Special, known as 'Fatman', down to Knysna for the Jaguar Simola Hillclimb.

**Photos by Robb Till**

Every stop along the way resulted in a check-in by a fellow hillclimber, and despite their cars being nearly 60 years younger, all uttered oohs and aahs and asked a barrage of questions before disappearing off into the distance with the glorious sound of crisp performance exhausts. Simola's hill has become a leveller, with kindred motoring spirits of all ages and walks of life flocking to Knysna with the same goal and direction.

Classic Friday has grown in leaps and

bounds, with the entry list oversubscribed.

As the entry list has grown, so too has the number of spectators that find strategic viewing spots up the 1.9km ribbon of tar. It is full but not uncomfortably so, and the banter that abounds is brilliant for the sport. Pit access allows up close and personal encounters with man, woman and machine (it isn't every day you get to see the magneto on a Grand Prix Bugatti being repaired for a run). Food, drink and facilities are impressive, and with a host of off-track attractions at

hand, it is a weekend well worth penning into the yearly planner.

Variety is the fuel that feeds the event, and this year was no exception with the likes of a pre-war Bugatti Type 35B Grand Prix Car, Austin 7 Special, DKW F7 Meisterklasse Cabrio and three locally built MG Specials, to a hairy-chested Austin Healey 3000, guttural-sounding Sunbeam Tiger, Capri Perana, Chevrolet Corvette and Mercedes-Benz V8. At the sharp end of the pack Porsche 911s battled for supremacy against the likes



Heyns Stead, MG Special Spider.



Classics lining up.



Classic Conquerer, Charles Arton.



Rodney Green fettles his Bugatti.



The Type 35B Bugatti at full song.



Gino Noli, DKW F7 Special.



Chris Champion, MGA Twincam.

of Lotus 7, Ford GT40 and out-and-out track cars in the form of an Alfa Romeo-powered LDS Formula 1 and a Formula Atlantic March 78B. For good measure a pair of Jaguar D-Types, an E-Type and a MkII saloon gave it some good tyre-smoking action. Add in personalities like Geoff Mortimer, Ian and Jaki Scheckter, Graeme Nathan, Enzo Kuhn, Toby Venter, Peter Lindenberg and the Gutzeit family to the mix and it becomes the must-do motoring event for May each year.

While the hill only sees one car at a time the competition is fierce, with times from

the runs being broadcast live. And it is by no means a low risk affair, as those running off the tarmac face the likelihood of either falling off the hill on one side or thumping a solid bank on the other. Hillclimbs are the essence of motorsport where preparation, pace and big match temperament play lead roles. Qualifying is done over various runs, with the fastest in class going through to the final. After that, all the recorded times are scrapped and the finalists have a single dash to see where they finish up. One slip on the clutch pedal, a missed gear or poor

cornering line could see the favourite dropping unceremoniously from first to last. And these things do happen when the pressure is on.

2014 Classic Conquerer Franco Scribante opted to use his Chevron B26 in the modern King of the Hill shootout, so he wheeled out a 911 RSR for his classic attack. He looked a likely candidate to win the title for a second year, but Cape Town's Charles Arton had other ideas, piloting his March 78B Formula Atlantic with precision to top the table on the final run with a time of 45.894 seconds.



Peter Kaye-Eddie, BMW 2002.



Anton Rollino, MGB GT.



Old and new Jaguars.



Richard Evans, Chevrolet Corvette.



King of the Hill, Des Gutzeit.

Scribante powered into second on 46.051 and Ross Lazarus notched up third with a 47.390 in his Ford GT40. Rodney Green (Bugatti Type 35B) took home class H1 spoils, Malcolm Uytendogardt (Sunbeam Tiger) class H2, Brett Watts (Porsche 911 RSR) class H3 and Dave Alexander (LDS) secured H4. Arton's overall win obviously meant he took class H5 honours, while Lindenberg (Ford Fairlane) was victorious in H6, Scribante in H7 and Lazarus H8.

With Classic Friday done and dusted, two days of tyre-smoking King of the Hill got

into action on the Saturday, with the finals on Sunday. In 2014, Scribante was crowned King in his Chevron B19, but a missed gear during the 2015 final saw him drop down the leader board to finish fourth. With Scribante out, it looked like a four-horse race between Des Gutzeit (Nissan Skyline GTR), Shane Gutzeit (Mitsubishi Evo), Darron Gudmanz (Nissan GTR) and Toby Venter (Porsche). Racing is a fickle game though, and in a flash Venter fell out with clutch problems and Shane Gutzeit fluffed his launch. Gudmanz put in a flyer at 41.763, but out of nowhere

Sav Gaultieri (BMW 335i) pulled a 41.659 out the bag to oust Gudmanz as fastest. With all the pressure on his shoulders, Des lined up for the final run of the event. He wound the wick up, dropped the clutch and put in a flawless run, not only winning the King of the Hill title but also setting a new record of 40.148 seconds. Do the maths on that over a distance of 1.9 kilometres and it blows your socks off, with an average speed from a standing start of 170.37km/h. Fast in anyone's book and a worthy king of a very special motoring event. 🏆



# COLD & HOT

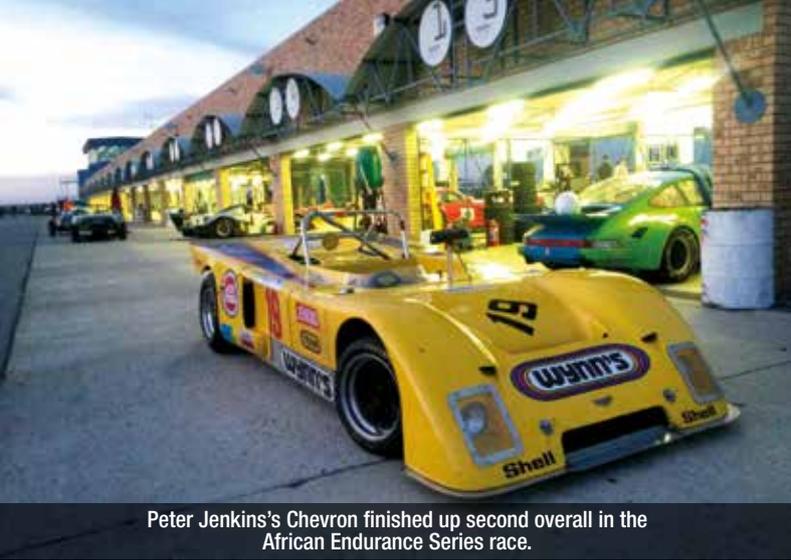
Phakisa Freeway in Welkom played host to a number of classic racers in mid-winter. While the 7am qualifying session for some was freezing, the action on track was seriously heated and kept loyal spectators entertained throughout the day. Classic action came from the Legend Production Cars, Little Giants, ISP, Pre66 Sports & GT brigades as well as the Historic Single Seater Association, and for good measure a few classics showed good pace in the African Endurance Series 90 minute race.

Michelle Scott (Tiga Formula Ford) and Barry Scott (Merlyn Formula Ford) brave a cold 7am qualifying session.



Youngster Steven Kernick behind the Witter Formula Vee wheel.





Peter Jenkins's Chevron finished up second overall in the African Endurance Series race.



Harp Motorsport Juno looked good for a win until a puncture and loose battery slowed them down.

**H**istoric Single Seaters caters for genuine race cars built up until the mid-1970s, with the majority being of single seater format, but the likes of Lotus 11, Lotus 23 and Elva join the show. A scratch start procedure is employed but a handicap is applied so, despite the varying period technologies on the track, all have a chance of taking home the silverware. Following the usual tussle between Heyns Stead (MG Special Spider) and Di Dugmore (Lotus XI), Stead was awarded the Index victory. A brotherly Formula Vee scrap failed to materialise when Michael Kernick (Capital Vee) failed to finish and left Steven Kernick (Witter Vee) with bragging rights. At the sharp end of the field it was an almighty Formula Ford grudge match with Stuart Thompson (Dulon LD9), Ben van der Westhuizen (Royale RP21), Chris Clarke (Titan Mk4), Des Hillary (Dulon MP 15B) and Patrick Dunseith (Merlyn Mk25) nose to tail. Unfortunately it got a bit too wheel-to-wheel as van der Westhuizen and Thompson tangled forcing their retirement in heat 2, and Clarke punched a hole in his Kent block when the motor cried 'Enough!'

Dunseith and Hillary continued the battle with Dunseith just pipping Hillary to the chequered flag. Dunseith was however penalised for a flag infringement and dropped thirty seconds down the order, handing race two win to Hillary. With race one winner van der Westhuizen a non-finisher in the second, and Hillary failing to complete race one, Dunseith was still able to go home with the day's overall spoils.

In the combined Legend Production Cars, Little Giants, ISP and Pre66 Sports & GT race Mark du Toit (Lola T70 Spider) led home the field and took the Sports & GT Class A honours, Colin Clay (Daytona Cobra) secured Class B and Chad ten Doeschate (VPW Spider) Class D. Clive Densham (Alfa GT) was the first saloon home on track and in Legends Class ZA, Gino Allasio won the battle of the Alfa Giulias beating the similarly mounted Larry Davies in Class U2. Terrance Botes (Mini) won Class W and Robin Clarke (MG Magnette) Class V.

A number of classics took to the track for the 90 minute African Endurance Series event and showed that they can be competitive in this fast-growing formula. With the regular front-running Harp Juno

suffering a puncture and then a loose battery, the door was left open for the Shelby Can-Ams to shine. Thomas Reib rose to the occasion, coming home in the overall lead with historic Chevron B19 pilot Peter Jenkins finishing second on the same lap. Stefan Puschavez pitted numerous times to remedy his Porsche 911 RSR but still managed to beat the Fred Phillips/Chris Champion Austin Healey to Class W win. The Healey too did its share in the pitlane with the crew having to remove the hardtop and windscreen after a stray stone shattered the glass. A race-long battle between the Ford Escort of Djurk Venter and Mercedes-Benz 280E steered by Hubi van Moltke was settled on the second-to-last lap when the Escort slid past and took the flag. Van Moltke was however rewarded with the Index of Performance prize.

As the sun set and temperature dropped over the goldfields it capped a brilliant weekend's racing at an excellent track. The number of competitors that braved the distance and fresh weather was encouraging and the enthusiasm behind the longer African Endurance Series is exciting. Keep an eye out for news on an upcoming 9 Hour. **Q**



Historic Single Seaters put on a full grid.



Eric Salomon (Lotus 23) and Stefan Puschavez (Porsche 911) head into the endurance side-by-side.

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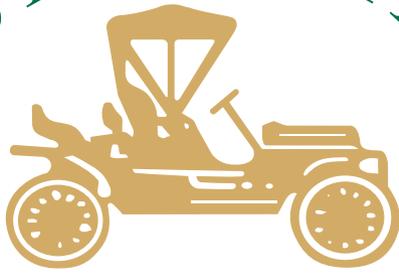


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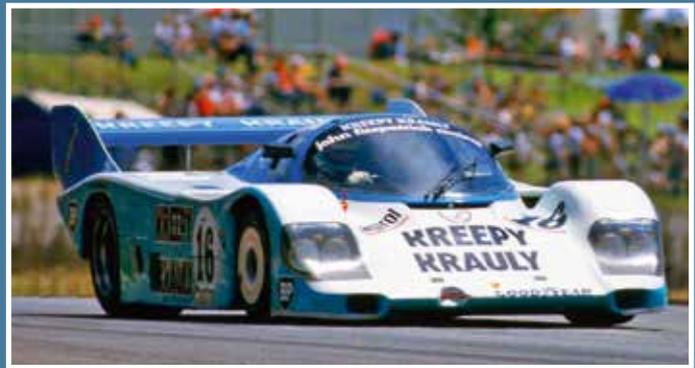
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## NO STOPPING THE 2002

Ek wil graag die April/May uitgawe bekom maar dis lank reeds uitverkoop. Kan u my dalk help met een?

Ek het 'n ruk gelede vir u geskryf oor my 1971 BMW 2002 restorasie projek waarmee ek besig is. Die onderstel het ek laat powder coat en all rubber bushes is met nuwes vervang wat ek by Walloth & Nesch uit Duitsland bestel het. Venster rubbers en die chrome inserts het ek deur ons BMW agente, Modern Autohaus hier in Polokwane bestel. Die enjin is reeds oorgedoen en die silinder head was by Van der Linde Developments om te gasflow en het ook die camshaft gedoen. Allan Y Brink in Pretoria het die crank, conrods, pistons, flywheel en clutch plate gebalanseer.

Die kar was gevef maar is terug by die paneelklopper weens roes wat die verf laat optel het. Gelukkig word daar nou behoorlike voorbereiding gedoen vir n nuwe verf laag. My probleem is egter dat ek dringend op soek is na n goeie stel brake boosters want myne is te erg geroes en Norbrake kan dit dus nie recondition nie. Kan enige iemand my help met 'n stel, of watter ander motor sal ek kan gebruik? Enige hulp sal waardeer word.

**Regards**

**Pierre Jansen van Rensburg**

*Hi Pierre*

*Glad to hear of another BMW 2002 rebuild on the go and it is a worthwhile exercise with the 4-seaters gaining in stature daily thanks to brisk performance, practicality and a wealth of support behind them. All parts are available from Europe but with the exchange rate this is not always a viable option. For the booster I would have recommended Norbrake but as you have already tried that route we will have to look elsewhere. I will ask Adrian Burford if there are any surplus items following his BMW First Car build project and put it out there to our readers to look through their garage sale items. I will keep you posted should anything materialise.*

**Stuart**



## MY TYPE JAGUAR

Whilst waiting for my vehicle to be serviced last week I picked up your magazine dated April/May 2013. Can you imagine my delight when I came across an article on 'my' D-Type Jaguar, OKV 3 (which was the road registration number).

In about 1955/6 this car was parked for a few nights at the back of my father's hotel in Chichester, not far from Goodwood race course. During the day it went to the track with Bob Berry who was employed by Jaguar, where he raced it. At the time it was owned by a Mr Broadhead, and Bob would drive it from Coventry to Chichester on normal roads.

I spent many hours in Bob's company in the pits, and one day he introduced me to Mike Hawthorn. Mike used to like to take a walk around the pits in the morning for about an hour chatting to everyone and I was privileged to go with him one day. Can you imagine a fifteen-year-old talking to this great driver, and meeting the likes of Duncan Hamilton, Peter Collins, Tony Rolt, Stirling Moss and Tommy Sopwith?

Unfortunately Bob had a terrible accident and the car had to be rebuilt, and that was the end of my association

with her.

During the period that Bob was recuperating he stayed with us at The White Horse and took me out in his Triumph TR2, a very good lesson for a young driver with no licence.

I still have a photograph of OKV 3 on my bar wall and a couple of pages of the drivers' autographs.

Great days! I wonder where she is now; I hope in the care of some enthusiast who takes her out occasionally, maybe even back to Goodwood.

**Yours faithfully**

**Gerald Cozens**

*Brilliant memories, Gerald, of what is arguably one of the most famous D-Types, but definitely the one Southern Africans most recognise because of its ownership by John Love. As far as I know Neville Austin and Paul Hawkins also owned the road racer over the years and it now resides in the UK, belonging to Martin Morris. I'm sure some of our readers will have more news on the whereabouts of this famous car, perhaps even seeing it compete at the likes of Goodwood.*

**Stuart**

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## MORGAN V8 RUMBLES

Hi Stuart,

Good news, yesterday my June/July issue arrived. A quick footnote to the Daimler SP 250: the first Morgans with V8 engines were not the Morgan +8 with Rover engines but Morgan +4s fitted with SP250 engines. These conversions appeared on the UK Hillclimb scene around 1965. I well remember Peter Morgan, in his MMC II, closely examining Robin Moore's +4s SP250 set up at a Cornish Hillclimb. Having only slightly more HP than a Lawrence Tune Triumph engine the SP250 conversion used the Daimler gearbox and that was a huge improvement on the Moss box.

**Best regards**

**Eric Fletcher**

*Hi Eric*

*Thanks for letting me know that your magazine arrived. It seems as though the postal service is back up and running at full steam and the backlog appears to have worked out the system. And thanks for the 'live and on the scene' information about the V8 powered Morgans – once again the motorsport and the need for speed seem to have instigated the shoe-horning of bigger lumps into cars.*

**Stuart**

## ALCONI ABARTH SOUGHT

Hi Stuart,

I am approaching you and your impressive magazine in the hope that perhaps a reader might offer to help.

Two questions:

1. Does anyone possess or have access to Kyalami programmes, 1966-1969?
2. Does anyone know any recent history re the Errol Shearsby-driven Alconi-owned Fiat Abarth 1000TC race car of that period?

**Many thanks**

**Puddles Adler**

*Hi Puddles*

*The best person to speak to regarding old Kyalami programmes and information is David Pearson of [www.motoprint.co.za](http://www.motoprint.co.za). He has scanned and catalogued a vast selection of these as well as put together an online shop for South African motorsport images. He might also know the history of the Abarth 1000TC. If not let's put it out to our readers and see what we can gather.*

**Stuart**

## SONG WRITING

A friend and I bought various bits and pieces to rebuild two Singer Roadsters, model 4AD, circa 1952.

We have chassis, diffs, wheels and most body panels, but only one motor and one set of the front suspension pieces. Through your excellent publication would you kindly put out a plea for anyone having suitable front suspension items lying around that they may like to sell, to contact me on 082 453 2618. This particular car has independent front suspension with drum brakes on the front wheels.

If you think this rebuild may make for an interesting article I would be happy to send you a few photos and a write up, although we are in the early stages at this time.

**Kind regards,**

**Dave Hawkins**

*Hi Dave*

*Consider the plea done. Please let me know if you come right and please keep a photographic record*

*of the build as I would love to do a feature on the highs and lows of a Singer rebuild.*

**Stuart**

## SMALL SCALE STORY

I am a member of the local Cape Alfa club. At our last meeting a gentleman brought along a 20th scale model (totally self-made) of a Ford V8 engine which actually runs on normal oil and 95 octane fuel – it is unbelievable! I thought it would be an interesting article for your magazine. I have asked him if he would be interested in you compiling a story.

**Regards**

**Basil Hinks**

*Hi Basil*

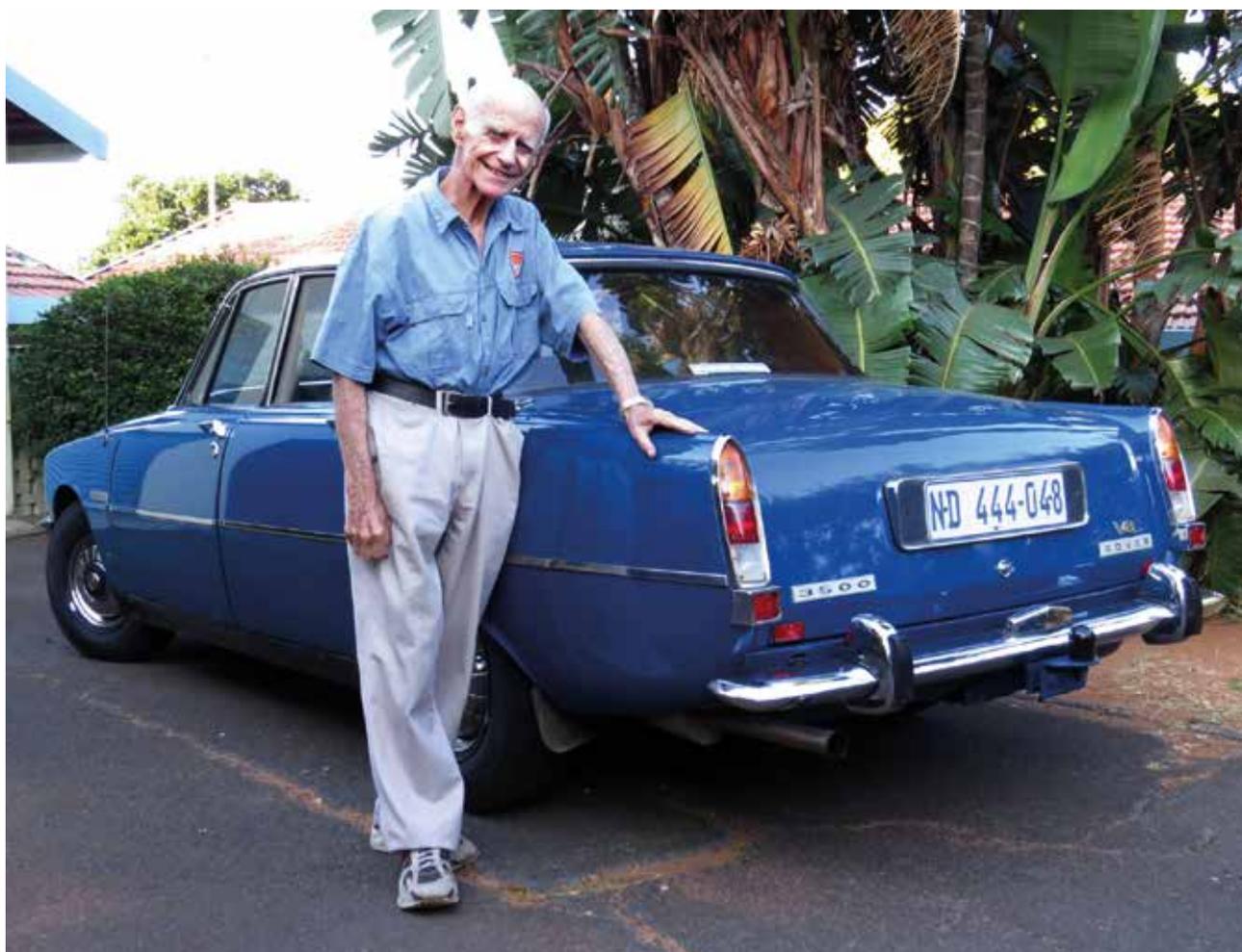
*Thanks for this lead. An operational motor of this scale sounds fascinating and mind-blowing. A story on the man that has the skills and patience to carry out such a bit of engineering is definitely worth a feature. I will be in touch to set it up.*

**Stuart**

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[www.batterycentre.co.za](http://www.batterycentre.co.za)



### FAITHFUL ROVER

I have not bought many issues of *Classic & Performance Car Africa* recently, so I may have missed Rover articles, but I seem to remember one of your readers a year or two ago regretting the fact that classic Rovers did not get the exposure they deserved, especially the P6 models with 2000cc or 3.5-litre V8 engines.

I owned a P4 Rover 100 (the so-called 'Auntie') for 36 years. I have an idea that some years ago you published an article by me about this car and the 50 passes we covered in it.

I may be wrong in this (I had trouble with

the clutch and a gammy left leg, so I had to move to automatic gears.) These days I drive a 1974 P6 3500S automatic ('S' standing for 'sport'). Very original, and they say originality is prized by collectors...

I was Chairman of the Natal Rover Owners' Association for some years, and for a while edited its magazine, so I have a few classic car stories and technical memories which might possibly interest your readers. I am also a 100% classic car enthusiast with great memories of family cars dating back to the 1920s and 1930s such as the Trojan and the Hudson Terraplane.

Would you be interested in an article mainly on my Rover and my opinion of it, with a few photographs?

Best regards and best wishes for the further success of your magazine.

**Patrick Coyne**

*You are right, Patrick, the Rover brand is one that has been neglected in recent times. Having a penchant for underdog saloons I think we need to remedy this. So yes please, let's get together and hammer out a Rover feature. I will be in touch.*

**Stuart**

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**Lotus Seven replica.** This car was a runner but engine has been removed. Presumably a Locost 7 chassis design. Comes with lights, wiring, gauges etc. Basically just needs an engine and to be registered onto the system as it has never had papers. R25 000. Call Stuart on 082 921 4583.



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**WANTED**

**Volvo P1800** wanted for its classic lines and originality. Contact Geoff on gkbihl@icloud.com

# SCALING DOWN SIGNIFICANTLY

A trio of dedicated modellers is creating detailed scale replicas of some of South Africa's most iconic race cars.

**By Mike Monk**



South Africa has a rich motor racing history and from which some driver/car combinations earned reputations that are the stuff of legends. Quite a few have thankfully survived and many are still given occasional airings and grace classic motorsport events around the country, always attracting lots of attention, particularly amongst older race fans who nostalgically start conversations with: "I remember when..." While such fond memories can be recalled through old magazine articles and photographs, a small group of modelmakers is busy recreating a series of these legendary cars in 1:43 scale.

The group consists of Clayton

Cunningham, Emil Sluiter and Ferdie Stone who have set about the project in their spare time. They are concentrating on cars not produced by anyone else and using two methods of manufacture, with period reference material for best attention to detail. The first is by modifying existing die-cast and resin models and utilising self-made decals and wheels purchased from around the globe that replicate the real items, and the second process is by building and modifying a prototype body to best replicate the actual car, then forming a mould and making resin castings of the body and chassis, which are then detailed with Vacuform windows and photo-etched and resin parts. Examples of the latter that have been done so far include the



Jochen Mass/Gerry Birrell Team Gunston Chevron, Glen Gibbons's Glenwood Motors Alfa Romeo GTV Turbo and Dick Sorensen's Sabat Nissan Skyline.

Other super saloons being miniaturised include Sarel van der Merwe's Manufacturer's Challenge Ford Escort V6, and two classic Group N rivals – Tony Viana's BMW 325iS and Mike Briggs's Opel Superboss. Prototypes under development include the Basil van Rooyen Chev Firenza CanAm, Willie Hepburn's Sierra XR8 'Animal' and Viana's BMW 745 Group 1 car. Other Group 1 cars in the pipeline are the Alfa 3.0 GTV and Ford Cortina XR6.

The models are sold both in kit form from R750 as well as completely built items

in display boxes for around R1 500. The group's future plan is to make many iconic cars of the unforgotten golden era of RSA motorsport from the 9 Hour races, Wynns 1000, Group 1, Manufacturer's Challenge, Group N, Wesbank Modifieds, Formula 1/5000, Formula Atlantic, Formula Ford and Vee up to modern production cars. The group will undertake one-off custom builds, too. 📷

*For more information, contact Clayton at [clayton@sprintdesign.co.za](mailto:clayton@sprintdesign.co.za) or 012 346 3118 or 082 824 7750 or join the Home Made Models page on Facebook, where you will find a gallery of all the work that has been done together with chats and posts, progress photos, prototype and future production pics, decals, etc.*

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# STILL RELIABLE

## AFTER ALL THESE YEARS

A Middelburg farmer and his original 1928 Chevrolet recently hit the road in spectacular fashion to participate in the 46th annual Milligan Vintage Trial held in June.

**B**arney Marais in his red Chevrolet raced against 21 other participants to locations around the Eastern Cape, spanning more than 500 kilometres over four days. A former General Motors (GM) dealer from Joubertina in the Eastern Cape, Marais first laid eyes on the vintage Chevrolet five years ago at a GM dealership in Randburg. Straight away he knew that he had to have it. However, the vehicle could not be sold to him as it formed part of the heritage of the Williams Hunt Group, but the group was kind enough to place it in his care, where it has been ever since. Built at the Port Elizabeth plant 87 years ago, the Chevrolet was still in its original condition.

“When I got the vehicle it had been standing for more than 20 years. She was a beauty with 37 000 kilometres on the clock.” Marais had the vehicle transported from Johannesburg to his farm and with just a few turns of the slinger the four-cylinder 3-litre

engine instinctively started to purr.

“The vehicle still has its original engine; I was so excited. The oil pressure was fine so I cleaned the engine, fixed the brakes, added water and filled it with petrol. She was good to go.”

With the Chevy up and running, Marais ordered tyres from America, changed the floor mats and gave the vehicle a good polish. He had no doubt that the vehicle would be able to endure the Milligan Vintage Trial. Talk about a man of the Chev cloth – and faith in the brand.

Without suffering a single breakdown along the Milligan route he brought the bit of history home in seventh. “I knew I could rely on this vehicle and that it would not let me down during the race. The Chevrolet brand has a reputation for being reliable. It always has and it always will,” he said.

The GM brand was also represented on the rally by Opel, with Herbert and Jean Dugmore from Kimberley driving a 1957 Kapitan. 

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