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AUGUST 2019

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Other featured Classic Cars on auction

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A 1963 Mercedes-Benz 220SEb W111 Coupe

A 1968 Mercedes-Benz 280S

A 1973 Rolls Royce Silver Shadow

A 1981 MGB Roadster

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R 95 000 - R 125 000

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CLASSIC

CAR AFRICA

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ISO 12647 compliant

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SPEED BUMP

No, you're not losing your marbles and our distributors didn't drop the ball. There was no July 2019 issue of *Classic Car Africa*. I'll take the blame for this bump in the road with a serious computer glitch on my side at the core. With only a few days to go before printing the magazine, I lost a large portion of the copy and images and we were simply not able to recover in time to hit the shelf. We apologise for this. Those collecting the magazines, please make note of this for future reference. If you subscribe, fear not – we've extended your annual sign-up to ensure you get the correct number of issues.

But we're back in action and, for what it's worth, we've learned from the experience. There's a silver lining to this break in transmission – it gave us time to analyse our offering and we will be implementing a few changes over the coming months. The first of these is to refresh the www.classiccarafrika.com website to include more classic news. This means that as soon as we hear of an upcoming event, it'll go live on the page and you'll be able to plan for the event with plenty of time to spare. We will also load some articles of interest and behind-the-scenes action – stuff that doesn't usually make it into the hardcopy publication – and will keep you updated on these posts via a newsletter. To make sure you get these

notifications, make sure you sign up for the newsletter on the website.

With this out of the way, it is back to a smooth road ahead and the August issue. Graeme Hurst's focus is on track with the second instalment on Grand Prix ace Neville Lederle and a look at the South African exploits of the late, great Niki Lauda. Mike Monk climbs behind the wheel of America's iconic sports car, the Chevrolet Corvette, and then delivers a Borgward Isabella Combi tale. Sivan Goren looks into the development of the three-point seatbelt and how Volvo, going against the corporate grain, decided to share one of the most important design patents of all time.

Our Southern African focus is on a Mercedes-Benz load carrier made in Namibia and Germiston, just east of Johannesburg, and I go all gaga celebrating 50 years of the Datsun 510 with what could well be the oldest surviving SSS in the land. Ever heard of a Morris Isis? I hadn't, until I got to drive and write about one here. There's also some two-wheeled action in the form of a Ducati 900 SuperSport and a story penned by Ken MacLeod about motorcycle racer Laurie Zeeman.

So please kick back, relax and enjoy the ride. Thank you for the support and understanding and please keep those letters and story leads coming.

Stuart

FATHER'S DAY BONANZA

Mother Nature provided sunny and warm winter Cape weather for Father's Day 2019 and 875 visitors visited the Franschhoek Motor Museum on the day. The turnout was well over last year's figure, highlighting the increasing popularity of this annual event.

All the vehicles in the display halls were shown with bonnets up, and 32 more of the FMM collection did five-minute demonstration runs around the quadrant in both morning and afternoon sessions. FMM's ex-Heidelberg Museum Merryweather fire engine, complete with its wailing 'dee-dah, dee-dah' siren, was busy throughout the day giving rides around the L'Ormarins Estate during the six-hour event. Another popular attraction was the slot car track, which kept all family budding racers entertained. The museum's deli combined with an extra pair of food and beverage stands to keep all the dads and their families suitably nourished, and the wine sales table was also full of activity. A couple of local singers performed on the stoep of the main building, providing gentle background music.

Adding to the fun was a lucky draw for attending fathers. The first prize of an FMM Experience with Wayne Harley, which includes some 'bonnets-up' activity and a trip around PlaasPad, was won by George Wiehahn. Second prize of a museum tour with Assistant Curator Cheslynne Ruiters for the winner and nine friends was won by Ashraf Kathrada, and third prize of a wine tasting experience for two was won by Ed Llewellyn.

"I would like to thank all the families for coming out to the museum and helping to spoil Dad and join in making the day such a huge success," said FMM curator Wayne Harley. "It was also good to see so many familiar faces. 'Can't get enough of the action' they were telling me. The support we receive gets better every year. Once again, it proved to be a great day out for families and friends."

CARS ON PARADE

In chronological order, along with a number of veteran, vintage, classic and chopper motorcycles that were demonstrated on the day, the car line-up consisted of a 1922 AC Empire Model 12, 1923 Ford Model T, 1930 Chevrolet Universal 6, 1932 Rolls-Royce Phantom II, 1934 Ford Roadster, 1934 Packard Super 8, 1937 DKW F5 Cabrio, 1938 Buick Century, 1938 Tatra, 1939 Buick Phaeton, 1949 Hudson Commodore, 1953 Bentley R Type, 1953 MG TF, 1943 Bristol 403, 1947 Chevrolet Truck, 1956 Austin-Healey 100/6, 1958 Alfa Romeo Giulietta Sprint Veloce, 1959 BMW 2.6, 1959 Chevrolet Corvette, 1964 GSM Flamingo, 1966 Ford Mustero pick-up, 1976 VW Beetle, 1984 Alfa Romeo GTV6 3.0, 1985 Maserati Quattroporte, 1991 Alfa Romeo SZ, 1994 Toyota Mega Cruiser, 1998 Mercedes-Benz E-Class Brabus, 2002 Ferrari Enzo, 2004 Mercedes-Benz CLK DTM coupé, 2015 Mercedes-Benz AMG G63 6x6, BMW M1 and a one-off Chevrolet Brut pick-up.



MORE SENTIMETAL

Earlier this year, cars.co.za organised a SentiMETAL run for people from all walks of life to drive and display their prized four-wheeled possessions. FMM curator Wayne Harley took part in the informal low-key event, which was supported by a small group of enthusiasts. In July a second run was organised, inviting people to meet at the Engen Winelands on the N1 before driving to FMM. More than 120 cars pitched up at the service station car park, making an impressive sight as they headed out for the museum. Once at FMM, they were displayed around the quadrant while participants enjoyed coffee and snacks, meeting old friends, making new ones and generally enjoying and admiring the eclectic mix of vehicles, which ranged from a humble Morris Minor to the reportedly only two Dodge Vipers in the country. Many took the opportunity to walk through the museum to round off a great morning's activity.



WHERE, WHAT TIMES AND HOW MUCH

The Franschhoek Motor Museum is situated on the L'Ormarins Estate along the R45 in the Franschhoek Valley in the Western Cape. Visiting is currently by appointment only – phone (021) 874 9002 to make a reservation. Opening hours are Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00). The museum is open on most public holidays except Christmas Day and Good Friday. Admission prices are R80 adults, R60 pensioners and motor club members (with membership ID), R40 children (ages 3-12). Guided tours are available upon request at no charge. An on-site deli offers refreshments and a selection of wines produced by Anthonij Rupert Wyne. (NB: Motorcycles and buses larger than 23-seaters should park at Anthonij Rupert Wyne from where visitors will be transported to and from the museum by charabanc.)



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2000 360 Challenge Race Car
Asking Price: R 1,100,000



2001 360 Spider
Asking Price: R 1,649,000



2008 F430 Berlinetta
Asking Price: R 2,195,000

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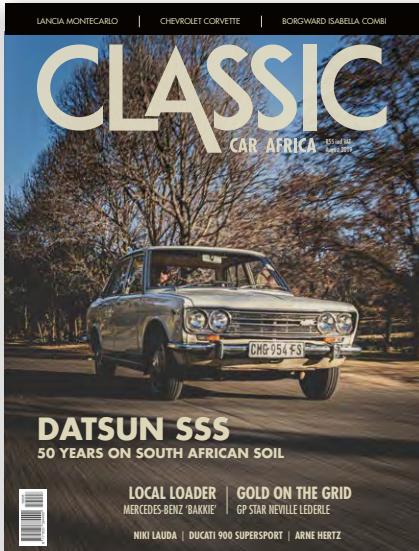
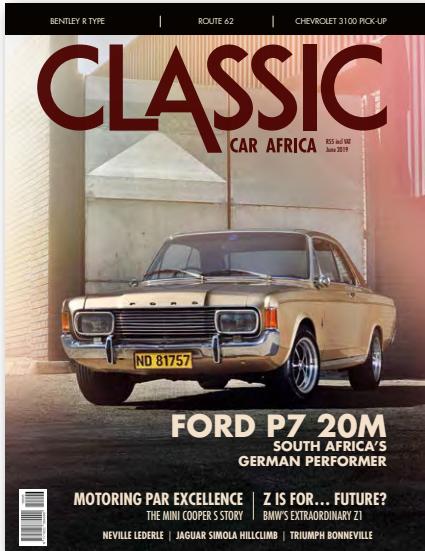
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Classic Car Africa is the only dedicated historic motoring magazine in the country. From racing, to personalities, to some of the most special vehicles ever produced, we are continually unearthing great stories, illustrating them with a mixture of old photos and new, and helping 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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R 330 000



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R 400 000



1954 Triumph TR2

A rare and sort after model. This is build number 54 off the Motor Assemblies production line in Durban.

R 375 000



1958 Austin Healey Frog Eye

A lovely example of this very popular car. In an excellent condition.

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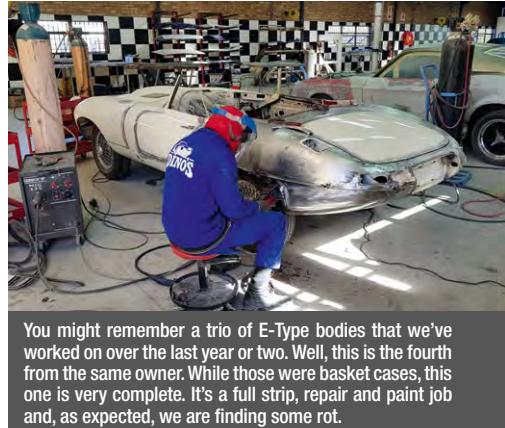
THE WHEELS KEEP TURNING

While it's been bitterly cold in the workshop since *Classic Car Africa*'s last visit, the action has been hot. Cars that have left the building – in far better condition than they arrived – include an Alfa Berlina, Dodge Polara, BMW 3.0CSL, Pontiac Grand Prix and, one of our favourites, a Datsun 260Z. The first four left the shop in fully operational condition, while the

Datsun left ready for the owner to assemble. He'll keep us up to date on the progress and once it's back on the road, we'll be sure to get some photos done. We've made decent progress on some of the other cars you saw in the June issue and these will soon be moving out to make space for a bunch more that are patiently waiting in line.



We are extremely happy with how this rare BMW 3.0CSL is turning out. It had lived a hard life and had clearly seen some salt roads. It's been a massive task cutting out the tin worm and making up replacement sections. Careful dent work on the fragile aluminium doors, bonnet and bootlid has paid off and thankfully these don't need to be replaced.



You might remember a trio of E-Type bodies that we've worked on over the last year or two. Well, this is the fourth from the same owner. While those were basket cases, this one is very complete. It's a full strip, repair and paint job and, as expected, we are finding some rot.



This is the second replica Eleanor Mustang to visit Dino's. Like the first, it was a recent build that looked nice from far but far from nice. The owner has booked it in for a full-body job. We are in the process of taking off the paint, fixing any blemishes and repairing the fibreglass additions.



Another monstrous Chevrolet Chevelle in the shop, and another monstrous pile of rotten metal was left on the floor. We've cut this all out, fabricated new bits and fitted some replacement panels. It's now being prepped for primer and then paint.



Remember the red Mercedes-Benz Pagoda that had looked ok until we dug out the copious amounts of filler? This is it. Following hours of panel beating and metal work it is now in the paint booth. The interior and engine bay is finished in grey and this will now go onto the exterior.



This VW splitie Kombi should perhaps have been left on the rubbish dump but following many long hours it's now as good as new and being prepped for paint. To get it to this stage, we had to source a better roof section and graft it onto the original shell, remove plenty of rotten metal and fill countless holes.

MAKE A DATE

We will continually update the 2019 events calendar. To submit your club event for publication in the magazine as well as on our website (www.classiccarafrika.com) please submit details, along with an image or two, to stuart@classiccarafrika.com.

AUGUST

03	HRSA/MHCC Historic Racing
04	POMC Cars in the Park
14	Austin-Healey 100 Rally
14-17	Magnum Rally
31	Worcester Blind Navigators Rally
31	Concours South Africa

SEPTEMBER

01	Concours South Africa
07	HRSA/MHCC Historic Racing
21	POMC Diamond Run
21	Maluti Car Show
21-24	SAVVA National

East London GP Circuit
Pretoria
Benoni
Hazyview
Worcester
Steyn City

OCTOBER

05	Classic Car Endurance Series 2 Hour
06	POMC Air-cooled Motor Show
12	HRSA/MHCC Historic Racing
13	Peter Arnot Memorial Rally
26	Paarl Blind Navigators Rally

NOVEMBER

10	Portuguese Trial
12-14	Fairest Cape Tour
16	HRSA/MHCC Historic Racing

MONTHLY MUST-DO EVENTS

1 st Saturday of the month	Classic Motorcycle Club of Natal – Bluff, Durban
1 st Sunday of the month	Classic Motorcycle Club Johannesburg – Germiston, Johannesburg
2 nd Saturday of the month	Vintage Sports Car Club of Natal – Oribi Rd, Pietermaritzburg
2 nd Sunday of the month	Pretoria Old Motor Club – Silverton, Pretoria
3 rd Saturday of the month	Cape Vintage Motorcycle Club – Parow North, Cape Town

3 rd Sunday of the month	Piston Ring – Modderfontein, Johannesburg
Last Sunday of the month	Vintage and Veteran Club – Athol Oaklands, Johannesburg
Last Sunday of the month	Southern Cape Old Car Club – Glenwood, George
Last Sunday of the month	The Crankhandle Club – Wynberg, Cape Town
Last Sunday of the month	The Veteran Car Club of South Africa – Kloof, Durban

SAVVA VETERAN & VINTAGE TOUR

The Model T Ford Club of South Africa will host the 2019 SAVVA Veteran & Vintage Tour that takes place in the Eastern Free State region from 21 to 25 September. The tour sees entrants taking on an approximately 650km route in the district and kicks off with the annual Bethlehem Old Car Show. Competing cars must have been manufactured before 31 December 1930. For more information, contact Philip Kuschke at philros@telkom.co.za.



BUG WITH A BIG HEART

In an effort to prove you can't keep an old Volla down, a 1972 VW Beetle called Boikanyo Bug set off on 14 July on a 14 500km journey from Johannesburg to Romania for a good cause. The adventure is all part of an effort by Round Table Golden East 181 to raise funds and awareness for NGO the Boikanyo Foundation, which provides funding for life-saving heart surgeries for children in Southern Africa. To date, the foundation has raised R13.4m to fund more than 100 open-heart surgeries. Over the course of its journey, the Boikanyo Bug will cross 12 countries and make several stops, spreading the word about the foundation as it tries to raise funds along the way. All going to plan, the outfit will reach Romania before 24 August where they will attend the Round Table International

World Meeting, giving the opportunity to engage with more than 2 000 Round Table chapters from around the world and subsequently raise additional much-needed funds.



BIKES SHINE

There was strong support from visitors to the Classic Motorcycle Club's annual 1000 Bike Show, which was held at the Germiston Sports Club on July 6-7. About 7 500 visitors attended this year's event and weren't disappointed, with masses of quality motorcycles on display.

Unfortunately, there was no support for the show from the major motorcycle distributors this year – odd considering the amount of support the 34-year-old event garners. Nonetheless, there was plenty to take in and variety impressed – how about the sight of a rare Italian Volugrafo Bimbo minicar, a trike powered by a turbocharged BMW V8 engine and a Moto Guzzi load carrier for some added spice?

Gary van Jaarsveld's immaculate Kawasaki Z900 was adjudged Best on Show, while the women judges favoured William Viljoen's 1960 BSA Gold Star.

Concours d'Elegance award winners:

Best on Show	Gary van Jaarsveld	Kawasaki Z900 A4
Best VMX Race Bike	Gareth Ireland	1986 Honda CR500
Best VMX Show Bike	Alan Young	1982 Husqvarna
Best American	Ken Wardhaugh	Harley-Davidson 5/7
Best British Post-War	William Viljoen	1960 BSA Gold Star
Best British Pre-War	Roland Wancekivell	Velocette MSS 500
Best Japanese over 250cc	Andre Potgieter	1970 Honda 750 KO
Best Japanese under 250cc	Bikecraft	1970 Suzuki B120
Best European	Leon Bezuidenhout	Moto Guzzi Le Mans Mk1
Ladies' Choice	William Viljoen	1960 BSA Gold Star

Best by Make:

Triumph	Kyle Harvey	1966 Thunderbird
Harley-Davidson	Ken Wardhaugh	5/7
BMW/Zundapp/Puch	Gary Lance	1951 BMW R67
BSA	William Viljoen	1960 Gold Star DBD 34
Yamaha	Ernie Barendse	F3 50cc
Historic Motor Group	Fred Tofts	Norvil Norton Commando
Kawasaki	Gary van Jaarsveld	Z900 A4
Velocette	Henry Nickeous	Viper
Royal Enfield	Harry Tiedemann	1927 350 Super Sport
Associated Motorcycles	Robert Patterson-Emms	Matchless Clubman
Honda	Tim Hammer	1978 CB550K
Norton	John Wakeling	1954 ES2
DJ Run bike	Martin Kaiser	1934 Sunbeam Model 9
50cc	Jacques Snyman	Suzuki Katana
Italian	Leon Badenhorst	Moto Guzzi Le Mans Mk1
Suzuki	Willie Struckmeyer	1972 GT 550
Best Classic Off-road	Andre Potgieter	1983 Honda XR500 RS



FESTIVAL OF MOTORING

The Festival of Motoring presented by WesBank makes its annual return, for the fourth year, to the Kyalami Grand Prix Circuit from 22 to 25 August 2019. Usually a three-day affair, the 2019 edition sees an extra day added on for even more enjoyment. Visitors will experience an interactive showcase of both active and static content including supercars, classic cars and historic and modern motorsport activities, as well as exhibits by leading aftermarket and accessory companies. The event will be filled with interactive and fun activities like kids' zones, a braai area and much more, making it a perfect family outing. Tickets are officially available for purchase on www.howler.co.za. Keep a lookout for future ticket giveaways on the WesBank website and social media platforms.



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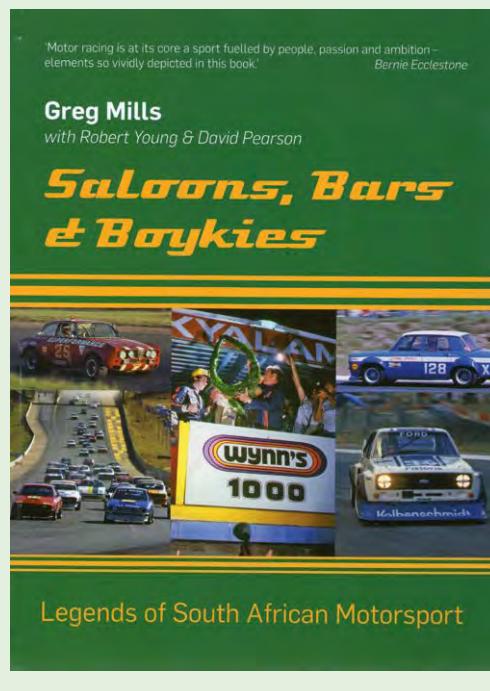
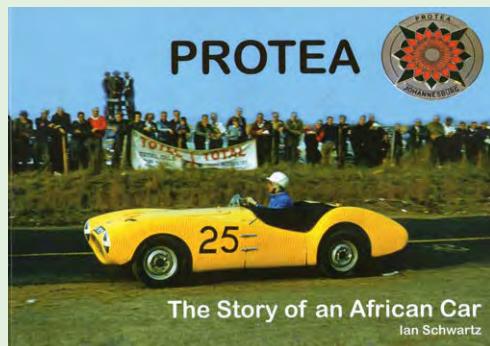
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SOUTH AFRICAN BOOK SALE

Classic Car Africa has managed to secure a handful of extra copies of *PROTEA – The Story of an African Car* by Ian Schwartz and Greg Mills's *Saloons, Bars and Boykies* books.

Mills covers the much-loved saloon car racing scene with input from motoring historians and photographers Robert Young and David Pearson, while Schwartz puts together the definitive story on South Africa's first production sports car. The quality of both publications is outstanding and the images simply mind-blowing. Limited numbers are available, with the Protea offering selling at R300 per copy and *Saloons, Bars and Boykies* for R550 each. Collection in Johannesburg or for R99 extra we will send them counter-to-counter through PostNet. For more information and to order, email stuart@classiccarafrika.com.





FLAT-OUT FLATTRACK

The Stofskop, a social motorcycle event inspired by the idea of providing an affordable flat track day on the dirt oval, takes place at the Randfontein Oval Raceway on 7 September. It's a fun day out for both motorcycle enthusiasts and spectators, motivating novices to dig out a neglected ride or carefully selected mean machine and pit their wits and machinery against the like-minded. The dirt track is oval and flat. There is the smell of petrol in the air. Hook first gear, the flag is up... it's a Stofskop. Alongside the racing will be vendors supplying food, craft beer, bike bits and oil for beards and bikes, so pull on your boots and bring the kids along for a day in the dust.



FERRARI P4 RE-CREATION

Fitted with Lexus 4.0-litre V8 engine with compartment having ample room for Ferrari 400 or other engine. Licensed and street-legal.

Red leather interior with Veglia instrumentation as per original three 1967 P4's.

R1 595 000 o.n.o.

Contact davidfcatlin@gmail.com



SOUTH COAST GEM

This year, the 10th Scottburgh Classic Car Show was held on Sunday 7 July at the Scottburgh High School, KZN. Organised by the Scottburgh Classic Car Club, it saw over thirty classic car and motorcycle clubs from several provinces join in the fun, showcasing great automobiles and raising money for local charities. This year, MG was chosen to lead the show as the featured marque and a large selection of models charted the history of the iconic octagonal-badged cars. The rest of

the field impressed too, from pre-war wooden wheelers through to modern supercars and everything in between. Some of our favourites included a horde of Citroën 2CVs, range of Ford Fairmont GTs, Dodge Colt coupé, Lamborghini Diablo and a GM Corvair. For those up-country folks wanting to escape the harsh winter temperatures, this is definitely the show to go to each year. To register for next year's event, keep an eye on www.scottburghclassiccarshow.co.za.



RACING HOME

Pablo Clark recently purchased Piero Giovaneli's Rosso Sport Auto business and, after a complete refurbishment, will be moving to the Rosso premises in Kyalami. Piero has been associated with the Ferrari brand in Johannesburg for decades; he was an official dealer from 1998 to 2009, after which he continued working as an independent specialist. Being close to the famous circuit with memories of great Ferrari sports car and Grand Prix victories is an

added bonus. With racing at the core of the Pablo Clark story since 1981 and the fact that it was Rosso's official racing team in their factory dealership days, this move is something of a homecoming. The acquisition of Rosso will enhance PCR's Ferrari parts inventory and further diversify its services to include coachwork as well. For now, it is business as usual from the Wynberg set-up, but we'll keep you informed of developments and when the move will happen.

FULL STEAM AHEAD

Climb aboard Reefsteamer's century-old steam train and join in on the Heidelberg Great Train Race on 24 September. Featuring an impressive collection of vintage cars, motorcycles and aircraft, the run pays homage to the 750-mile race that took place in France in 1930 and saw the Blue Train pitted against a Bentley Sportsman Coupé. If you have a pre-1966 car or motorcycle, you're welcome to join in too. Vehicles will set off in chronological order while seven vintage aircraft will fly overhead, and permission has been granted to slow the train down as it runs alongside a graded section of dirt road for that perfect photo opportunity. It promises to be a great spectacle, so pack a picnic and bring the whole family. For more information, or to enter or register as a photographer, email heidelbergGTR2019@gmail.com.



In 1930, a Bentley Sportsman Coupe beat France's famous blue train in a race from Cannes to Calais. The Heidelberg Great Train Race salutes this historical moment with a convoy of vintage and classic cars and motorcycles, a thundering steam train, and daring men in their flying machines roaring overhead... all for one unforgettable photographic moment.

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BLOODHOUND IS BACK

In October, the Bloodhound will arrive at Hakskeen Pan outside Upington where it will fire up its jet engine and start testing at 800km/h or so with the intention of feeling out its braking system. This is all in the build-up to (hopefully) setting a new land speed record at the 1 000mph (1 600km/h) mark – the current 22-year-old record sits at just under 1 228km/h.

Based on preliminary research, the Bloodhound team believes its ultimate attempt to go 1 600km/h in a land vehicle could draw a global live audience of 1.5 billion people and film crews are already trying to figure out how to use the huge and incredibly flat expanse of Hakskeen Pan for various projects after it becomes the site of a record-busting feat.

Over the course of a minimum of 12 test runs, Bloodhound will use only a jet engine to accelerate to mind-boggling speeds, albeit only half the final target. There is no need yet to fire up the rocket that will take it above 800km/h, its managers say; that is fast enough to test the parachutes that must slow it down, and the all-metal wheels that will carry its complicated chassis. Initially those wheels should cut between 10mm and 15mm into the surface, says driver Andy Green, who is also the current land speed record holder. As the car speeds up, the cut will reduce to around 5mm at which point it will probably feel like it is

driving on ice. Exactly how it moves will become all the more important at double that speed.

Less than a year ago, the Bloodhound project entered administration after running out of money after 11 years of development. At the time, its administrators estimated it required £25 million – nearly half a billion rand – to stay afloat, and nobody was putting up that kind of money. But in December, British entrepreneur Ian Warhurst bought it out of administration. The project is being branded as the ‘first digital land-speed record’ and hopes to attract both cash and in-kind sponsorship from a range of high-tech and engineering-focused companies.



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A SUPER-SIZED JOURNEY

Yosemite National Park in California.

Birthday parties – especially ones celebrating a big number – are often a chance to reflect on days gone by... even more so when you've had a few drinks. But a mate's recent 40th made **Graeme Hurst** reflect on miles gone by when he and another guest realised that they'd both driven a van across the USA in the same year. And swapping on-the-road stories over a few beers had him recalling the highlights of the 9000-mile road trip he and a bunch of mates undertook some 25 years ago.

Got a 440' That whitewashed windscreen – or 'windshield' – boast about the cubic inches of a tired Chrysler New Yorker for sale in Denver had a mate and me in stitches when we stumbled across it at a used car lot some 25 years ago. Coming from a land where (back

then) having a 3-litre V6 under your bonnet was a big deal and where sign writing on forecourt fare was limited to 'aircon' or 'doctor's car', this line (which equated to 7.2-litres in our money) spoke volumes about America. A country where every aspect of life seemed to be on steroids: from super-sized hamburgers and enormous 64oz 'sodas' to the towering skyscrapers in Manhattan and mighty Oshkosh trucks barrelling down the Interstates. And cars, of course.

That's my standout memory from the first trip I made to the USA as a student on a working holiday back in late 1993. Their automobiles. In the pre-global economy (and internet) era America was very much a place you only knew through movies and TV programmes like *Dallas* and *The A-Team*. Seeing it for real when I emerged from New

York's JFK airport en route to Colorado was like stepping into a movie set. Particularly Manhattan, which provided a sensory overload thanks to the sea of huge lumbering yellow cabs honking in the streets and plethora of fast-food joints.

The rather aptly named Chrysler New Yorker we chuckled over was a highlight of a morning spent trawling Denver's motor strip in search of some wheels to get me and five mates across the USA. By then we were at the end of a two-month stint of employment at a ski resort about 80 miles west of the mile-high city. And, after waiting tables and cleaning hotel rooms at a heady \$6/hour, we were itching to hit the road.

After a few hours sparring with the dealers, we realised that the \$1 500 or so we'd collectively scraped together would only stretch to something that wouldn't make it across the state line, let alone California. Time to scour the classifieds.

A country where every aspect of life seemed to be on steroids: from super-sized hamburgers and enormous 64oz 'sodas' to the towering skyscrapers in Manhattan and mighty Oshkosh trucks barrelling down the Interstates



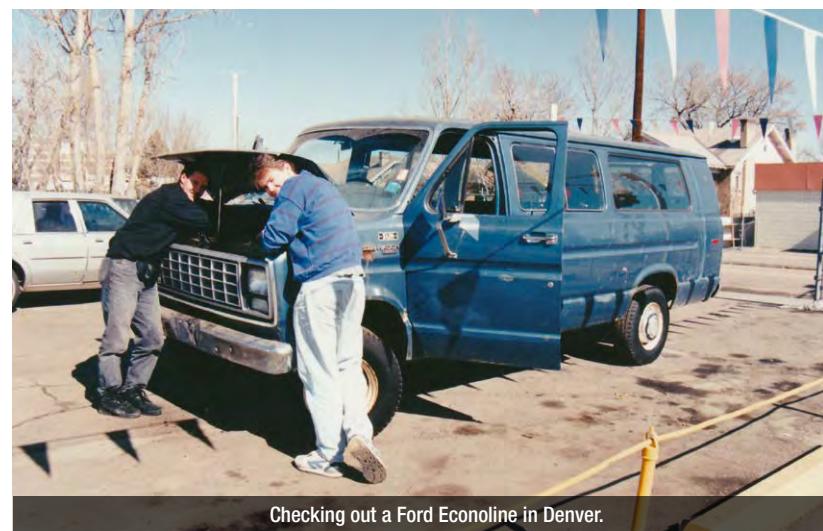
Near the Grand Canyon.



440-cubic inch Chrysler New Yorker.



Leaving Breckenridge, Colorado.



Checking out a Ford Econoline in Denver.

After blowing a pocketful of quarters on a payphone, we ended up in a redneck part of town. One where the homes are mobile but the cars in the yard ain't (to quote comedian Jeff Foxworthy). Yet again it was a case of sensory overload but thankfully – although he looked the part – our seller's house turned out to be fixed to the ground and the 360-cubic inch '79 Dodge he was peddling appeared to be mobile.

It had been run from new by a local school and eventually bought by the maintenance guy, who was now selling it on. Some minor rust and a threadbare carpet aside, it seemed sound and went well on a test drive. After some haggling, a wad of greenbacks changed hands and we were rumbling back up the Interstate.

A week later we hit the road, heading southwest for LA via the Grand Canyon and the bright lights of Las Vegas. I can recall cruising down Las Vegas Boulevard

as darkness fell and 'Sin City' came to life in a spectacular blaze of neon. And flesh: when we opened the sliding door to capture it all on VHS, we became a magnet for umpteen scantily clad strip club touts doing their best with free drink offers to lure us to their establishments.

The week we spent driving down to LA was a reminder of the scale of America. Cars and trucks aside, the country itself was simply massive and packed with stuff to see. And with six people on board sticking their oar in on where to go, we realised we needed to plan the trip to avoid coming to blows long before we made it to the East Coast. And we needed to plan our finances too: fuel was less than \$1 a gallon but the cost of hostels and private campsites was burning a hole through our wallets with the voracity of a blowtorch.

More affordable state parks (around \$7 a night) were the only option and – for a \$60 annual membership – the American Automobile Association would supply us with a map to find them. Or maps, I should say: when we took up their offer to plan a trip, the elderly clerk assigned to help us at their downtown office didn't seem the slightest bit fazed when we indicated that we wanted a route to New York with stops in San Francisco and New Orleans. As well as Chicago and Seattle. And Yellowstone National Park. Two hours later, we were on the road with a box of maps and guidebooks for half of the lower 49 states.

I can recall cruising down Las Vegas Boulevard as darkness fell and 'Sin City' came to life in a spectacular blaze of neon



Along the Florida Keys.

From the City of Angels, we headed to San Francisco for a few days before taking in the famous PCH1 Highway en route to a tour of the Boeing factory outside Seattle. After that we steered west to Yellowstone where the \$60 AAA membership again paid for itself after the van's alternator packed up and we had to get towed out of the park. During the 9000-mile trip we only had two breakdowns, the second of which was just a week later when the Dodge shed all its belts near Mount Rushmore.

We had spares so a roadside repair was easy enough until one mate, who was

tightening a bolt, accidentally braced the socket spanner against the soft alloy casing of the power steering reservoir. Moments later his feet were soaked in hydraulic fluid! Thankfully, a tube of the equivalent of Pratley's Putty Steel soon had the reservoir sealed up.

By then we were well into the Midwest and after a couple of nights camping a few yards off the side of the I90 Interstate route (the only state park near Chicago), we headed south along the mighty Mississippi River to take in St Louis and then New Orleans. Hitting Louisiana's famous Bourbon Quarter

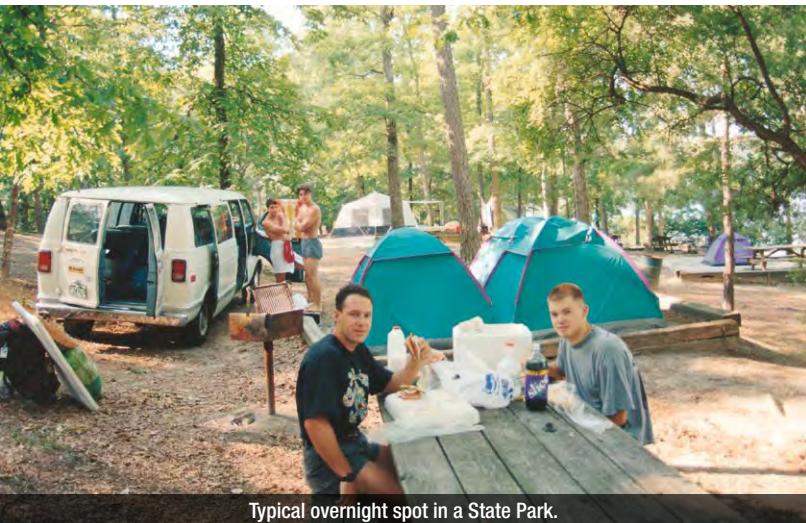
was memorable, but sadly for the wrong reasons: despite forking out \$12 to leave the van in a secure car park, we came back in the early hours to find one of the Dodge's quarter lights smashed and the van cleared out. Despite losing our belongings and air tickets, the most devastating news was the loss of our tickets for Pink Floyd's Division Bell concert at

the Superdome the following night.

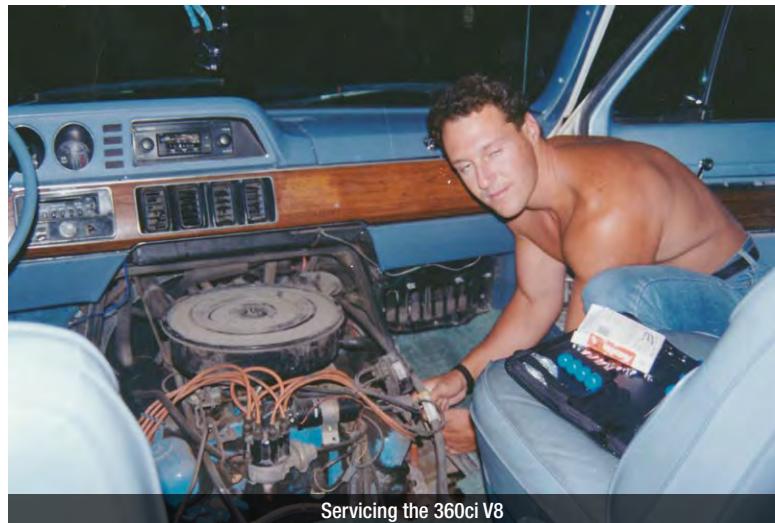
After several hours at a police station, we had a case number to enable us to obtain replacement items so we (and 80 000 other fans) could hear David Gilmour strum up for 'Comfortably Numb'. But only after confirming that South Africa wasn't in the continental United States to the officer transcribing our details at the New Orleans Police Department – a reminder of how unworldly some parts of the US are, despite the severity of some of the other cases being reported that night (I'd argue criminal activity on the streets of New Orleans on a Friday night will rival anything our most overworked SAPS station can throw up).

A fortnight on we were back in dialogue with the long arm of the law, only this time after a break-in in broad daylight in downtown Philadelphia. And we were on the other side of the fence, so to speak, after one of my mates punched the perpetrator – who we'd found rifling through our stuff a few blocks away – and the guy (a wasted druggie) flagged down a police cruiser. Thankfully the police came to their

We came right but, as ever in the automotive trade, the stop delivered some amusement when I admired the yard owner's 250 GTO replica. Only it wasn't a replica, according to him, but an official 're-creation'



Typical overnight spot in a State Park.



Servicing the 360ci V8



Parked up with a Ferrari 250 GTO replica.



Outside JFK Airport.

senses once they clocked the situation and lost interest. And we lost no time in getting the hell out of town before they changed their minds!

Next stop was Boston where we skipped sightseeing to trawl a few scrapyards in search of a replacement quarter light. We came right but, as ever in the automotive trade, the stop delivered some amusement when I admired the yard owner's 250 GTO replica. Only it wasn't a replica, according to him, but an official 're-creation'. One endorsed by the Ferrari factory, no less. No doubt a few casual admirers had bought that line in the past but they possibly weren't familiar with the shape of the doors of the donor Datsun 240Z the GTO rep was based on...

The part search was part of a bid to smarten up the van so we could move it on and head our separate ways. And that's what my mate Mark and I attempted to do with a morning spent along Brooklyn's car dealer strip. But I realised our efforts on the cosmetic front were in vain after he casually mentioned (as we crossed Brooklyn Bridge) that the Dodge's registration papers had

been in his backpack when the van was cleared out in New Orleans.

Incensed that he'd neglected to mention this crucial aspect for the last three weeks (enough time to arrange a replacement), I agreed to press on despite the prospect of sale being hopeless. But in reality, the mere fact we were peddling a van with out-of-state plates was enough to dampen any interest. One or two diehard dealers on the strip smelt our desperation and offered a few hundred dollars, but the mention of a lack of papers quickly saw the offers rescinded.

Crestfallen over the fact we couldn't recover our investment, we decided that we'd simply have to ditch the van. But if we were going to do so, then we might as well do so in style – outside JFK shortly before we flew out! Back then that was probably a common occurrence, but had we been departing like that in today's post-911 era, I bet we wouldn't have made it past check-in before being spread-eagled on the airport concourse by one of New York's finest. Not that we ran any risk of that at the time, mind: at the eleventh hour, we hooked up

with one of our travel companions (who had broken away a week earlier to visit family) and he offered to drive the van to Canada while waiting for a replacement registration document. Some months later, when I met up with him back in SA, he told me that he never made it out of New York state after the Dodge's V8 started misfiring. With no tools and limited mechanical knowledge, he elected to unscrew the number plates and abandon it before hitching a ride to the nearest Greyhound terminal.

It was a rather sad ending for our trusty steed – one which had given us a taste of 'Life on the Road' Jack Kerouac-style for over eight weeks – and I've often wondered what happened to it. No doubt it was towed to a police pound and eventually scrapped. But I like to think our Dodge found its way back to one of those Brooklyn used car lots. One where the faded cross-continental route on the van's rear doors intrigued another group of adventure-seeking blokes enough to hand over a fistful of dollars for the keys. That and the 'I got a 360' whitewashed line on the windshield. □



HIDDEN TRAGEDY

On the 18th of June 1935, the trademark Rolls-Royce was registered for the first time, but the company has actually been in operational since 1904. It was founded by Charles Rolls (owner of one of the UK's first dealerships) and Henry Royce (an engineer), who built cars and jet engines that were meant to last. It is said that 65% of all Rolls-Royces ever built are still on the road today, and a quick search through Gumtree indicates that this stat can easily be applied to South African Rolls-Royces: there are currently more than a hundred listed on the local website, and many are of the vintage age.

Two decades ago, BMW and Volkswagen engaged in a bidding war to acquire the brand; in the end Volkswagen got part of the company while BMW won the rights to the name and the logo. The companies had to come to an agreement and it was decided that BMW would manufacture the complete car under the RR name.

A favourite of celebrities and the British royal family, the cars embody luxury and

the legendary 'Spirit of Ecstasy' – the lady topping the bonnet. However, very few people know that the legendary figure has a storied past. She was commissioned by Baron John Douglas-Scott-Montagu, who wanted a personal mascot for his 1909 Silver Ghost, and sculpted by Charles Robinson Sykes. Sykes used Montagu's secret girlfriend, Eleanor Velasco Thornton, as his model. She posed with her fingers on her lips as a tribute to their relationship. Montagu and Thornton met while working

on an automotive publication together while Montagu was married to Lady Cecil Kerr.

Rolls-Royce became concerned about the number of inappropriate emblems being affixed to its cars, so asked Sykes to produce a hood ornament

that harnessed the 'spirit of Rolls-Royce' and the contemporary version was born. Thornton was the model once again, but this time posed with her arms outstretched, ostensibly enjoying the speed of the ride.

Tragically, Thornton and Montagu were involved in a shipwreck when their boat was torpedoed south of Greece in 1915. Montagu managed to get onto a life raft and survived, but Thornton passed away.

Of course, her spirit lives on as BMW has rolled out numerous new offerings to its product line, including the convertible Phantom sedan, four-door Ghost sedan, Wraith, Dawn convertible and Cullinan SUV. In fact, she is so popular that in 2004 Rolls-Royce introduced an anti-theft feature that retracts the hood ornament when it is touched.

Original period Spirit of Ecstasy ornaments can sell for up to R3m online. □

She was commissioned by Baron John Douglas-Scott-Montagu, who wanted a personal mascot for his 1909 Silver Ghost, and sculpted by Charles Robinson Sykes



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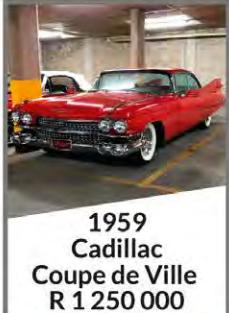


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1959
Cadillac
Coupe de Ville
R 1 250 000



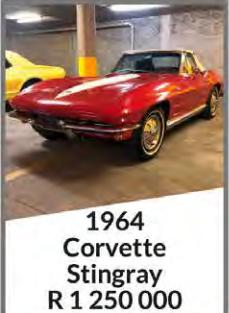
1990
Porsche
964 Carrera
R 900 000



1991
Corvette C4
(102000km)
R 380 000



1983
Porsche
911 SC 3.0L
R 800 000



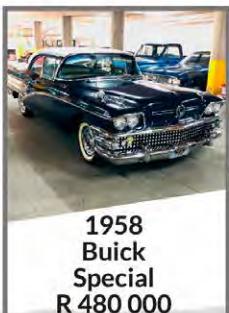
1964
Corvette
Stingray
R 1 250 000



1968
Chevrolet
C10 Pickup
R 230 000



1972
Mercury
Cougar
R 280 000



1958
Buick
Special
R 480 000



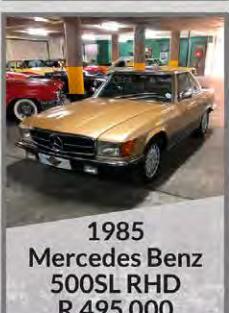
1976
Toyota Land
Cruiser BJ40
R 499 000



1983
Nissan Skyline
2.8 GTX
R 75 000



1954
Chevrolet
Street Truck
R 280 000



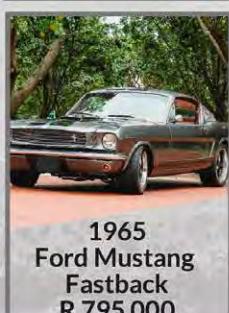
1985
Mercedes Benz
500SL RHD
R 495 000



1983
Mercedes Benz
380SL RHD
R 260 000



1968
Ford
Fairlane 500
R 125 000



1965
Ford Mustang
Fastback
R 795 000

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VEHICLES BUILT BEFORE 1950

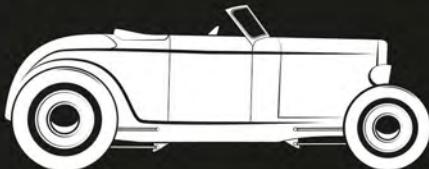


BEFORE
1950

1900 to 1950

SAE 30 & SAE 50

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1950 to 1970

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LUBRICANT WITH
MIDDLE DETERGENT
LEVEL, COMPATIBLE
WITH ELASTOMER.**

VEHICLES BUILT AFTER 1970

Post 1970

2100 15W50



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SUMBEAMS ON THE RISE

Hi Stuart,

Further to the letter by Harry Boys in the May issue of your magazine regarding Sunbeams, please find attached photos of a Sunbeam Talbot Alpine which I restored during the 1990s. It was a real barn find in a shed in Nelspruit. As can be seen from the photos, a complete chassis-up restoration was done. It is the only engine that I have ever come across with aluminium conrods – of massive structure, but extremely light. To do away with the cumbersome column gear change, I fitted a Rapier (fastback) overdrive gearbox. Although there is more than 20 years' difference between the Rapier and the Sunbeam, it was a direct fit onto the Alpine bell housing.

Before completion, I sold it to a gentleman in Johannesburg who already owned a restored Sunbeam Talbot Alpine. We have been in the Cape since 2006 and I have never come across a running example at any motor show – there must be very few of these cars in South Africa.

Also included are a few photos of cars that I have owned. The later Alpine is a 1961 model which was in our family from 1975 to about 2014. What is interesting is that I bought the car for R750, newly resprayed and with a brand-new 1725cc five-main-bearing crank engine (not rebuilt, a completely new engine). When Chrysler discontinued the Husky LDVs, they had excess engines which they needed to dispose of, hence the engine change. As a young married couple, we had lots of fun in this car; it was also my wife's daily transport to work in Pretoria.

The Volvo was born as a 1959 544 1600cc, which I later converted to a B20 with a modified 2-litre engine and disc brakes. This car was used in the Total LM Classic Rallies, etc. The disc brakes were fitted

after the drums overheated while going down Long Tom Pass during a rally. The Pontiac Firebird was a 1967 model and was as smooth as silk. I eventually sold it to someone in Camps Bay. Today I cringe when I look at the prices that these cars are fetching compared to what I sold them for!

Warm regards,

Roelf Marais

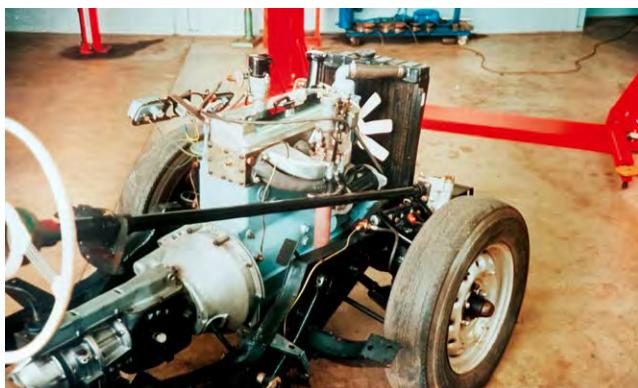
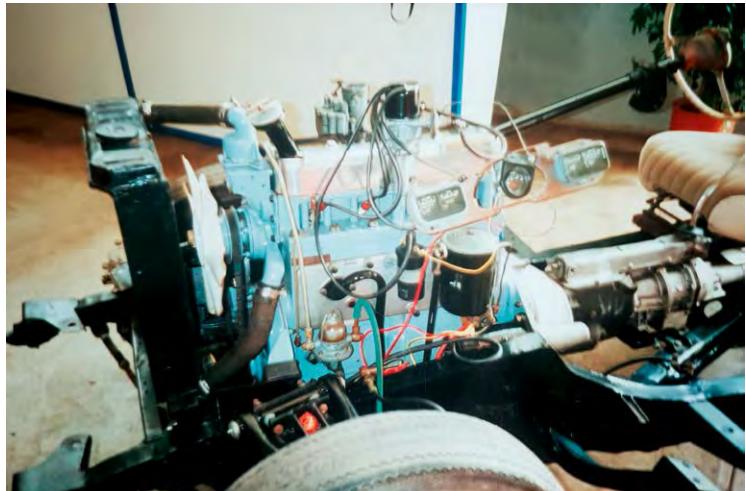
Thank you, Roelf, fascinating notes on some of the cars that you've had and restored. I've never heard of aluminium conrods before – my basic technical knowledge has me thinking they'd become brittle over time as aluminium work hardens. But clearly this was not the case as the car already had decades of use under its belt by the time you got your hands on it.

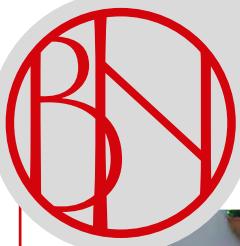
We also haven't forgotten Harry's request for a Sunbeam story and are working on getting a range of cars together. I was initially only going to focus on the Alpine and Tiger sports cars but when I stumbled across a Rapier fastback at a garage near Bloem in May, it became apparent that there was so much more to the Sunbeam brand. The Rapier owner saw this car advertised in Pretoria, flew up from Cape Town and bought it. He then jumped straight into the driver's seat and headed for the Knysna show. We met him while he was on his way down and caught up with him again as he cruised into the show.

By the time you read this, I will have had my first real Volvo 544 experience – I'm heading for the Durban Concours in one belonging to Tom Campher Motors. I'll be using the old road so I will be aware of any overheating brake issues down Oliviershoek Pass.

I'll report back.

Stuart





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AUTODELTA IN AFRICA

Hi Stuart,

I'm a member of a group that traces Autodelta cars' history. For some time now, we've been after the identity of a particular Alfa 33/2 that might have been the one that was entered by Scuderia Scribante and that raced at the 9 Hour at Kyalami on 7 November 1970, Cape Town on 21 November 1970 and Lourenço Marques on 29 November the same year.

While in SA, the car was painted blue for the wax brand that sponsored it. None of the documents that mention it – from the moment it was sold by Autodelta to SCAR

Autostrada, to Le Mans entry, Targa Florio, etc – mention its chassis (VIN) number. We managed to narrow the search down to two cars, the Scuderia Madunina chassis *022 and this elusive SCAR's 33/2. But which one was in South Africa? I wonder if anyone in South Africa can supply any info on the car, where it came from and where it went to?

Thank you very much,
Toy de Carvalho

Hello Toy, that sounds like a wonderful group to be a member of. Digging through archive information is one of the most rewarding aspects to this classic

car niche we find ourselves in. This is made even more exciting by the fact that you are looking into one of the most exciting race cars ever made – in my eyes at least...

My first port of call would be David Pearson of www.motorprint.co.za. Not only does he have a massive collection of racing images available, but he has also tracked down literature that might help him identify and catalogue the archives.

If any reader comes forward with information, I will be sure to pass it on to you. Keep up the exciting 'work'.

Stuart

FJ CRUISING

Hi Stuart,

Thanks for including the letter about FJ in the June issue of *Classic Car Africa*. Here's a short follow-up.

FJ was fitted with the prosthesis, went through rehabilitation and thereafter practised walking and even some running. To obtain an MSA racing licence, he had to meet with their minimum standards. As a result, he borrowed his dad's car to practise getting in and out as fast as possible and took in laps around the suburb until he felt he was adept.

MSA agreed to test him on 4 July, and if he met their standards, a licence would be issued. A very nervous youngster arrived at Zwartkops Raceway to drive a racing car in anger for the first time in seven months. The tests required him to alight the car in eight seconds and to drive the car around the track. FJ did the eight-second test in three seconds, and his driving was tops. He passed the tests with flying colours! A tribute to the young man's determination and guts.

Thank you to Peter du Toit for making the track available, MSA for carrying out the test and to all who have assisted in his recovery. Mention must be made of the various clubs that asked their members to consider donations to the FJ Smit fund. The money raised has gone some way towards covering the massive medical expenses, but there are still more to cover – any readers wanting to contribute, please email stuart@classiccarafrika.com for banking details.

We hope to see you all at Zwartkops on 7 September when FJ returns to the track in an official race.

Regards,

Les McLeod



Hi Les, thanks for the update and please congratulate FJ on meeting the licence requirements set out by MSA. We will be at Zwartkops to watch the action for sure.

Stuart

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1968 Jaguar E Type S2 4.2 FHC
 Opalescent Silver Grey with Ox Blood interior, Matching numbers with Heritage Certificate, painted wire wheels with 2 eared spinners, Moto Lita Steering wheel, 3 year, ground up restoration. **R1,650,000**



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POA



1971 Volvo P1800ES
 Gold with Tan leather interior, older restored car in excellent condition.
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 One of only 1600 made, recently restored, comes with owner's manual.
R125,000



1960 Daimler Dart SP250
 Midnight blue with leather interior, new soft top, new chrome wire wheels, engine recently rebuilt.
POA



1957 Ford Thunderbird Roadster
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POA



1980 Porsche 911 930 Turbo
 Talbot Yellow with Green Blue Tartan interior, recent restoration, books, tools and COA.
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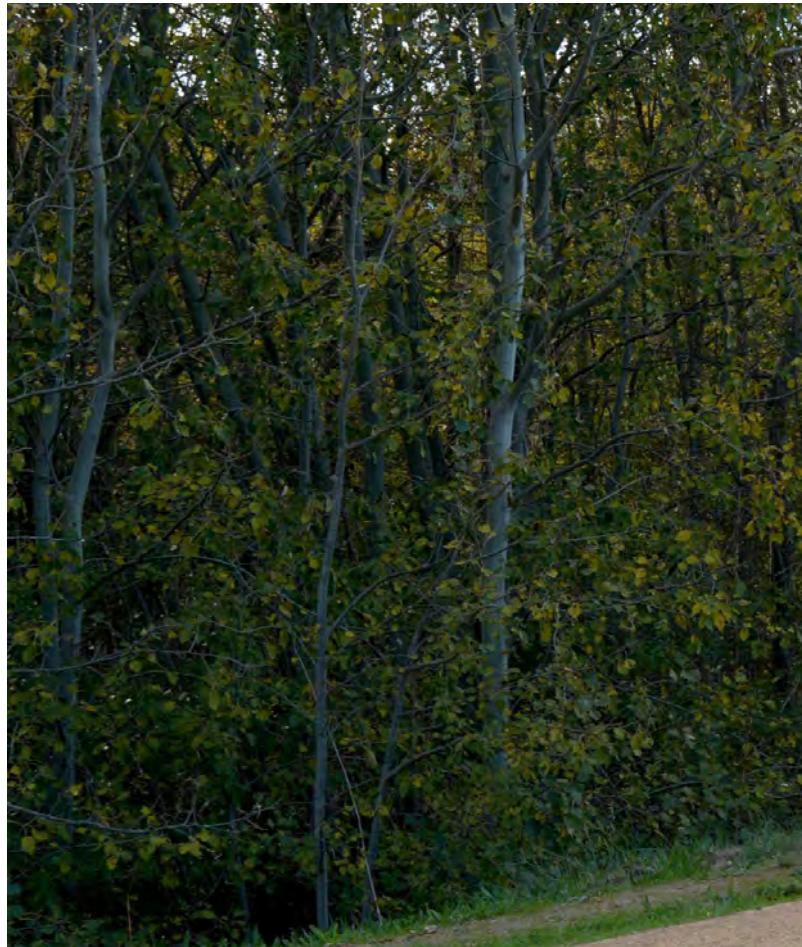
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VETTE- ER- RUN

When Chevrolet displayed its concept sports car at GM's Motorama in 1953, who would have thought that 66 years and seven generations later it would still be going strong? And with a mid-engined version the next in line...

By Mike Monk

Pictures: Mike & Wendy Monk





As America steadily grew in affluence in the early post-war period, General Motors capitalised on the situation with an annual auto show called Motorama, "Conceived to whet the public's appetite and boost automobile sales with displays of fancy prototypes, concept vehicles and other special or halo models". Usually held in conjunction with the New York Auto Show in January of each year, Motoramas took place from 1949 to 1961 and were said to have been attended by 10.5 million visitors. It was at the 1953 show that the Corvette concept car was revealed in the Waldorf-Astoria ballroom on January 17 and met with universal acclaim.

Development began in late 1951 under the direction of renowned GM stylist Harley Earl and was known as Project Opel. There was nothing sophisticated about its specification, which entailed packaging

off-the-shelf Chevrolet components into a two-seater body, which for expediency was to be made from a new material called glass-reinforced plastic (GRP). The chassis featured box-section side rails and a strong, central cross-member set low enough to allow the drivetrain to fit above it. GM's Saginaw recirculating ball steering was adopted along with coil spring suspension up front and semi-elliptic leaf springs at the rear, the latter with outrigger mountings. The parts bin route did, however, mean the adoption of the trusty (but far from sporty) 235ci (3851cc) Stovebolt 6 ohv engine but upgraded with a high-lift cam, hydraulic lifters and triple Carter side-draught carburetors, helping the now-called Blue Flame 6 to produce 150hp (112kW) at 4500rpm and 223lb.ft (302Nm) of torque. Space precluded fitting GM's three-speed manual gearbox, so a two-speed Powerglide was the transmission choice.



The EX-122 prototype was called Corvette, apparently at the suggestion of assistant director for the public relations department, Myron Scott: the name denotes a fast naval escort vessel and submarine hunter. And such was the public reaction to its Motorama reveal that six months later the Corvette (code C1) went into production in Flint, Michigan. Caution was the watchword: only 50 cars per month were scheduled, all finished in Polar White with Sportsman Red interior, whitewall tyres and a black hood.

For 1954, production was moved to St Louis, Missouri. Minor running changes were made during the year, including a 5hp power increase, and there were now four official body colour options. Pricing was a problem and the story goes that Chevrolet reduced the base price for 1954 but made the Powerglide a 'mandatory option' (there was still no manual available) along with other necessities that were listed as options, resulting in a reasonably specced car that

cost the same as a '53... The trick did not fool customers, either, and the Corvette's future looked to be in the balance.

But then two important things happened. Chevrolet chief engineer Ed Cole introduced the small-block V8, which would provide the answer to the Corvette's dull performance, just as fellow engineer Zora Arkus-Duntov made some simple changes to the car's underpinnings to improve its handling. The transformation was timeous: now with a 265ci (4342cc) V8 giving 195hp (145kW) under the bonnet, the Corvette had some go to match the show – and was better able to compete with Ford's newly introduced Thunderbird V8, which had stimulated the two-seater market. A spin-off effect of the V8 was that it was lighter than the six, so the car's front-rear weight distribution improved to 52:48. And electrics were changed from six- to 12-volt.

For the 1956 model year the styling was smoothed out to include a more conventional headlight mounting, tidier rear fenders and the addition of a 'hollowed-out' section of the body sides – dubbed 'coves' – extending from the front wheelarches. The body panels

were made slightly thinner, roll-up windows and lockable doors were adopted, and a three-speed manual became the standard transmission. Hubcaps with dummy knock-off spinners became a feature. With a single four-barrel carburettor, the V8 now offered 210hp (156kW) at 5200rpm. Optional twin carbs, hotter cams and higher compression ratios offered increased power. The Corvette was maturing, and sales began to improve dramatically.

The '57 model year Corvette was little changed, but the V8 was stretched to 283ci (4637cc). Variations through the year were single four-barrel (220hp), twin four-barrel (245hp) and Ramjet fuel injection (250hp) with either a three- or (new) four-speed manual or Powerglide automatic, then, later, twin four-barrel (270hp) and Ramjet (283hp) with either of the manual boxes. Helped by increasing racing and record-breaking successes, the Corvette was, at last, earning its star-spangled stripes.

So, to 1958 and the beginning of the quad-lamp era. The bodywork was given a not particularly well-received adornment of chrome appendages and fake air scoops. The grille's vertical bars were reduced from 13 to nine, and the bumpers were now attached to the chassis instead of the

Chevrolet chief engineer Ed Cole introduced the small-block V8, which would provide the answer to the Corvette's dull performance



body. However, the dashboard layout was improved, with instruments now clustered together and the addition of a passenger-side grab handle and a drop-down centre console. The five V8 engine option outputs ranged from 230 to 290hp, and despite a kerb mass just exceeding 3 000lb (1 369kg) for the first time, the 290 was good enough for 0-96km/h in 6.6 seconds and a top speed of 206km/h. Notwithstanding the criticisms, Chevrolet's advertising stated that "Wherever the world's best sports cars gather, Corvette does America proud". Ford's T-Bird was no longer a two-seater, giving 'Vette a clean run at the market – despite the country being in a recession, record sales of 9 168 were achieved.

Quick to respond to public opinion, the 1959 Corvette was less flashy and more comfortable. A T-handle lockout was added to the gear lever of the four-speed box to prevent accidental engagement of reverse. Other improvements included concave instrument lenses to prevent reflections and the addition of a parcel tray under the passenger grab handle. Most significantly, trailing radius rods were incorporated into the rear suspension to help prevent axle wind-up caused by the more powerful engines. Upgraded brakes and power

windows were among the options. "New sleekness, elegance and roadability for America's only sports car" was Chevrolet's new claim.

The '59 Vette featured here is a fabulous example of the C1 quad-lamp models, which lasted until 1962. Finished in Snowcrest White with a red vinyl interior, it resembles the colour combination of the first Corvettes. Its condition is reflected in having won gold in its class at the 2018 Concours SA, and if anything epitomises 'having the show to match the go', then this is it. The 'go' in this case is provided by the dual four-barrel Carter carburettor V8 option that produces 245hp (183kW) at 5000rpm and 300ft.lb at 3800. This car was sold with a three-speed box but was later fitted with a four-speed, its only non-original feature. With this powertrain, contemporary tests give a 0-100km/h of 7.6 seconds and a top speed of 189km/h.

It looks and feels big and heavy, a sensation heightened by the deep, rumbling exhaust that gently rocks the car at idle. The gearshift silkily clicks into place, and the pull-off heightens the sense of anticipation. And, boy, does it deliver... Looking through the wraparound windscreens over the wide bonnet, it seems that the longer the road

and the further the horizon, the more the cruisin' contentment – it heightens with every passing kilometre, all to the tuneful beat of the motor. Even the twisties are approached with relish, the car's wide stance and tendency to understeer offering fail-safe driving characteristics, evidence of the early cars' victorious competition exploits honing the handling. There is enough oomph to make the tail step out of line, but there is really no need to act the hooligan in a car as pristine as this. Rather dream of tuning in to some Beach Boys music on the self-seeking radio and go on a 'Surfin' Safari'...

Despite the after-effects of the recession, sales of the '59 'Vette rose to 9 670 units. The C1 Corvettes paved the way for six more successful generations, and with a mid-engined C8 due next year, the future of Chevrolet's halo sports car – America's sports car – looks ever brighter.

Cocooned in a cosy cockpit with effortless power underfoot, well-weighted steering, safe and predictable handling and that boulevard ride, this 'Vette offers a special kind of motoring sensation, a classic American sports car that conjures up images of blue skies, the Pacific Coast Highway, Elvis Presley and a time when post-war 'baby boomers' came of age. **C**

No. 100 of 105

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In 2015 Mercedes-Benz announced that, with the South African, Australian and Latin American markets in mind, it would be adding a luxury pick-up to its model offerings. This came to fruition in 2017 with the launch of the X-Class, essentially a facelifted and badge-engineered Nissan Navara. As one of the most expensive bakkies on the South African shopping list, sales have been lacklustre and at the time of going to print, rumour was circulating about its global cancellation. With a stint in a Namibian-built Mercedes-Benz 180D Ponton pick-up, **Stuart Grant** finds out that the X-Class was not the first Merc foray into the bakkie market, and that South Africa played an important role in building load carriers for the brand back in the day.

Photography by Douglas Abbot

LOCAL LOADER







Let's rewind a bit. Post-war Germany was all about rebuilding industry and, like most manufacturers, Daimler-Benz (for simplicity we'll now refer to it as Mercedes-Benz) looked at adding new ranges to its portfolio as well as targeting the export market for real growth.

Realising that there was a possibility of adding a utility vehicle to its repertoire, Merc had just shy of 1 100 W136 170V sedans converted into bakkies during 1946 and '49 – for the most part used by

the German government but the platform, ready for ute conversion, did also make its way to Argentina, Australia, New Zealand, Namibia and here in limited quantities. The South American market for Mercs was strong, with cars

being favoured, but to bypass hefty import taxes these were shipped across in completely-knocked-down (CKD) kit format before being assembled and sold. Their robustness suited the harsher South American conditions and being in kit format meant that a decent number of these Merc saloons were modified into workhorse station wagons and pick-ups.

As mentioned, South Africa had been on the Mercedes-Benz radar and by the early '50s, six local businesses were importing and selling complete vehicles from the tri-star brand: Cargo Motors in Johannesburg, NMI in Durban, Stanley Porter in Cape Town, Haaks Garage in Pretoria, Ronnie's Motors in East London and John Williams Motors in Bloemfontein. But import quotas on complete cars – imposed by the government in an attempt to encourage international firms to set up manufacturing facilities in SA – had limited the number

South Africa had been on the Mercedes-Benz radar and by the early '50s, six local businesses were importing and selling complete vehicles from the tri-star brand



of units available nationally to just 100 per annum. A CKD option was considered, but with Mercedes-Benz under the impression that South Africa still lacked the skills and facilities, another way of circumventing the restrictions was found – the commercial vehicle route. As commercial vehicles weren't as heavily restricted, South Africa soon started importing what were known as 'chassis-cab' or 'half-cab' versions of the W120 180D Merc with the idea being that local firms would build them into a bakkie in a similar fashion to the prototype cargo carriers built by German firm Binz. Binz presented a few right-hand drives to our importing dealers, one of which appears to have stayed behind and is currently undergoing restoration.

The 'chassis-cab' or 'half-cab' tag meant that vehicles arriving at the tip of Africa were just that: 180D two-door cars missing the rear-half bodywork. With Mercedes-Benz

officially involved, quality of the added-on load-bin and whether it matched the exacting standard of the German-built front was of the upmost importance. It took some hunting to find the correct coachbuilders but, in 1955, Swiss Technic Nicol of Windhoek (Namibia) got the nod as the first builders of the African 180D bakkie (or 'Vaste Bak' as it was called there). It delivered 18 before production moved to Morewear Industries in Germiston midway through '56.

Manufacturing records are few and far between, but general consensus is that when Morewear production stopped late in 1958, something like 300 Ponton bakkies (fondly referred to as Stanley Porters by the Cape Town crew) had been sold by the six dealers. The South African bakkie impressed back in Germany and inspired Binz to reconsider carrying out

The 'chassis-cab' or 'half-cab' tag meant that vehicles arriving at the tip of Africa were just that: 180D two-door cars missing the rear-half bodywork



The Binz had the load-bin between the sculptured, car-like rear fenders, while the Germiston and Windhoek utes saw them integrated into the box

its own conversion. In the region of 450 Binz pick-ups were manufactured and it appears that as many as 150 of these might have headed to South Africa to keep up with bakkie demand. If you're lucky enough to spot a 180D bakkie, you can differentiate between a Binz and a locally made one by inspecting the loading area carefully. The Binz had the load-bin between the sculptured, car-like rear fenders, while the Germiston and Windhoek utes saw

them integrated into the box. And our bakkies got a gap between cabin and bin (the Binz didn't). It is estimated that Binz produced around 450 pick-ups, but it's not known how many of them have been exported to South Africa.

In its relatively short lifespan

the bakkie did a brilliant job, showing the powers that be that South Africa was a bona fide market for Mercedes-Benz – so much so that a factory was set up in East London, producing 180 sedans without any import quota restriction. How many South African Ponton bakkies survive today? It's very difficult to say but one can be sure that the heavy-duty action that most will have seen means that the survival rate is seriously low. This, coupled with the low production number, means that it is one of the rarest of all production Mercedes-Benz models the world over. The X-Class might have missed the mark but the Southern African-built 180D Ponton bakkie and 'Vaste Bak' definitely had the X factor. □

Vehicle supplied by Steffan Liebenberg and Shabir Lahri of Atlantic Auto (083 996 6407).

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MANA

An Italian mid-engined, two-seater sports car clothed in a sleek Pininfarina bit of coachwork. No, **Stuart Grant** is not looking into a bank account-breaking exotic supercar, but rather the more financially achievable Montecarlo from Lancia... or is it Fiat?





Despite a long and proud history, the 1960s saw Lancia haemorrhaging large sums of cash to stay afloat, and it was left up to Fiat to put things right. In October 1969, the Italian automaker made a successful bid to take over Lancia and thankfully kept pushing the distinctive Lancia image that had been created by innovative, stylish design and a healthy dose of competition focus (the likes of the rally-winning Lancia Stratos springs to mind in this period). But as we know, motorsport success often costs bucketloads and doesn't always do wonders for the bottom line...

What the firm needed for the 1970s was something with the 'right' sporting Lancia flavour that would sell off the showroom floors in relatively decent quantities to 'regular' road users – something to go head-to-head with the likes of the Triumph TR7, Alfa Romeo GTV or Datsun 240Z. The answer, bucking the front-engined trend for entry-level sports cars, stemmed from Fiat's 1300cc Fiat X1/9.

Pininfarina was roped in to design a replacement for Fiat's ageing 124 Coupé

and began work on project X1/8 – a mid-mounted V6. But on the grounds of cost, design X1/9 by Bertone, featuring a mid-engined four-pot, got the go-ahead as the replacement. Although sporting a small cubic capacity, the lightness, performance and agility ensured that sales impressed the men in suits.

Of course, the next thought was that with a bit more power, even more units would sell. For this, Pininfarina's X1/8 project was pulled back onto the drawing board, only by now the global oil crisis had seen fuel prices rocketing. For this reason, the 3-litre V6 idea was binned in favour of a 2-litre four-cylinder, and the project was re-numbered X1/20. For 1974, X1/20 was badged as Fiat Abarth SE 030 and went racing. This motorsport foray came to a halt at the end of the year and the Abarth SE 030/X1/20 programme was passed on to sibling brand Lancia with the intention of making a two-seater sports car superior to the Fiat X1/9.

Pininfarina's X1/20 was unveiled in March 1975 as the Lancia Beta Montecarlo and ran alongside the firm's front-engined Beta four-seater coupé on the showroom floors, but as the pair shared very little in the way of mechanicals, Montecarlo production was handled entirely by Pininfarina.

The Beta Montecarlo, in both coupé

What the firm needed for the 1970s was something with the 'right' sporting Lancia flavour that would sell off the showroom floors in relatively decent quantities to 'regular' road users



and sliding fabric open-roof format, made use of a low-slung monocoque fitted with independent MacPherson strut suspension and disc brakes on all corners, while Fiat's 124 Coupé 2-litre twin-cam engine formed the heart. This unit was mounted transversely behind the cockpit and mated to a five-speed gearbox driving the rear wheels. All combining to propel the 970kg Italian to the 100km/h mark in just under 10 seconds and on to a top end of 195km/h, with the real trump card being a beautifully balanced and precise handling package.

Although low to the ground, getting into the Beta Montecarlo didn't require any extraordinary contortion skills and once inside, the cabin proved surprisingly spacious and comfortable, with impressive build quality, fit and finish. A fuel consumption of less than 10 litres per 100km kept the fuel-conscious happy, too.

Interest and demand was high, sales rolled in and it all looked good for Lancia. But then, in 1978, the brakes were put on to Beta Montecarlo production... ironically when owners found their cars unexpectedly locking up the front wheels. Lancia halted production to sort this and a few other niggles out. The brakes were remedied by removing the servo unit, and for good measure calliper and disc dimensions

were increased. To counter poor rearward visibility, glass panels were fitted to the rear buttresses and a few other aesthetic updates were carried out. The revamped, second series Lancia Montecarlo (Beta was dropped from the naming convention) launched in 1980 and from January 1981, South Africans could purchase one from importers T.A.K. Motors for R24 000. If a local buyer had another R2 000 burning a hole in his pocket, T.A.K. could bolt on an Alquati performance kit. This kit saw the replacement of the standard twin-choke Weber 34 DATR 4/250 carb with a pair of twin-choke Weber 40s, the fitment of a special manifold, wilder camshafts and free-flow exhaust system.

CAR tested one of these in 1982 and found that with an extra 10% of engine grunt, the 0-100km/h sprint improved to 9.1 seconds. Fuel consumption increased, of course, as did the exhaust noise, but it added to the sporting character. The tester raved: "In modern parlance, the Montecarlo is a state-of-the-art design by maestro Pininfarina, and wears its 'PF' crests with distinction and pride. It's a very exclusive sort of car, and only about 100 or

All combining to propel the 970kg Italian to the 100km/h mark in just under 10 seconds and on to a top end of 195km/h, with the real trump card being a beautifully balanced and precise handling package



so units will be available in South Africa each year. Not only is it tremendous fun – and a real pleasure – to drive, but it turns heads everywhere. It's that sort of car!"

As if such glowing reports weren't enough of a brag, Lancia Montecarlo owners could claim to have a car with some race and rally skills, thanks to the antics of the fire-breathing Group 5 endurance racer and Group B rally Lancia 037.

The Group 5 Montecarlo Turbo was the first racing car entered by Lancia in eight years when it debuted at the 1979 Silverstone Six-Hours race. A silhouette car, the Montecarlo Turbo only shared the centre section of the body with the production Montecarlo. Power came from either a force-fed 1429cc or 1773cc four-cylinder generating between 440 and 490hp. It scooped the 1979 World

Championship for Makes in the under 2-litre class and followed this up with the overall 1980 World Championship for Makes and 1981 World Endurance Championship for Makes titles.

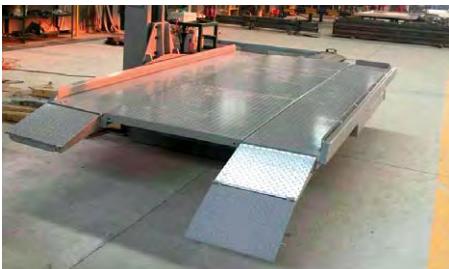
Similarly, the Lancia Rally 037, Lancia 037 or Lancia-Abarth #037, named after its Abarth project code SE037, was a silhouette car loosely based on the Montecarlo. Again just the centre section

was carried over. The rest of the body panels differed (with a large percentage made from Kevlar) and steel tubular subframes were used back and front. The 037 kept with a rear-wheel-drive layout but changed the mid-mounted Fiat 131-derived engine from transverse to longitudinal location and fitted a supercharger. When it debuted at the 1982 Rally Costa Smeralda in Italy, it was good for 265 horsepower but as the Evolution models followed, this figure rose to 300 and then 325.

With Germany's Walter Röhrl and Finland's Markku Alén its principal drivers, Lancia took the 1983 World Rally Championship Constructors' title and in doing so wrote itself into the history books as the last two-wheel-drive World Rally Championship winner – the Audi Quattro took the title in '84 and Peugeot's 205T16 4WD in 1985.

Lancia parked the 037 and developed its own 4WD Delta S4, but it didn't stop road-going Lancia Montecarlo owners from proudly marking their mid-level sports cars' pedigree with stickers celebrating motorsport success. Today, a solid Montecarlo offers a true mid-engine Italian experience for pretty decent bang for your buck. The only problem is that with total production of both series 1 and 2 models coming in just shy of 8 000, finding one is no walk in the park. □

With Germany's Walter Röhrl and Finland's Markku Alén its principal drivers, Lancia took the 1983 World Rally Championship Constructors' title and in doing so wrote itself into the history books as the last two-wheel-drive World Rally Champion ship winner



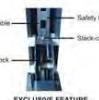
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FEATURES

- 8,000 lb. Capacity
- PEAK exclusive Hidden safety lock and manual angle-point release device
- Double **3** shape columns to increase the columns strength
- Commercial double safety locks
- Skid proof diamond plate
- Standard configuration: Plastic drip trays (4 pcs), Jack tray (1 pc), four steel wheel stops
- Flexible design as model 408-P
- Power side columns can be installed at each corner
- Double **3** shape power unit
- Designed portable, it can be moved easily by using the optional caster kits
- 5-Year structure, 2-year hydraulic warranty



SPECIFICATIONS

Model	Capacity	Lift	Length	Overall Length	Width	Overall Width	Height	Platfrom	Overall Height	Weight
408-P	1.5T	610	325mm	400mm	270mm	240mm	180mm	180mm	1800mm	620kg
408-P	1.5T	610	325mm	400mm	270mm	240mm	180mm	180mm	1800mm	620kg
408-P	1.5T	610	325mm	400mm	270mm	240mm	180mm	180mm	1800mm	620kg
408-P	1.5T	610	325mm	400mm	270mm	240mm	180mm	180mm	1800mm	620kg
409-HP	4.0T	1200	520	520x520	1200	1200	1200	1200	1200	1100kg

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TEA FOR TWO FAMOUS LADIES

Isabella and Catherina come together with this Combi with a 'C' – a station wagon version of Borgward's most popular model. **Mike Monk** looks at this combination and a local link to a cuppa.





There is a charisma about Borgward that belies its short but interesting history. Based in Bremen, Germany, the company was founded by Carl Friedrich Wilhelm Borgward (1890–1963) and the name was first applied to a car in 1939. Prior to this, Carl's first car was the Goliath Blitzkarren (lightning cart), a tiny three-wheeled delivery vehicle with a 2hp (1.5kW) engine, which appeared in 1924 and became very successful. In 1929, he became the director of Hansa Lloyd AG, having been able to merge his Goliath-Werke Borgward & Co with Hansa-Lloyd, and various vehicles were produced under these brand names. In 1946, Carl founded three separate companies, Borgward, Goliath and Lloyd, and the first model to be primarily branded as a Borgward was the 2000 that was launched in 1939. The 2000 had appeared in 1937 as a Hansa Borgward but the Hansa name was dropped after two years. In 1949, the Hansa 1500 arrived and was Germany's first post-war-designed car.

But the model that made Borgward

famous was the Isabella, which appeared in 1954. It was slightly smaller than the Hansa, both in size and engine capacity. In standard and Deluxe specification, the Isabella had a four-cylinder, in-line, 1493cc overhead-valve engine. A single Solex down-draught carburettor and a 6.8:1 compression ratio produced 60bhp (44.7kW) at 4700rpm. With two-way acceleration control and working through a hydraulic clutch and four-speed all-synchromesh gearbox, 0–60mph (96km/h) took 19.5 seconds and the top speed was 82mph (132km/h). Fuel consumption was given as 33mpg (8.6 litres/100km).

Suspension was conventional wishbones and coil springs with an anti-roll bar up front and a hypoid gear swing-axle with coil springs at the rear. Hydraulic drum brakes were fitted all round. Steering was by rack and pinion, steel wheels were standard, shod with 5.90x13 tyres, and the turning circle – 3½ turns lock to lock – was listed as being 'about 11 metres'. Unladen weight was given as 1 115kg.

The monocoque, stylish, two-door Isabella was well received and 11 150 were sold in its

first year, despite being more expensive than equivalent models from Ford and Opel and suffering some teething problems. A spacious, airy, comfortable cabin, as well as good performance and braking were acknowledged plus points.

In May 1955, a station wagon version was introduced called Combi. Why 'Combi' and not the German 'Kombi' spelling? According to Borgward historian Marius Venz, Borgward considered it a more catchy spelling; after all, unlike the regular German spelling, his name was Carl and not Karl, and his children were named Monica (not Monika) and Claus (not Klaus), so he dared to be different...

Because it was a general-purpose load carrier, the Combi was fitted with heavier duty springs, and only one – basic – spec level was available. Advertised as being "2 Cars in One", in private transport mode the Combi could easily accommodate five adults and their luggage while in commercial guise, with the rear seat folded flat (the spare wheel was housed under the floor), it had a loading capacity of 1 000lbs (454kg) and 2.5 cubic yards (1.9m³) of load space. The rear opening was virtually square, measuring an impressive 1 090mm wide at loading height. An unusual feature at the time was the side-hinged tailgate that's naturally set for left-hand-drive markets, which hampers pavement loading and off-loading in right-hand markets. A top-hinged tailgate was introduced in 1962.

Station wagons were not as popular in the 1950s as they have been in recent years, and many of the limited number of Combis that were produced were exported, particularly to America and Australia. Consequently, they have become

Based in Bremen, Germany, the company was founded by Carl Friedrich Wilhelm Borgward (1890–1963) and the name was first applied to a car in 1939



desirable among Borgward and classic car enthusiasts in general. Even rarer are the panel van and pick-up versions, the latter being sold in South Africa.

The Franschhoek Motor Museum's original Combi is a rare version of a Borgward and it is an amazingly simple yet attractive (64-year-old) design. The front end is distinctive with its bold Borgward diamond centrepiece, but apart from a stylised chrome bonnet strip and a gently sloping rear fender line with neat taillight pods, the lines are relatively square, which pays dividends in space and practicality.

It is much the same inside. The bench front seat (which could take three people) has a split, tipping backrest to allow access to the rear seat, and the large glasshouse and slim pillars add to the feeling of spaciousness. Although a base-spec vehicle, the instrument cluster surprises by including a clock. A quirky detail is that the side window quarter-vents are operated by a lever in the door panel that could easily be mistaken for the door-opening lever.

On the road, the Combi drives well. The power and torque of the engine provide relaxed progress that is perhaps just as well, because despite the all-synchromesh box, the shift action is a tad slow and clumsy. The steering on this unrestored car proved a bit vague in a straight line but it drove through corners without fuss, as contemporary road tests claimed. Unladen, the ride is firm thanks to the stiffer springs,

but it is easy to imagine the car being driven around the country, going about its business with confidence, occasionally stopping for a tea break...

As well as the Combi, a two-door cabriolet known as the Isabella TS (Touring Sport) was launched in 1955. An uprated engine delivering 75hp (56kW) at 5200rpm and three-stage acceleration control helped deliver 0-60mph in 18.1 seconds and a 91mph (146km/h) top speed. But

sales were declining and so a coupé version was developed and added to the range in 1957.

The Isabella was Borgward's most popular model and it was exported to several markets, including Australia, New Zealand and South Africa. It remained in production for the life of the company, which ceased operations in 1961 following controversial insolvency proceedings, although sales continued into 1962. □

TEA BREAK

Adorning this particular Borgward's doors and tailgate glass are logos and a reference to 'Catherina da Braganza Tee'. During the 75th annual congress of the Women's Agricultural Association of the Cape held in September 2004, an address was read out from Dr Anton Rupert (he was unable to attend himself due to ill-health), which stated that back in the early '50s, he recognised that "women were increasingly found in the front line where things are being done". His belief in the power of women was well known, and this motivated him to establish a company with an all-women management team and board. This company was known as the Eerste Nasionale Tee en Koffiefabriek (First National Tea and Coffee Factory Limited), and its first products were Braganza tea and Frisco coffee.

This Borgward was most likely one of the reps' vehicles, but not Catherina's; her connection goes much further back in history. She was born in 1638, the second surviving daughter of a Portuguese nobleman John, 8th Duke of Braganza, who later became his country's king. Catherina went on to marry Britain's King Charles II and became Queen consort of England, Scotland and Ireland. However, although she led a troubled life, Catherina is credited with popularising – if not introducing – the British to drinking tea, so leaving a lasting legacy when she passed away in 1705.





TRIPLE JUMP

Some big things happened in 1969. The Beatles performed at their last public appearance on the roof of Apple Records, Concorde conducted its first test flight in France, the Boeing 747 Jumbo Jet debuted, more than 350 000 partygoers attended Woodstock, and then there was that small matter of a man landing on the moon... On the local motoring front there were a few notable announcements, but in hindsight one of the most influential of these was the April launch of the Datsun 510 series – what we all came to know as the Datsun 1600. To celebrate these 50 years, **Stuart Grant** set out to find the halo model in the range – the SSS – and came away with so much more.

Photography by Douglas Abbot



Before getting into this somewhat personal SSS story, let's take a brief stroll through the sporting saloon's history. Following WWII, Datsun (Nissan) teamed up with British car maker Austin and collaborated to produce the Datsun Bluebird L210. A small, entry-

level car, it went head to head with the Volkswagen Beetle but clearly didn't sell as well. In order to increase sales and target a more international (read: American) market, Datsun designers churned out a new, larger and more contemporary-styled P310 version in 1959. In this guise, Bluebird sales improved, but the car was still seen as a little

too British by the American market. When the agreement between the Japanese outfit and Austin ended in 1960, it left Datsun/Nissan president Yutaka Katayama, who believed emphatically in his designers' abilities, a clean slate on which to design a fresh Bluebird with the American desires in mind. With Pininfarina lending a hand, the 410 series launched in

September 1963 and the Bluebird, following Italian trends, started finding real favour across the pond. It still didn't tick the must-have-at-any-cost box, though.

And then, in 1967, the Bluebird badge was dropped and the all-new 510 broke cover, the result of designer Teruo Uchino being tasked with penning a saloon car that had less English or Italian flavour. Many called it the poor man's BMW 1602, and rightly so as the lightweight monocoque, MacPherson struts up front and independent, semi-trailing arms in the back put it in this German's league. Various engine sizes were offered but the best of the bunch was the Prince Motor Company's 1596cc 1600 (Prince had been bought up by Datsun/Nissan in 1966). The 510 did the job, beating the likes of BMW and Alfa Romeo in the hotly contested Trans-Am race championship, and by the

When the agreement between the Japanese outfit and Austin ended in 1960, it left Datsun/Nissan president Yutaka Katayama, who believed emphatically in his designers' abilities, a clean slate on which to design a fresh Bluebird



close of production in 1973, over 400 000 units were running around the globe.

South Africa wasn't left out the picture though, and various specification 1600cc 510s were assembled and sold here. We raced it too. And rallied it – do names like Ewold and Minota von Bergen ring a bell? They should trigger memories of 510s blasting through a forest stage with an armful of opposite-lock and dust flying. Or for the track lover perhaps it's memories of the 510's body-rolling antics as the likes of Jan Hettema and Jannie Kuun harassed the 1750 Alfas in production saloon racing.

Of course, these competition cars would have been the hotted 1600 SSS versions. In the November issue of CAR magazine, the testers claimed that the SSS (Super Sports Sedan) was a brilliant engineering exercise and a new champion of the 1600cc

production saloon ranks. With a set of twin carbs and richer camshaft, the SSS power output was up from the regular 1600's 71kW to 81, and the torque figure rose from 135Nm at 3600rpm to 140Nm at 4000. This combined with a reasonably close-ratio gearbox to see the SSS cover the ¼ mile in 17.9 seconds (the standard 1600 did this in 19.1) with a 0-60mph sprint of 11.5 seconds instead of 14.2. True speed testing revealed that the SSS was good for 100.5mph.

Other differences between the SSS and the early, run-of-the-mill 510s included improved, fully reclining front seats, deep-dish sports steering wheel, wood-trimmed gear knob and a full arrangement of gauges,

including a rev counter marked optimistically with a red line up at the 7000 mark. Handling was said to be progressive, balanced and able to take some hard driving with a high level of safety. But the brakes, although acceptable, did get knocked down a touch for locking the rear wheels.

In the end the testers summed up the 1600 SSS as: "A virtuoso among light

With a set of twin carbs and richer camshaft, the SSS power output was up from the regular 1600's 71kW to 81, and the torque figure rose from 135Nm at 3600rpm to 140Nm at 4000



performance cars, quite thrilling to drive, with a high standard of engineering throughout".

Having cut my classic-car-ownership teeth with a BMW 2002, I was well aware of the SSS's reputation as a cheaper Japanese version of the German. And as the local 50th celebration of the 510 loomed, I had been on the hunt for an early, original SSS to feature. Despite 18 683 of the four-door 1600 and 14 330 of the SSS being sold, finding one in the condition it left the factory is no easy task; their sporting nature has seen to it that they have become favourite race cars and are high on the list of wants for tuners and modifiers.

But as luck would have it, last month Brian Noik of www.oldcars.co.za called to ask if I'd like to accompany him on a trip to the Free State to look at a car – a one-family-owned SSS. Would I? You bet!

Despite 18 683 of the four-door 1600 and 14 330 of the SSS being sold, finding one in the condition it left the factory is no easy task

So, at 5am on a dark and cold winter morning, we set off from Johannesburg. An hour into the trip, we stopped for coffee and a toasted sarmie and I finally woke up enough to quiz Brian about the car. When I began to question him, his face clouded with worry. Turns out he'd paid for the car in full following nothing more than a WhatsApp conversation with the owner, breaking the number-one rule in the car-hunting book. Sure, he'd seen some pictures of a SSS in a barn, but did it really exist? The rest of the journey was spent in silence as we both wondered if we'd be leaving with a car or just an empty bank account.

Our destination was Brandfort, a town that supports the surrounding agricultural industry but is famous for a number of things, including: being Winnie Mandela's

home during her banishment, the location of a concentration camp for Boer women and children during the Second Boer War, home to former prime-minister Hendrik Verwoerd and also where Admiral John Weston designed and built the first aeroplane in Africa and the first

RV/caravan in the world. But I digress.

Just before town, the navigation system took us off the tar road and a few kilometres up to a rustic barn. From the outside it looked as though it could be the one in the WhatsApp images. A helper unchained the large corrugated iron doors and I saw the relief on Brian's face as he spotted the Datsun in the gloom of the barn, tucked away in the furthest corner alongside a tractor. We hurried in with cell phone torches blazing, looking for every tell-tale sign that would confirm it was indeed a SSS. It was. It was freezing inside so we got all hands on deck, pushed the car out into the light (apparently for the first time since 2011) and loaded it onto a trailer.

With the Datsun safely on its way back to Joburg we decided to take the long road back, stopping off at any place of interest along the way. We found the house where Admiral Weston stayed, a scrapyard with a solid-looking round-nose Mini shell and an equally solid-looking dog. From there it was off to Theunissen and another scrapyard where the patron showed us a DKW, Rover SD1, Chevrolet Firenza coupé, Wolseley and a pair of oval track racing Ford Escorts. It



was also where I spotted an impressive red brick building – upon closer inspection, the hand-painted sign read ‘Lederle Meule’... see Graeme Hurst’s feature on racer Neville Lederle in this issue to make the connection.

On the way home we stopped in at Freek de Kock’s Datsun/Nissan Heritage Museum in Bothaville. Said to be the largest collection of Datsuns and Nissans outside of Japan, this place is well worth a visit and Freek’s wealth of knowledge was an invaluable resource, considering our freshly picked SSS.

All we knew by this stage was that the Datsun, first registered as a 1970 model, was sold to a farmer based in Britstown in the Karoo. The family put it into full-time use, then it went to the daughter and was eventually passed on to the grandkids where it landed up farming in Brandfort. With their own families growing and feeling bad about the car being used on the harsh farm roads, it was then parked up in the barn, complete with a rugby ball, set of cricket stumps, an old Kookaburra ball and a crocheted blanket hiding the sun-damaged rear seat.

When the car arrived in Johannesburg,

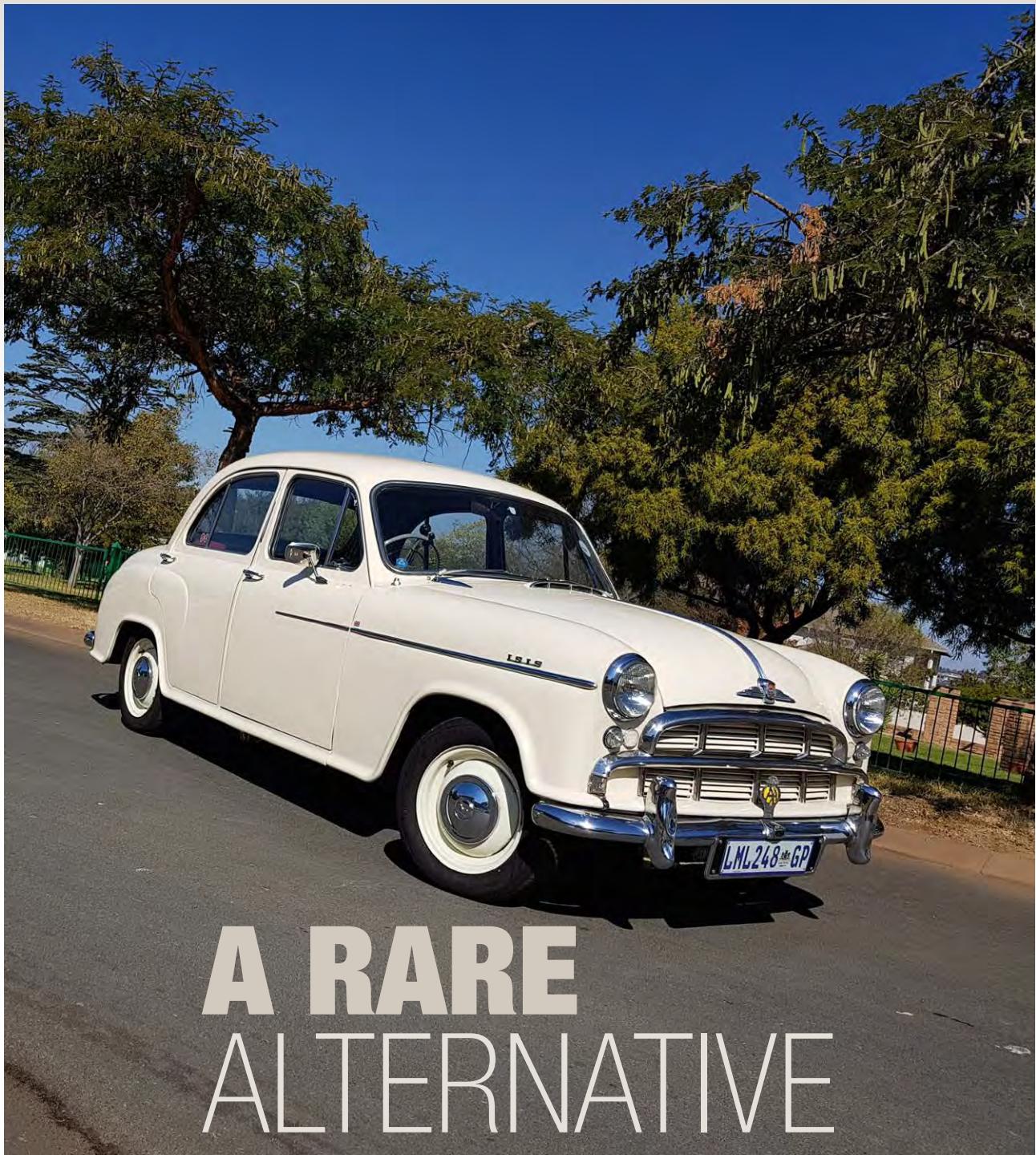
it was given a go-over mechanically with the intention of celebrating fifty years with a road trip. Sitting for years meant that the brake and fuel lines, and radiator and water hoses were first to be replaced, and the fuel tank needed a serious flush. It was while removing the tank that Japanese writing was discovered and further investigation ensued. There’s a Rosslyn South Africa assembly plate numbered 510/1, but parts such as the taillights (manufacture stamp date 1968) and bumpers clearly indicate that they originated in Japan. Unlike most 1970 models, the dash is in mph – according to those in the know this would correlate with a batch of fully imported units that entered SA in 1969. This left us asking more questions: is this in fact a 1969 model? And just how complete were the CKD kits that left the plant with an assembly tag?

Datsun South Africa is currently trying to locate the 510 assembly information but to date only records going back to 1970 have been found, so we are looking for any

additional details from those who might have been around in the day. (Some Datsun 510 memories and ownership letters from readers wouldn’t hurt either.) In the meantime, preparation for the road and an old-style road test is underway. This SSS will never be a show car, but we wouldn’t want it to be. All its bumps, bruises and personality will remain – it will just get a good clean and polish. And you can be sure that the sporting goods and blanket are staying put, too.

We’ll have to wait for the final test figures, but initial runs have shown that the 510 SSS is a decent match for the 1960s and ’70s European sporting saloons I’ve had the chance to drive. Happy 50th to the 510, a worthy classic that is quite rightly enjoying a charge with collectors the world over. □

The family put it into full-time use, then it went to the daughter and was eventually passed on to the grandkids where it landed up farming in Brandfort



A RARE ALTERNATIVE

Isis: a goddess in Egyptian mythology who loved all, protected children, healed the sick and oversaw life and magic. It's also the name Morris Motors Limited applied to a six-cylinder model built between 1929 and '35 and one that then resurfaced in 1955 as a replacement for the Morris Six MS. **Stuart Grant** is a touch embarrassed to admit that, although assembled here at the Motor Assemblies in Durban, he'd never seen or heard of the Isis until he got behind the wheel of a '50s version.



With the 1954 cancellation of the Morris Six production around the corner, engineers at BMC pulled a rabbit out of a hat: using the four-cylinder Morris Oxford Series II as a base, they added some length to the engine bay and wheelbase and slotted in the six-cylinder from Austin's A90. The result was brilliant, with the smooth engine making 90 horsepower and propelling the stretched machine to a 90mph top end. It launched to the public in 1955 as the Morris Isis and held the title as the fastest Morris to date. Where it wasn't fast, however, was in the sales department. Just on 8 500 units of the Series 1 Isis sold through 1955 and '56 – significantly fewer than its sister car, the Austin Westminster, which enjoyed moderate success against the volume-selling Ford and Vauxhall sixes of the period.

The late 1956 Series 2 revamp, which saw many of the Oxford updates incorporated, an optional automatic or manual with overdrive and even some fashionable rear wing tips, didn't improve the situation and with just 3 614 of these produced, Morris threw in the towel. Isis was shelved and it took Morris until 1972 to start making a six-cylinder vehicle again – the Landcrab-based 2200.

A stint in a Series 1 proved impressive. It's smooth, quiet, comfortable and capable of commuting at modern speeds. I've cruised around Johannesburg in a similarly aged Mercedes-Benz 220S, and while its interior of polished wood and chrome is substantially more luxurious than the Art Deco interior of the Isis, it doesn't drive much better. What about the

1950s Zephyr 6 or Vauxhall Velox? Surely they couldn't be much better?

So which one would I go for? It's a toss-up between the Ford and the Isis. I come from a Ford family and prefer the styling of the Zephyr. But then, consider the rarity factor and the Isis comes back fighting. Find me a super-rare wood-panelled Isis Traveller wagon and it would be game over for Ford. **C**

Using the four-cylinder Morris Oxford Series II as a base, they added some length to the engine bay and wheelbase and slotted in the six-cylinder from Austin's A90

POWERFUL PACKAGE



Sportique Collectable Models has released the first batch of models that make up its limited-edition South African Racing Legends series. Each of the quality 1/18th models is mounted on a base that not only gives details of the event or championship that the car participated in but is also signed by the local legend who piloted the machine in period. This month, we chose to take a closer look at the Porsche 917/10 Vasek Racing team car as driven by Jody Scheckter in the 1973 Can-Am Mosport round. With a Minichamps model at the core, the quality is of the standard we've come to expect, and hours were spent ogling over the details. It's about as close as we are ever likely to get to seeing what is known as the most powerful sports racing car of all time. Cost is R4 000.

FORD ESCORT KOLBENSCHMIDT

Sarel Van Der Merwe

1980 SA Manufacturer Challenge

1:18 scale

Custom model based on

Minichamps

Price on request



TYRRELL P34 1976 SWEDISH GRAND PRIX WINNER

Jody Scheckter

1:18 scale

Model by Minichamps

Price on request

PORSCHE 962C LEYTON HOUSE

George Fouché

Le Mans 24 Hour 1987

Model by Norev

1:18 scale

R4 000



PORSCHE 956 1 HUGO BOSS

Desiré Wilson

Le Mans 24 Hour 1983

1:18 scale

Model by Minichamps

R3 500

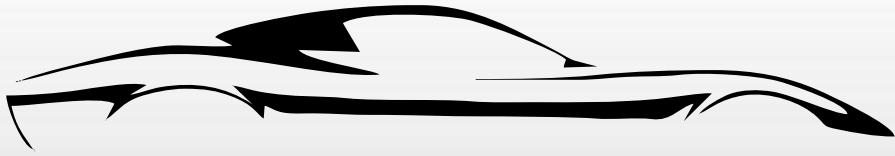


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1984 NATIONAL PANASONIC GRAND PRIX

COPYBOOK WIN FOR LAUDA

PICTURES BY
STEVE TRONSON,
ROGER SWAN AND
GRANT LOFTHOUSE.

Talking to Niki Lauda after the race, says Eoin Young, the Brabham retirements with blown turbos might almost have been part of his strategy...

KYALAMI. "It's not so much winning races that we are working towards but the manner in which we want to win them..." So says Ron Dennis, owner of the Marlboro-McLaren team, as quoted in the new book "McLaren" by Doug Nye. In the 1984 National Panasonic Grand Prix of South Africa at Kyalami on April 7, Niki Lauda and Alain Prost finished first and second in the red and white McLaren-TAG turbos in a polished demonstration of the way races should be won.

After his win Lauda could think of nothing that had offered a problem, except perhaps the pace of the Brabham-BMWs at the start.

But judging from the clipped and efficient manner in



THREE TIMES A HERO



Three-time F1 champ Niki Lauda (who passed away in May) is well known for his varied but hugely successful 'comeback' career; one that was defined as much by the sheer courage it took to race weeks after he was severely burnt in a horrific accident at the Nürburgring as it was by his quiet skill behind the wheel. Both those aspects arguably fuelled his success at circuits around the globe, including our own Kyalami, where he remains the circuit's most successful F1 driver. **Graeme Hurst** takes a look at the local highlights of the three-time South African Grand Prix winner.

With a history of 19 thrilling South African Grands Prix run across an enormously evolving technical era and a reputation as a high-speed track, the old Kyalami circuit witnessed some of racing's most memorable (and occasionally unfortunate) moments in the history of Formula 1.

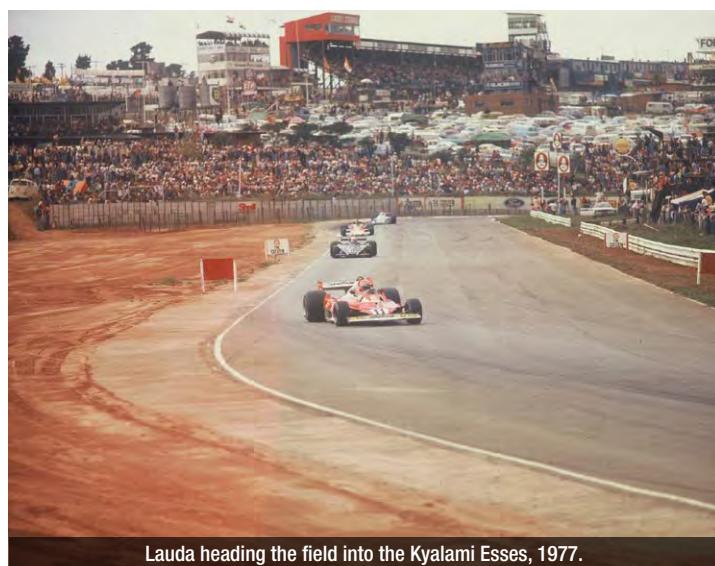
Local racing enthusiasts may each covet their own, but few will dispute that the sight of a visibly scarred Niki Lauda lifting the winner's trophy on the podium of the 1977 SA Grand Prix is high on the list of standouts. It was Ferrari driver Lauda's second successive South African Grand Prix win in the Kyalami era (something no other

driver achieved) and came just six months after he was pulled from the fiery remains of his Ferrari 312T2 following a high-speed crash on the old Nürburgring circuit during the 1976 German Grand Prix.

Lauda – the 1975 World Champion – had already impressed racing fans around the globe when, just six weeks after that near-fatal incident, he got back behind the wheel for the 1976 Italian Grand Prix with his head still heavily bandaged. Although he failed to win that race, and later controversially gifted the 1976 championship to rival James Hunt after retiring from the rain-soaked Japanese Grand Prix, Lauda's victory at Kyalami earlier in the '77 season was proof that the quiet yet decisive Austrian was



Lauda celebrating his 1976 Kyalami win.



Lauda heading the field into the Kyalami Esses, 1977.



Lauda accepting the 1977 SA Grand Prix winner's trophy.



Defending World Champion Lauda leads the 1976 field in his Ferrari 312T.

still at the top of his game.

He famously began his racing career by taking out a bank loan to secure a drive in Formula 2 back in '71. A year later, he extended his loan to buy a seat in the works March team, where he raced alongside Ronnie Petersen and came seventh in the 1972 SA Grand Prix. A pay-as-you-race deal with BRM followed for '73 which brought him back to Kyalami, but he retired after 26 laps with mechanical problems. A few months on, though, an impressive drive at Monaco and Zolder saw him catch the

attention of Ferrari and he was contracted to the Maranello team for '74.

Lauda wasted no time demonstrating the flat-12 Ferrari's ability and secured pole for the SA Grand Prix that year, which saw his retirement four laps from the end in a race that was marred by the death of American Peter Revson in practice.

When F1 returned to our shores the next year, South African racing fans were in for a treat: local hero Jody Scheckter took the chequered flag for his home Grand Prix after a thrilling drive that saw Scheckter's Tyrrell

take the lead just two laps in. Lauda came home fifth, but it didn't matter; he shone across the rest of that year's F1 calendar, with a trio of back-to-back wins at the Monaco, Belgian and Swedish GPs before scooping the Drivers' Championship, much to Enzo Ferrari's delight.

And the new World Champ

didn't back off for '76 – when he returned for the South African Grand Prix in March, he impressed from the off, taking the lead from pole-sitter Hunt just one lap in and holding on to it for the remainder of the 78-lap fixture. It was by no means a walkover, mind: Hunt's tenacity in trying to reel in Lauda's Ferrari had the 90 000-strong crowd on its feet as he whittled the Austrian's 10-second lead down to just 1.3 seconds before they crossed the finish line. The thrilling atmosphere was good news for the race's sponsor, *The Citizen* newspaper. The publication was run by business heavyweight Louis Luyt, who had saved the Grand Prix by funding it at the eleventh hour and who immediately agreed to bankroll the race for the following year.

On 5 March '77, track rival Hunt again took pole with Lauda two places behind him and Carlos Pace's Brabham. Lauda out-dragged the Brabham off the grid but struggled to reel in Hunt, who set Fastest Time of the Day as he put up a fight (and

The publication was run by business heavyweight Louis Luyt, who had saved the Grand Prix by funding it at the eleventh hour and who immediately agreed to bankroll the race for the following year



Lauda celebrating his 1976 Kyalami win.



Lauda heading up to Leeukop in the 312T, 1976.



Lauda gives Ferrari teammate Clay Regazzoni a lift back after he failed to finish, 1975.



Lauda on his way to another Kyalami victory with Ferrari in 1977.

a show for fans enthralled by what the press now dubbed the 'Hunt-Lauda' wars). But it was to no avail; Lauda managed to get past Hunt's McLaren on the fourth lap and maintained the lead until the end, with Scheckter finishing behind him. And Lauda's win came despite sustaining damage to his Ferrari's cooling system after colliding with the roll-bar from the remains of Tom Pryce's Shadow, which had run out of control down the straight after Pryce was fatally injured in a collision.

That horrific incident 20 laps into the race resulted after two marshals sprinted across the track to extinguish the burning Shadow of Pryce's team mate, Renzo Zorzi. The second marshal tragically collided with Pryce's car and his fire extinguisher struck Pryce in the face. It was Kyalami's darkest hour and Lauda, in a fitting mark of respect, refused to entertain the ritual of spraying champagne after receiving the winner's trophy.

As the rest of the season got underway, Lauda's enormous talent showed no sign

of abating and he secured two further wins and six second places during the remaining 12 fixtures, enough to see him wear the F1 crown for a second time. But his success at the wheel of the iconic Ferrari 312T didn't imbue the Austrian with much sentiment and he made the shock announcement that he was moving to Brabham for 1978.

Although many fans questioned his decision, Lauda's Brabham came second and third in the season's first two races (the Argentine and Brazilian GPs) and he put the flat-12 Alfa Romeo-engined racer on pole for the third fixture – the 1978 South African GP. Mario Andretti's Lotus and Hunt's McLaren were behind him, while Patrick Tambay's McLaren and Scheckter's Wolf held fourth and fifth position. But the grid changed almost immediately from the start: Tambay's clutch seized and Lauda botched a gear change, gifting second position to Scheckter who had shot past Hunt and putting him hot on new leader Andretti's heels. Sadly, neither Scheckter nor Lauda

would see the chequered flag that year; the South African's Wolf retired on lap 59, just six laps after the Alfa engine in Lauda's Brabham blew up.

He was back at the Highveld track a year on for the 1979 Simba-sponsored SA Grand Prix (this time in a V12-engined Brabham) but only finished sixth after starting the race in fourth position. The limelight was very much on Scheckter that year, having finished second in his new Ferrari 312T while his teammate Gilles Villeneuve won the race to make it a 1-2 Maranello showing on the podium. It was memorably a taste of great things to come as Scheckter would go on to win the championship.

Lauda's result at Kyalami would turn out to be his second best for the '79 season as he was plagued with mechanical retirements for the remaining races and came fourth in the Italian GP – the only other race he finished. At the season finale, the Montreal GP, he shocked the racing community by announcing his retirement



Lauda returned to Kyalami in 1984, taking the win for McLaren.

after practice in the new Cosworth V8-engined Brabham BT49.

He stayed out of the game entirely for two years – during which time he built up an airline business – before being tempted back by McLaren for the '82 season. That famously kicked off with plenty of action at Kyalami on 23 January. Only the action initially wasn't on the track but in the pits – or rather the entrance to the pits – after the drivers called a strike in protest at the new Super Licences (which they perceived as restrictive) that the FIA had stipulated they needed to sign. The protest began on the first day of practice and the logistics were choreographed by Lauda, who stopped each driver who arrived at the circuit and

marshalled them all on to a waiting bus to avoid them being talked out of the collective action by their respective teams.

A 24-hour standoff commenced, with the drivers corralled into a room at the Sunnyside Park Hotel and Lauda representing the group in the negotiations. In the end, a compromise was reached in time for the grid to re-assemble for practice and, come race day, the Austrian impressed by finishing fourth in what was his first time out in McLaren's MP4B. It was a promising start considering he'd qualified 13th on the grid and been out of action for two years.

The year after saw a switch to TAG Porsche power for the McLaren in what

was the transition into the mighty turbo era, and the 1983 SA GP was moved to the end of the F1 calendar with an October 15th date. That cranked up the atmosphere as the race (much like SA's first F1 race back in '62) turned into a championship decider with Brabham driver Nelson Piquet and Alain Prost (driving for

Renault) in the running for the laurels.

Prost had a two-point advantage over Brazilian Piquet (second on the grid) who put on one hell of a show to take a substantial lead but backed off, basking in the knowledge that the title was his after the Frenchman retired with a damaged turbo impeller. Lauda also had turbo drama at the end of the race with a retirement that put him in 11th place instead of on the heels of Piquet, who came home behind Riccardo Patrese in a 1-2 finish for the Brabham team.

Fast-forward to 1984 and Lauda (and his McLaren) had far better luck when he hunted his way through the Kyalami grid from eighth position to take the chequered flag, with teammate Prost just behind him, which allowed McLaren to own the podium. The spectacular win in April of what would turn out to be Lauda's third championship year was the talented Austrian's 20th Grand Prix victory. It was also his 3rd at Kyalami, making him the most successful F1 driver at the country's famous circuit. □

The protest began on the first day of practice and the logistics were choreographed by Lauda, who stopped each driver who arrived at the circuit and marshalled them all on to a waiting bus

With thanks to André Loubsen for race detail in his excellent book *Kyalami* (ISBN 978-0-620-48826-6). Email: andreloubsen@telkommsa.net to order a copy.



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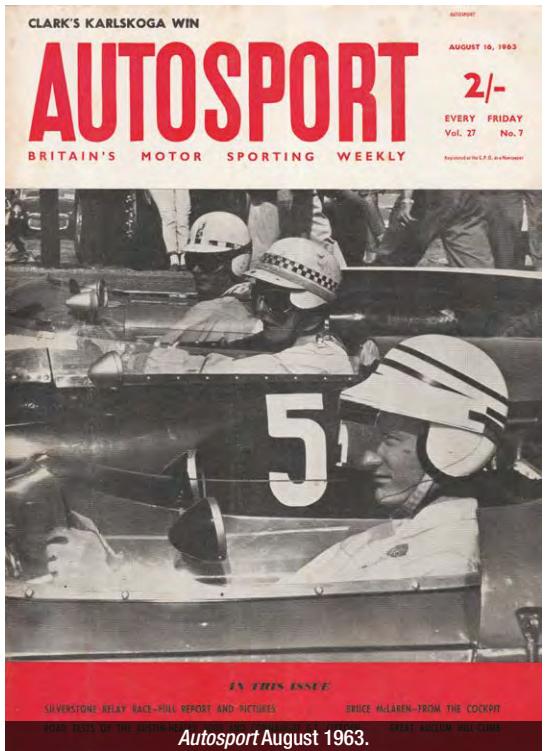
Neville with the 1963 Drivers' Championship trophy.

GOLD ON THE GRID



Neville and his father, John Ayliff Lederle, and his Lotus-Climax 21 at Kyalami.

In the last issue, *CCA* covered the first part of the career of former Grand Prix racing driver, the late Neville Lederle who passed away in May, just as the magazine went to press. This month, **Graeme Hurst** looks back at the remainder of the much-loved Free State track hero's meteoric rise in the following season, which led to winning the 1963 South African Drivers' Championship before an accident at Kyalami saw him retire from competition.



Free State's Neville Has Now Arrived" and "Lederle is a Champion in the Making" were just some of the national broadsheet headlines that flowed after Neville Lederle – the 23-year-old lad from Virginia in the Free State who grew up dreaming of being a race driver – powered his Lotus-Climax 21 to an impressive 6th place at the 1962 SA Grand Prix in East London. The race on that last Sunday of December was attended by a record 90 000-strong crowd and was the first of 23 Formula 1 fixtures the country hosted before the world's top race series left our shores for good in 1993.

The headlines were no surprise: Neville's talent was very much in evidence when you looked at the results for the latter part of the 1962 Grand Prix season, with a second place at the Rand Spring Trophy, fifth at the Rand Grand Prix and a fourth at the Natal Grand Prix. Those finishes were particularly

impressive when you consider that Neville's Lotus racer was the highest-placed four-cylinder car (in what was the start of F1's V8 era) every time it went out. And when you consider that the Free Stater was a privateer entry punching well above his weight in entry lists that frequently starred top F1 works teams such Lotus, Cooper and BRM.

What's more, Neville was a handsome and likeable figure who the public and press simply adored. And when his run of success continued through 1963 and saw him crowned South African Champion that year, the same newspapers were in adulation: "Goldfields Man New S. African Champion", "Lederle Clinches Drivers' Title" and "Lederle – Virginia's Hero" were just some of the lines adorning the sporting pages of the nation's leading newspapers at the time.

Scoring an international championship point at the 1962 SA Grand Prix – which boasted a grid full of high-profile international

drivers including Jim Clark and Graham Hill – was a fitting season finale for SA's up-and-coming Grand Prix driver, but in reality he'd been bringing home the bacon ever since he'd got the keys to the ex-Syd van der Vyver Lotus Climax 21

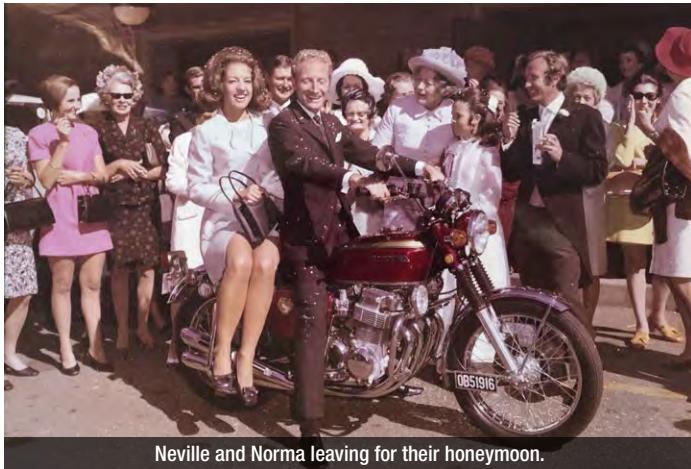
in September that year.

And the single championship point Neville went home with also earned him a special place in SA motorsport history: he was, and remains, the only privateer South African entrant to finish in the points in a home GP and is one of just three homegrown drivers to date to score in the F1 Drivers' Championship (Tony Maggs and Jody Scheckter being the other two).

But being in the points (meaning he was an internationally graded driver) was a double-edged sword for the blonde Virginia boy as FIA rules prohibited graded drivers from competing in 'national' events when racing outside their own country. That was hugely frustrating for Neville as it meant missing out on the annual (and popular) Rhodesian Grand Prix (in which he came 2nd behind the late Gary Hocking in '62) and races in Mozambique for 1963. But that didn't stop his efforts at local national events and, buoyed by his points lead from the three-race 1962 Springbok Series (which counted towards the '63 season), he was soon filling the family trophy cabinet as the new season got underway.

The first Saturday in April he won the Easter Grand Prix at Westmead, finishing the 60-mile race some five seconds ahead of Syd van der Vyver in his Lotus Climax V8, the car which Van der Vyver had 'traded

The Free Stater was a privateer entry punching well above his weight in entry lists that frequently starred top F1 works teams such Lotus, Cooper and BRM



Neville and Norma leaving for their honeymoon.



Neville's Lotus-Climax 21 with trophies.



Neville.



Neville with the entrants for Miss Motor Racing before the 1963 Van Riebeeck Trophy at Killarney.

up' to in a bid to improve his performance. Repeating a win at the Coronation 100 later that month put Neville well ahead in the game with a total of 34 championship points. Those points represented a spectacular lead over nearest rival Ernest Pieterse (the reigning SA Drivers' Champion) who had 18 points, while talented rivals Peter de Klerk and Doug Serrurier had 15 and 11 respectively.

The lead wasn't without controversy, mind: the championship leader had run out of fuel during the Rand Autumn Trophy at Kyalami after holding the lead for 38 of the 40-lap race, which took place over the last weekend of March. The drama unfolded at Clubhouse Corner where – fortunately for Neville – Brausch Niemann had abandoned his Lotus 7 a few laps before. In a moment of quick thinking, Neville opted for a 'splash and dash': he jumped out of his Lotus, wrenched the reserve fuel tank off Brausch's car and sloshed the contents into his tank before giving chase to De Klerk and Pieterse, who'd stolen the lead from him.

Neville's fuel crisis arose because his car's tank capacity had been limited following a high-speed accident with Pieterse during practice. But the mid-race 'refuel' had stewards reaching for their RAC handbooks when the complaints rolled in after the Lotus 21 crossed the finish line. Although the

guidelines specifically forbade assistance during the race, the Clerk of the Course decided to allow the result as Neville had effectively assisted himself and not called on a third party. For once the press wasn't on his side, with *The Star* newspaper running a "Should Lederle have been disqualified?" headline the Monday afterwards as it debated the controversial incident.

Fast-forward to the first weekend in June and Neville was back on the top step of the victory podium for the South African Republic Festival at Kyalami after a fierce cat-and-mouse tussle with Syd van der Vyver. But it was his performance at the Border 100 in East London on the second Monday in July that saw Neville clinch the prize he'd had his eyes on: the South African Drivers' Championship. His win – just 1.7 seconds ahead of reigning champion Ernest Pieterse – put him so far in the lead that, even with four race fixtures to go in the competition calendar, the laurels belonged to the young Virginia hot-shoe!

Early the following month, Neville's run of success continued when he took the chequered flag at the Rand Winter Trophy back up on the Reef, although the win was made easier after Ernest

Pieterse failed to make the start line after blowing an engine during practice. Still, it caught the attention of international publication *Autosport* which featured cockpit close-ups of Neville, Peter de Klerk and Brausch Niemann on the cover.

Neville had mechanical issues himself at the next big fixture, the Van Riebeeck Trophy on the 21st of September down at Killarney, when a gearbox issue prevented the use of third gear. But he managed to drive around the problem to win the two-heat fixture on aggregate, to the delight of 15 000 spectators. Three weeks later, he again thrilled enthusiasts with a decisive win (his seventh of the season and his sixth consecutive win) at the Rand Spring Trophy at Kyalami, with the race marking a year since he got the keys to his Lotus-Climax 21.

With the national championship secured, Neville was looking forward to racing

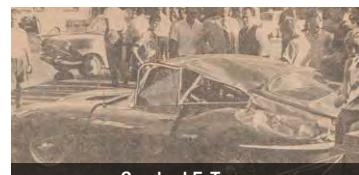
In a moment of quick thinking, Neville opted for a 'splash and dash': he jumped out of his Lotus, wrenched the reserve fuel tank off Brausch's car and sloshed the contents into his tank



Neville in his VW Beetle at the top of Sani Pass on the 1968 Roof of Africa.



Crashed Lotus 23 at Kyalami 9 Hour.



Crashed E-Type.



Neville with his Porsche 912.

season's 'finale'; the trio of headline fixtures that had shaped his career the year before: the Westmead Grand Prix, the Rand Grand Prix and, of course, the 1963 SA Grand Prix. The latter would be a chance to spar with Jim Clark (who would by then have won the F1 Drivers' Championship) and other international aces again, but the big news was the attendance of Ferrari for the first time, which would further up Neville's profile on the international stage and his chances of securing a works drive overseas.

Sadly, the young Free Stater never got to line up with the 1963 World Champ again or indeed Maranello's finest; Neville's racing career came to an abrupt end following a spectacular accident while practising for the Kyalami 9 Hour over the first weekend of November. The Goldfields champ was paired up to drive a Lotus 23 with Brausch Niemann but came unstuck when his right foot got stuck between the pedals as he negotiated Leeukop. Unable to make the corner at over 90mph, the Lotus careered into the banking and was heavily damaged,

while Neville's left leg was broken in two places. Years later, Neville took some amusement in the irony that it was a pair of racing shoes gifted to him by racing apparel supplier Les Leston (following Neville's success at East London) which resulted in his foot getting stuck!

Newspaper headlines across the land ran photos of the incident and reported on Neville's anguish at not being able to compete at the SA GP. He had hoped to be back in action for the 1964 season but the severity of the breaks (one of which required a bone graft from his hip in order to make it heal) put paid to that and he announced his retirement from the sport.

His decision at the age of just 25 wasn't entirely due to his injuries, though: the sudden passing of his father, John Ayliff Lederle, in June the previous year also had an impact on his career plans. John had been enormously financially and emotionally supportive of Neville's racing antics and had done so while building up a chain of Volkswagen dealerships, which now needed

his son's attention. Neville was also acutely aware that to continue his success on the track, he would need to move up to a V8 car, which would involve a considerable outlay. So he elected to sell the Lotus-Climax 21 to Scuderia Scribante and used

the proceeds to splash out on a new Jaguar E-Type, which he ordered ex-factory.

With his leg still in plaster, Neville arranged for his brother Douglas to accompany him to Cape Town and drive it back after it was unloaded in the docks. The exotic red coupé was quite a sight back in Bloemfontein and soon generated more headlines. Only this time they weren't thanks to Neville's driving skills: the E-Type ended up on its roof after a pair of mechanics – who had flown out from Germany to be interviewed for a position at the dealership – lost control on a drive! According to Neville's youngest son Scott, the duo was offered the chance as they'd expressed interest in the sports car, and it was thought that a stint behind the wheel might clinch the deal for them to take up employment. (Evidently, they didn't have the guts to report on what happened and simply vanished back to Germany.)

That was in March 1965 but the year before, Neville enjoyed some positive news, namely the award of his Springbok colours – although they came with little fanfare, as his wife Norma recalls today. "Neville got a call from his office to say there was an official letter waiting for him, but he'd done something wrong in a rally and thought he was in trouble. When he eventually opened the letter, it was to let him know he'd been awarded his colours."

Neville briefly entertained the idea of racing again, driving his old Lotus for

Unable to make the corner at over 90mph, the Lotus careered into the banking and was heavily damaged, while Neville's left leg was broken in two places



Neville and his sons at his 75th birthday.

Scribante on two occasions once his leg was healed, but his business commitments put a stop to any ideas of a full-time return. He did continue to rally with considerable success on a regular basis and was again in the headlines when his VW Beetle was the only car to make it over the gruelling Sani Pass unaided during the 1968 Roof of Africa event.

Although Beetles had been a mainstay of Neville's car interests, he also enjoyed Porsches, buying a 912 the year before. It was the first of several examples of the famous Stuttgart brand to come his way, while a more eclectic purchase was a mighty 1958 Cadillac de Ville – eclectic in more than one sense: it had been owned by a farmer who sprayed the Caddy black in a sign of mourning following Prime Minister Verwoerd's assassination!

Other luxury acquisitions included a Daimler Double-Six and a Rolls-Royce Silver Spirit, which his late son Douglas used to ferry his mates home on their last day of school. Douglas and Neville's three other sons were born well after he'd hung up his racing gloves, so sadly never saw him in action in period; they only knew of his talent from the stack of family photo albums and the abundant stories trotted out over braai fires. But that changed when the boys got to see their dad participate in a supporting race in the 1983 Killarney Castrol 3 Hour.

Billed as the 'Grandpa Prix', the 16-driver-strong fixture offered the chance for racing fans to see a grid full of the sport's heroes pitted against one another, including well-known hot-shoes such as John Love, Bob Olthoff and Doug Serrurier – along with Basil van Rooyen and Peter Gough. And, in a first for South African motorsport, the drivers were all competing in the same make and model of car – Volkswagen SA supplied 16 identical Golf GTIs for the race which the event programme acknowledged as being to "honour their sizeable contribution to motorsport over the last 30 years" before quipping that the single-make format provided the final chance for "old arguments (*about whether past results were thanks to car or driver – Ed*) to be settled once and for all!"

Almost two decades on, Killarney would be the scene of another memorable racing moment for the Lederle family when they saw Neville's Formula 1 Lotus for real in early 2002. American Bob Woodward (the Lotus's then-owner), had brought it out to campaign in David Piper's popular Springbok Series. The F1 car's visit to our shores was particularly special as the car was reunited with its original steering wheel, which Neville had kept after he broke one of

its spokes during the famous East London Grand Prix.

Forty years on, he decided that its rightful place was back on the car (it had been mounted in the billiard room of the family home in Bloemfontein). Bob was delighted and, in a reciprocation of goodwill, offered Neville the chance to get behind that very wheel for one last drive. Only the Clerk of the Course, Denis Joubert, refused to entertain the idea. Until David Piper's wife Liz got wind of things, that is! "He's not allowed to drive his old car, is he? Well, we'll see about that!"

No one witnessed the ensuing dialogue but, fifteen minutes later, Neville was happily powering his old steed for a few laps at the historic Cape circuit. Laps in a car that he once used to share a grid with the Lewis Hamilton of his day before the young Goldfields hero was crowned a champion. It was a fitting track finale for one of South Africa's finest racing drivers. □

He did continue to rally with considerable success on a regular basis and was again in the headlines when his VW Beetle was the only car to make it over the gruelling Sani Pass unaided during the 1968 Roof of Africa event



A SPORTING CHANCE

Going into the 1970s, the relatively young Japanese motorcycle manufacturers blew the scene wide open with well-priced, quality offerings and motorsport domination. However, their on-track approach focused heavily on the smaller capacity two-stroke machines and left the door open for the more traditional Europeans to play competitively in the big bore action. In 1972, the iconic Italian maker Ducati took this gap, ending a 13-year racing break and winning off the bat. With a look at the Ducati 900 SuperSport, **Stuart Grant** charts how the firm converted this success into perhaps the ultimate café racer, steered itself out of financial difficulties and created the mould for so many of the legendary Ducatis that have followed.

Ducati's history is a long one, but this story kicks off in 1970 when the decision makers, under Arnaldo Milvio and Fredmano Spairani, decided 500cc Grand Prix racing was a good place to develop

Ducati's first twin engine. All did not go well though, with the engine proving seriously underpowered and outclassed by the likes of MV Agusta. A 750cc twin engine was also being looked into at the time and it was as if the racing gods were watching as the rule makers announced a new 750cc production bike

class, set to kick off with a 200-mile race at Imola in April '72.

Technical man Fabio Taglioni got stuck in and within a month finished the 750cc power unit. This L-twin cylinder, which featured Ducati's desmodromic valve system, special camshafts and Dell'Orto carbs, was good for 94 horses and red-lined at the 9200rpm mark. It was slotted into a road frame and Brit GP ace Paul Smart broke the Modena record in testing on road tyres. Even better, Smart then scooped the 200-mile race honours at Imola and teammate Bruno Spaggiari finished second. In the space of one race weekend, Ducati moved to the sharp end of the superbike market.

The world wanted these machines but

It was as if the racing gods were watching as the rule makers announced a new 750cc production bike class, set to kick off with a 200-mile race at Imola in April '72



had to hang out until 1974, when mass production began in earnest. When it did arrive, just 401 units of the 750 SuperSport were made, and although it immediately set new standards for production motorcycles, it was still essentially a pure production racer with the bare minimum done to make it street legal. Like so many halo machines, it was uneconomical to produce (the complicated bevel gear-driven camshaft was to blame) but did wonders for the brand and is still considered by many as the most significant production bike in Ducati history.

By 1975, the Japanese had caught up with the Ducati's performance and handling prowess, so Taglioni rebutted with the most logical move... upping the power.

For competition/homologation purposes a reworked 750cc road bike was offered in small numbers, but the trump card for road users was the increase in capacity to 864cc. The number was rounded up and the name 900 SuperSport was chosen. Despite retaining a right-hand-side gearshift (flying in the face of legislation brought out by the Americans in '74), the 900 proved an instant hit with road users. Early-bird buyers got the worm, with the race carbs and exhaust still a feature – these were soon toned down to comply with new global legislation, and for the

Like so many halo machines, it was uneconomical to produce (the complicated bevel gear-driven camshaft was to blame) but did wonders for the brand and is still considered by many as the most significant production bike in Ducati history



same reason the gear and rear brake levers were swapped over and new foot pegs added. The kick starter was also reworked – early versions occasionally saw the lever rotating around when kicked, knocking the bike into first gear... if the bike wasn't on the centre-stand, our Ducati ace could be left a bit embarrassed outside the café.

Don't get me wrong, I am a huge Ducati fan, but they do come with an unreliability stigma and just as the 750 and 900 SuperSport set the standard for all Ducatis to follow in performance, it also did so in the reliability department. It's bound to happen when you basically take a highly-strung race engine and fit it to a road bike, I suppose, by why it didn't get the electrical bits correct is anyone's guess. Ducati did eventually remedy the electronic gremlins in 1978 versions, though. It also improved engine breathing to stop cranks breaking

and fiddled the timing for more efficient running and consumption. A dual seat and lockable toolbox became standard (although a single was still an option) and it was the final year

to show-off Borrani wire wheels for the SuperSport. It is for these reasons – and the fact that Mike Hailwood (on his renowned comeback ride) won the Isle of Mann TT Formula 1 race aboard a 900 SuperSport – that the '78 versions are highly regarded.

Riding on Hailwood's success, Ducati aimed squarely at the British market in '79 and painted the SuperSports black with gold accents (very Velocette). Cast Campagnolo wheels replaced the wires and a limited number of Mike Hailwood Replica versions were painted in a red/green scheme.

Changes were minimal in 1980, but thereafter the SuperSport aesthetic morphed into a more contemporary one: the tank became more rounded, the tail section had integrated side covers as well as a duck-tail sweep, and flowing paint stripes ran throughout to pull the design together visually. This mutton-dressed-as-lamb approach didn't go down all that well, with shoppers left uninspired by the outdated machine (compared to the new big Japanese bikes), and sales figures and the Ducati bank balance reflected this.

With creditors chasing their money, the Ducati outfit didn't have much in the way

Riding on Hailwood's success, Ducati aimed squarely at the British market in '79 and painted the SuperSports black with gold accents



of R&D cash left lying around but had to do something. So, in 1982 it launched the SuperSport replacement, the Ducati S2. It shared its frame with the Mike Hailwood Replica, so handled like a dream, and the gearbox smoothness was significantly improved on, but new legislation saw the 900 engine and carbs strangled even more to meet these requirements. Just 1 236 units had been built by 1985 when Ducati and all its holdings were sold off to Cagiva. Cagiva relaunched the SuperSport (or SS) badge in 1988 and has since applied it to 90° V-twins of 350, 400, 600, 800 and 900 capacities.

Before we wrap up the SuperSport story, there's one last issue that needs to be addressed. Desmo. It's a word bandied about by all of us armchair World Superbike Championship racers. Most of us actually have no idea what it means and think it is exclusive to Ducati. Shock and horror... it is not.

Mention of desmodromic valves (desmo) first seems to appear in 1896 within several patents lodged by one Gustav Mees. But commercial usage dates from around 1910, when it was used in marine applications. By the 1950s, Mercedes-Benz was all over the

technology, utilising desmo in its straight-8 cylinder racing engines, most notably used in the 300SLR racing cars. Desmodromic valve actuation was popular as it stopped valve springs snapping or floating at high rpm. Desmo gets around these problems by using a second set of rocker arms and cam lobes to shut the valves directly. This means that regardless of engine revs, the opportunity for valve float is eliminated. So where's the downside? Once again there's a problem in the cost department. When compared to traditional valve operation set-ups, the additional machining and parts required make it a pricey affair. Add to this that the valve adjustment process is twice as complicated as a regular engine and we realise why, for the most part, the engineering world (other than Ducati) has moved away from it.

Is this a good thing or a bad thing? From a technical viewpoint I have no idea, but I can tell you that it makes me want a Ducati – and more specifically, a 900 SuperSport on a set of Borranis... **C**

Mention of desmodromic valves (desmo) first seems to appear in 1896 within several patents lodged by one Gustav Mees. But commercial usage dates from around 1910



Nils Bohlin demonstrating his three-point safety belt.



WHAT A BELTER!

In this modern day of sophisticated airbag systems and Euro NCAP ratings, it's hard to believe that it wasn't always so. The first safety belt was invented by English aeronautical engineer George Cayley in the early 19th century and was not used in cars, but rather to help keep pilots inside their gliders. In 1949, American car company Nash started offering seatbelts to consumers and in 1955, they were fitted as an option in some Ford models. But it was a Swedish inventor who took the original seatbelt a step further with a design so brilliant that it is still used today, catapulting vehicle safety into completely new territory.

Sivan Goren looks back at 60 years of the three-point safety belt.



Ironically, Nils Bohlin, the Swedish engineer who invented the V-type three-point safety belt, began his career making sure occupants got chucked out instead of being held in: as an aircraft engineer at Saab, he developed ejection seats for pilots. It was only when he was hired as a safety engineer at Volvo in 1958 that he got to explore his interest in a phenomenon that was completely the opposite.

In the 1950s pilots and racing drivers wore harnesses, but seatbelts in everyday cars – if they were there at all – were generally nothing more than a two-point waist restraint which, in all honesty, often did more harm than good. Although the number of fatal accidents was on the rise, safety

was not exactly a priority for most vehicle manufacturers. Volvo, however, had by the late '50s developed a number of safety options, all relating to either preventing occupant impact or reducing the severity of said impact in the event of a collision. These items included collapsible steering column, padded dashboard and attachment points for diagonal two-point belts in the front seats. Yes, even back then Volvo was safety-conscious and had been fitting anchorages for two-point seatbelts in the front seats of its cars since 1957, but there was a fatal flaw in the design: the buckle of the so-called 'diagonal belt' was placed at the height of the occupant's ribcage. Result? Instead of protecting the soft organs of the body, the buckle effectively mangled them.

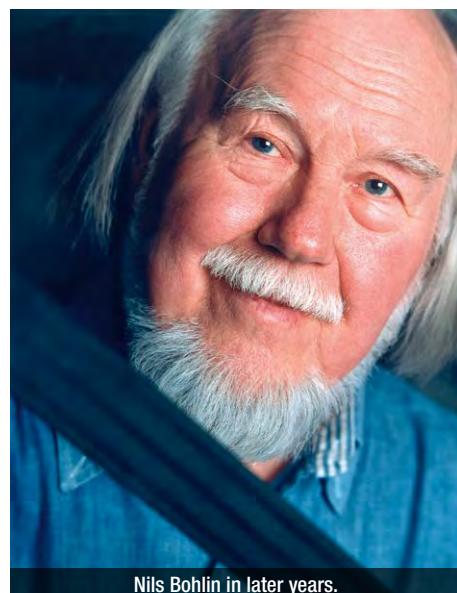
Turns out that Volvo president Gunnar Engellau had himself lost a relative in a car accident – and more specifically, as a result of the inherent shortcomings of the

two-point seatbelt. Engellau wanted a more effective solution and having worked with three-point harnesses in jet fighters, Bohlin seemed just the man for the job. The brief was to devise a solution that was both simple and ingenious. Oh, and just for an extra challenge, it had to be easy enough to get on using just one hand – so easy that even a child could buckle up. Piece of cake, then...

Bohlin realised that the key to getting it right was to design a belt that would spread the force of the impact across the chest, pelvis and shoulders rather than leaving one area to absorb all of it; a belt that would keep both the upper and lower body tightly in place, stay in position and not move when under load. To do this, he incorporated one diagonal belt across the upper body and another 'lap belt' over the hips that would attach to a low anchorage point next to the seat. The belt formed a 'V' shape, with the peak pointing down towards the floor.

Bohlin worked on his invention for about a year and tested it, and in 1959 he got his

But there was a fatal flaw in the design: the buckle of the so-called 'diagonal belt' was placed at the height of the occupant's ribcage



Nils Bohlin in later years.

first patent. The very first car to receive a three-point belt was a Volvo PV 544 that was delivered to a dealer in Kristianstad on 13 August 1959. However, the first model to come standard with a three-point seatbelt was the 1959 Volvo 122. (Actually, just so you know, when it was first made in 1958, it had a two-point belt but was then replaced with the three-point seat belt the following year.)

Just to prove how safe these new belts were, a series of tests was carried out on all the seatbelt models that were available at the time. The results were undeniable: the three-point seatbelt was hands-down the safest and most effective of the lot. As a result, in 1963 Volvo introduced the belt to the USA and other international markets. The three-point seatbelt was now a standard feature in the front seats of all Volvos.

But here's the bit that is truly mind-boggling. Realising how significant their creation was and what a positive impact (if you will pardon the pun) it could make,

Bohlin and Volvo knew they could not in good conscience keep it to themselves and decided to share it with the world. Yes, you heard right, the patent was opened and made available to everyone. Do you honestly believe such a thing would have happened in today's money-grabbing, profit-obsessed corporate world? I seriously doubt it...

It was only a matter of time before the rest of the world caught on and within five years, three-point seatbelts began to appear in cars throughout Europe and America. Since then, these belts have saved countless lives and prevented or reduced the severity of injuries for many more, making this invention the most important safety device in the history of the automobile. In fact, German patent registrars named Bohlin's invention as one of the eight patents

that have had the greatest significance for humanity during the hundred years from 1885 to 1985.

Bohlin continued as a pioneer in vehicle safety during his time at Volvo. He retired in 1985 and received a gold medal from the Royal Swedish Academy of Engineering Science in 1995. In 1999, he was inducted into the Automotive Hall of Fame and died in 2002 at the age of 82. Today, every single car that is manufactured worldwide is fitted with three-point seatbelts. I'd say that is a legacy worth more than any profit. □

Since then, these belts have saved countless lives and prevented or reduced the severity of injuries for many more, making this invention the most important safety device in the history of the automobile

A TRIBUTE TO

LAURIE ZEEMAN



Laurie Zeeman was a big man, not only in the physical sense, but with an equal generosity of spirit. A thorough gentleman, Laurie was always willing to share his time and energy with others.

Soon after his retirement from active racing, Laurie played a considerable role in establishing Formula M (micro-budget) racing in the Transvaal, which set a number of motorcycle and motor racing stars on the road to success. He was the last surviving founding member of the Fellowship of Veteran Motorcyclists, together with Tommy and Billy Bell Senior, and was its driving force for many years. He and son Keith built the Zeeman minicross circuit near Alberton.

He continued to be an active motorcyclist until his death, working in his well-fitted workshop, mainly at home, for Zeeman Motorcycles, a firm he had established in 1954 with close friend and arch-rival Clarrie Hurst as Zeeman Hurst Motorcycles. Together they were known as the Heavenly Twins. They not only looked virtually identical on the track, but their neat, fast riding and numerous battles helped to attract large crowds.

It's pleasing to note that, as one of South Africa's top riders over a period spanning more than 20 years, his competition career ended with a win – for the oldest finisher in the 1999 Durban-Johannesburg Commemorative Rally riding his late brother Andy's 1934 250cc Triumph. It was his eighth DJ Rally.

Laurie first rode when he was 11 and took to racing in 1938 on a 250cc James. He won the Harlequin Club's Diamond Shield the following year. During WWII, he served in the Technical Services Corps (TSC).

He resumed racing after the war and finished second, one second behind winner Alan Hutton (MOV Velocette), in the 1948

South African 250cc Championship at Nigel, riding Andy's 10-year-old APZ two-stroke. What made this an even more outstanding performance was that, unbeknownst to him, he had broken his back in a multiple pile-up in the Nigel 100 on a 350cc Excelsior Manxman just two days before, also splitting his helmet in half!

Laurie was more concerned about what he thought was his only injury – sprained ankles. He had soaked bandages in Sloan's Liniment, and at the end of the championship race his feet were so hot he plunged them into a bucket of water, to be instantly enveloped in clouds of steam!

He had also raced a 500cc Triumph Tiger 90 during this period, as well as riding speedway with the Johannesburg Tigers (later Pirates) in the Transvaal League, motocross and trials.

He had probably his most successful years after acquiring a 350cc KTT Velocette in 1949. On this machine he featured in one of the closest finishes ever in an SA championship, when he was pipped by a wheel at the finish of the 350cc race at Grand Central in 1950 – the last one-off championship – by Hurst, on a similar machine, after a race-long dice in which the latter entered the finishing straight on his tail and nipped out of his slipstream in the sprint to the finish. But he broke the 350cc lap record in taking the Grand Central title and also won the Springs Rose Festival titles in 1950 and 1951.

The latter year began on an amazing note. He and Hurst were travelling down to Port Elizabeth for the PE 200 when they had van trouble at Colesberg. They put their bikes on the train and continued to the coast, arriving after practice. The two riders started together, and 144 miles later finished side by side in joint eighth place, an unprecedented feat.

Laurie went on to take the SA 350cc Championship, decided on a points basis, as well as the Natal 350cc Championship at Alexandra Park in Pietermaritzburg in 1951. His SA title earned him Springbok colours in 1954, and when Keith won the equivalent title in 1971, they became the first father-and-son SA motorcycle champions.

A 350cc Manx Norton on which he had little success was replaced by a 350cc 7R AJS on which he had what he considered to be his greatest race, the 1956 PE 200 run in a gale. Initially he rode with Hurst, on a similar machine, until he found that the latter was slower, and he pulled away at his own pace. However, he lost time at a pitstop when he was rammed by another rider who overshot his pit while he was refuelling. Fuel went flying everywhere, splashing him in the eyes and costing him more time. But he finished third behind Duggie Holmes (250cc MOV Velocette) and Eddie Grant (500cc Norton), who pipped him in the last few hundred yards in a race he believed he would have won but for the delays. He posted the fastest 350cc lap of 91.27mph.

Laurie continued to race the 7R AJS until he retired in 1961, being a contender for top honours in the 350cc class for most of that period. He also raced a 250cc Puch, a bike on which he and Hurst turned out in the Gold Cup 24 Hour race at Grand Central in 1957.

Born on 24 August 1919, Laurie died on 5 July 1999, a month before his 80th birthday. Somehow one feels sure that he has been reunited with Clarrie Hurst and other riders who have passed on – Cliff McArthur, Willie Duxbury, Rudy Allison, Sonny James, Boet Labuschagne, Charlie Randall, Boet Ferreira and others in the Greater Fellowship of Veteran Motorcyclists – to relive past track battles. □

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The restoration of the SA-built BMW 530 Motorsport Limited Edition (MLE) that we've been following is now at an advanced stage. The revival of this legendary local classic began for real in April this year with one seriously rusty, but pedigreed, car. It was stripped down to basics, rotten metal replaced and primed. And there was the accumulation of both new and old parts that would make any restorer go weak at the knees. Since then, things have moved at an impressive speed.

At the beginning of July, car number 100 was painted its original Chamonix White colour and a few days later, another milestone was reached when the body shell was mated with the freshly rebuilt suspension. If that wasn't enough, the engine was fired up for the first time in over 20 years by CEO of BMW Group South Africa and Sub-Saharan Africa, Tim Abbott, and William Mokwape, a retired former employee of BMW Group Plant Rosslyn who built the car in 1976. Having been tested, the engine will soon be slotted back into the iconic shell.

THE RESTORATION JOURNEY

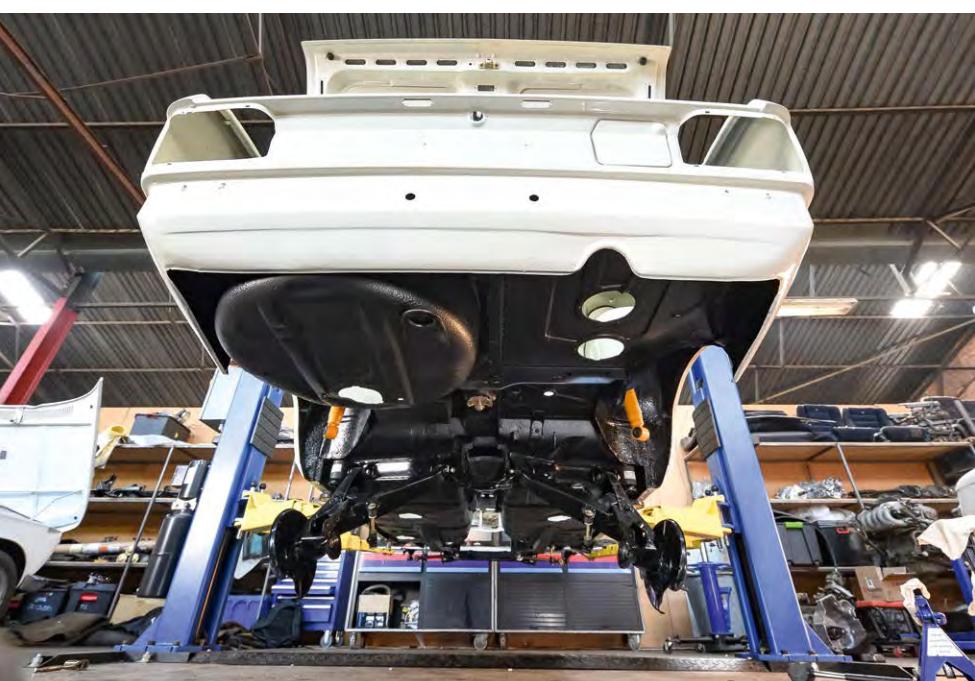
After years of searching, BMW South Africa acquired one of only a handful of BMW 530MLEs known to have endured beyond their '70s heyday. Car number 100, which came with a particular pedigree, was owned by race driver and the racing 530MLE's team manager Peter Kaye-Eddie, and its engine and chassis numbers are a matching set. In December 2018, BMW South Africa embarked on an exciting journey in its classic car expedition to restore this lauded model.

The restoration process included the input of BMW Group South Africa employees who assembled the original

vehicles. Unique in the world, the Rosslyn-produced vehicles saw weight-reduction measures that included bodywork and pedals drilled by hand, manual windows with no air conditioning, and Mahle wheels.

FORGOTTEN BEGINNINGS

When BMW South Africa wanted to go racing in the mid-1970s, the company sought out famous racing driver and Head of BMW Motorsport, Jochen Neerpasch. Shortly thereafter, two of the first-generation BMW 5 Series (E12) race cars were prepared to compete in the flagship production racing series in South Africa.



The BMW 530 Motorsport Limited Edition (MLE) rolled up to the starting line in 1976 and fifteen wins from 15 consecutive starts followed, as BMW stamped its authority on the racing series with three championship titles in three years. The BMW 530MLE was the most successful racing BMW 5 Series in history when it was retired in 1985.

To qualify for entry, however, BMW South

Africa had to sell 100 road-going versions of this first-generation BMW 5 Series, known as the 530MLE, to the public. Developed by BMW Motorsport as a limited-edition 'homologation' model for South Africa, 110 units of the Type 1 were produced in 1976, while 117 versions of the Type 2 rolled off the production line at BMW Group Plant Rosslyn in 1977. The six-cylinder engine was

a factory-tweaked version of the same motor found in the 3.0L, boasting figures such as 147kW, 277Nm, a 208km/h top speed and a 0-100km/h sprint time of 9.3 seconds. It proved to be an early step of BMW Motorsport's ventures into track-oriented cars for the road.

The BMW 530 Motorsport Limited Edition (MLE) rolled up to the starting line in 1976 and fifteen wins from 15 consecutive starts followed

A PLACE WHERE LEGENDS WERE BORN

South Africa enjoys a long history of rare and storied BMW special editions. In 1973, BMW Group Plant Rosslyn was the very first BMW plant established outside of Germany and several models were specially built for the local market until 1990. A number of these cars have been meticulously restored by BMW South Africa in later years, including the cult classic BMW 333i and BMW 325iS. The restoration of the 1976 BMW 530MLE is led by Luis Malhou of Custom Restorations.

The restored BMW 530MLE is scheduled to be unveiled in the last quarter of 2019. For more information and progress reports, follow #BMW530MLE on the various social media platforms. ☑



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Arne (left) and Hannu Mikkola celebrating their 1979 RAC Rally win atop their Ford Escort. This was their second RAC Rally success in two years.

HERTZ SO GOOD

Arne Hertz of Sweden, one of the world's most accomplished rally co-drivers, who had a very successful career stretching over 27 years – mostly in the so-called 'golden era' of rallying – recently visited South Africa again on holiday. **Roger Houghton** caught up with him when he overnighted in Pretoria between a spell in Cape Town and boarding Rovos Rail for a nine-day trip to Namibia.



Arne/Simo Lampinen Saab in the snow.



HRH Prince Michael of Kent (left) presents Hertz/Mikkola with the 1978 RAC Rally trophy.



Hertz/Mikkola Audi Quattro – Portugal, 1980.

A highlight of Arne's short visit was lunch at home with him, his wife Ingbritt and my wife Meg, as well as motorsport enthusiast Jannie van Aswegen. Modesty is the overriding impression of Arne, a man who competed in almost 150 World Championship rallies and won 18 World Rally Championship rounds (placing him eighth in the list of winning co-drivers and making him the highest-placed Swede). He competed in many other events all over the world, including several Total Rallies in South Africa and the 1974 Roof of Africa in Lesotho, which he won with his long-time friend Ove Andersson in a turbocharged Toyota Hilux.

Arne, who is now 80, started his World Championship rally career in the 1960s with his first event being co-driver for a friend in

a Volkswagen Beetle. He met his future wife during this time, as she was also co-driving in local rallies.

He shot to prominence when co-driving for Stig Blomqvist in a Saab 96 V4, winning the 1971 RAC Rally in the UK and that year's Hankiralli, Swedish Rally and 1000 Lakes Rally. Together, the pair dominated the Swedish Rally, winning it in 1972 and 1973 to complete a hat-trick on this winter event. Arne's most successful period was from 1977 to 1990, with the World Rally Championship being established in 1979 (basically replacing the European Rally Championship as the pinnacle of this branch of motorsport). During this time, he partnered with Finnish driver Hannu Mikkola, first in the Ford Escort RS 1600 and later in the RS 1800. He won the RAC Rally for a second time with Mikkola in 1978 in an Escort.

The pair left Ford in 1980 to join the Audi team with its four-wheel-drive, turbocharged Quattro and then won the RAC Rally again in 1981. He also navigated Mikkola to his world title in the Quattro in

1983 and for the 13 years they were paired together, they were major contenders on any event. Arne stayed with Audi in 1988 when Mikkola switched to the Mazda team, teaming up with German Armin Schwarz in an Audi 200. From '89 it was back to his old partner Mikkola for a three-year spell with Mazda.

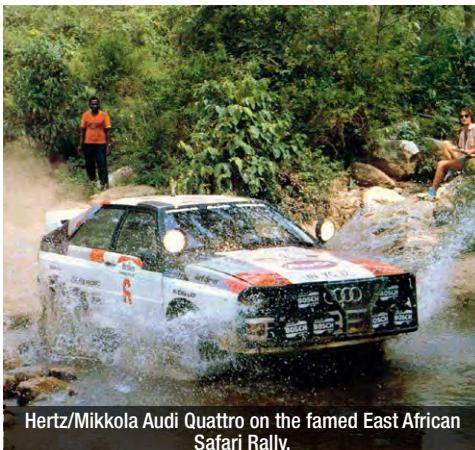
Arne's next move was to join Ove Andersson's Toyota Team Europe (TTE) where he once again partnered with Armin Schwarz, this time in a Toyota Celica. The pair kicked off well with a win in Rallye Catalunya in 1991, but they had little success thereafter with several retirements due to crashes. His next driver was Japanese ace Yoshio Fujimoto – the Asia-Pacific Rally champion. They competed together from 1994 to 1997, with a best result being victory in the 1995 43rd Safari Rally in a Celica. This was Arne's third win in this gruelling African rally, having won previously in 1975 with Ove Andersson in a Peugeot 504 and in 1987 with Mikkola in an Audi 200 Quattro.

The period with Fujimoto was followed by a seat in a Toyota Celica alongside Abdullah Bakhshab of Saudi Arabia and a one-off drive alongside former Formula 1 driver Martin Brundle in a Corolla on

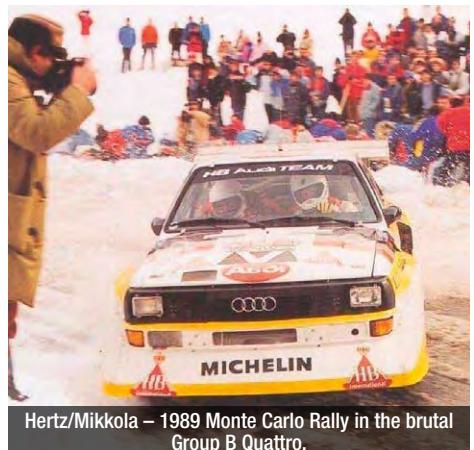
Modesty is the overriding impression of Arne, a man who competed in almost 150 World Championship rallies and won 18 World Rally Championship rounds



Hertz/Mikkola celebrating a win in the Mercedes-Benz 450 SLC.



Hertz/Mikkola Audi Quattro on the famed East African Safari Rally.



Hertz/Mikkola – 1989 Monte Carlo Rally in the brutal Group B Quattro.



Arne with his wife Ingbritt.



As Toyota service manager for the 1994 Safari Rally, Arne had to travel between service points by light aircraft.

the 1999 Rally of Great Britain, where they retired with engine issues on the 19th special stage.

After that Arne kept his hand in and did the odd event, such as the Total Economy Run in South Africa (he shared a Camry with Ove Andersson) and several historic events with Mikkola in a Corolla and Mercedes-Benz 450 SLC.

When asked who he considers to be the best drivers he has sat alongside, he rates Hannu Mikkola of Finland and Swedes Ove Andersson and Stig Blomquist as equally talented. He adds that Frenchwoman Michelle Mouton also impressed him at the wheel of a Quattro Sport on their one rally

together, the Bandama in the Ivory Coast in 1985, before they withdrew after a traumatic and controversial event.

And his favourite car? Like many others in the rally world, including South Africa's Sarel van der Merwe, the Ford Escort MkII with the BDA engine that he shared with Mikkola takes the top spot – although he hastens to add that the high-tech effectiveness of the Audi Quattro had to be believed.

He makes an unlikely but patriotic choice when asked what teams he enjoyed being part of: he was very happy in the small, close-knit SAAB team where he began his co-driving career. Arne lived about 10km

from the SAAB motorsport team's facility when growing up so it was natural that he would be attracted to the team he used to visit as a youngster. Ford was another pleasant operation, as was the stint with Ove Andersson's original Team

Toyota Europe. He adds that he had great admiration for the German efficiency in the Audi set-up, which was truly amazing.

His most enjoyable event was the old RAC Rally of Britain, while the East African Safari (oncoming traffic on public roads) and the Rally of Australia (the possibility of hitting a kangaroo) were among the scariest.

Danger is constantly there in rallying but surprisingly the worst personal injury amongst many crashes and roll-overs came about when directing a crew around his stricken car during a Safari Rally – the other car hit his hand, broke fingers and caused his retirement from the rally.

Arne and Ingbritt continue to live in Trollhättan in Sweden, with the genial former rallyist still enjoying the occasional spell as a heavy truck driver (a big part of his upbringing as his father owned a transport company). They enjoy international travel and have been to South Africa several times – their most recent visit with their daughter Susann, son-in-law Rickard and granddaughter Alva. **C**

Like many others in the rally world, including South Africa's Sarel van der Merwe, the Ford Escort MkII with the BDA engine that he shared with Mikkola takes the top spot

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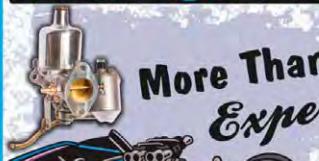
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33°52'18.8"S 18°59'54.6"E