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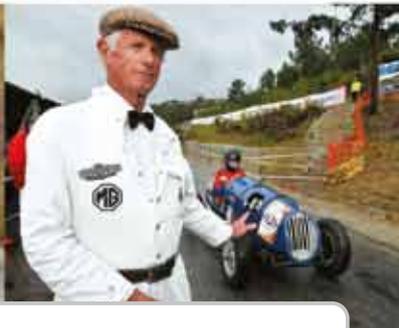
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COME RAIN OR SHINE

Record rainfall has hit the northern regions but miraculously most of the motoring weekends have seen some sunshine. We've kicked off the year with some brilliant racing action, rallies and show days and by the looks of things it is only going to get better. Paging through the news section you'll see the 33rd rendition of Angela's Picnic will soon play out, then there are Pietermaritzburg Cars in the Park, the Knysna Show and the Jaguar Simola Hill Climb to name just a few. So pack your picnic baskets and take your classic for a spin – dodge the potholes though.

If you've ever needed a reason to justify your obsession with collecting old cars then take in Robert Coucher's bit on a NART Ferrari on page 22. No amount of money stored under the bed would ever have earned this type of return.

We carry on our South African theme by looking at the lesser-known performance Mini, the 1000S; Mike Monk catches up with Ralph Clarke, the man behind the development of the 1000S and so many legendary

cars to have come out of Cape Town's Blackheath manufacturing plant. Although Australian derived, the Ford Fairmont GT seen on page 56 can also be classified as a local lad. Coincidentally, Mike Monk took a trip down under recently and caught up with a bunch of Holdens – Australia's home-grown brand, which recently announced its closure.

Greg Mills takes us into the second instalment of his South Africans at Le Mans series, David Pearson recalls an Eastern Cape Citroën racer and from slightly further north we hear about the Kenyan-based East African Safari guru Leon Baillon.

Regulars like local motorsport, the next installment in the build of our BMW 2002 Youth Project and classified adverts are all here and we are proud to announce a tie-up with Battery Centre and Raylite where the 'Letter of the Month' wins a new battery. Get those keyboards going, or pens for that matter and send them off to me at stuart@cpca.co.za or P.O. Box 987 Jukskeipark 2153.

Stuart

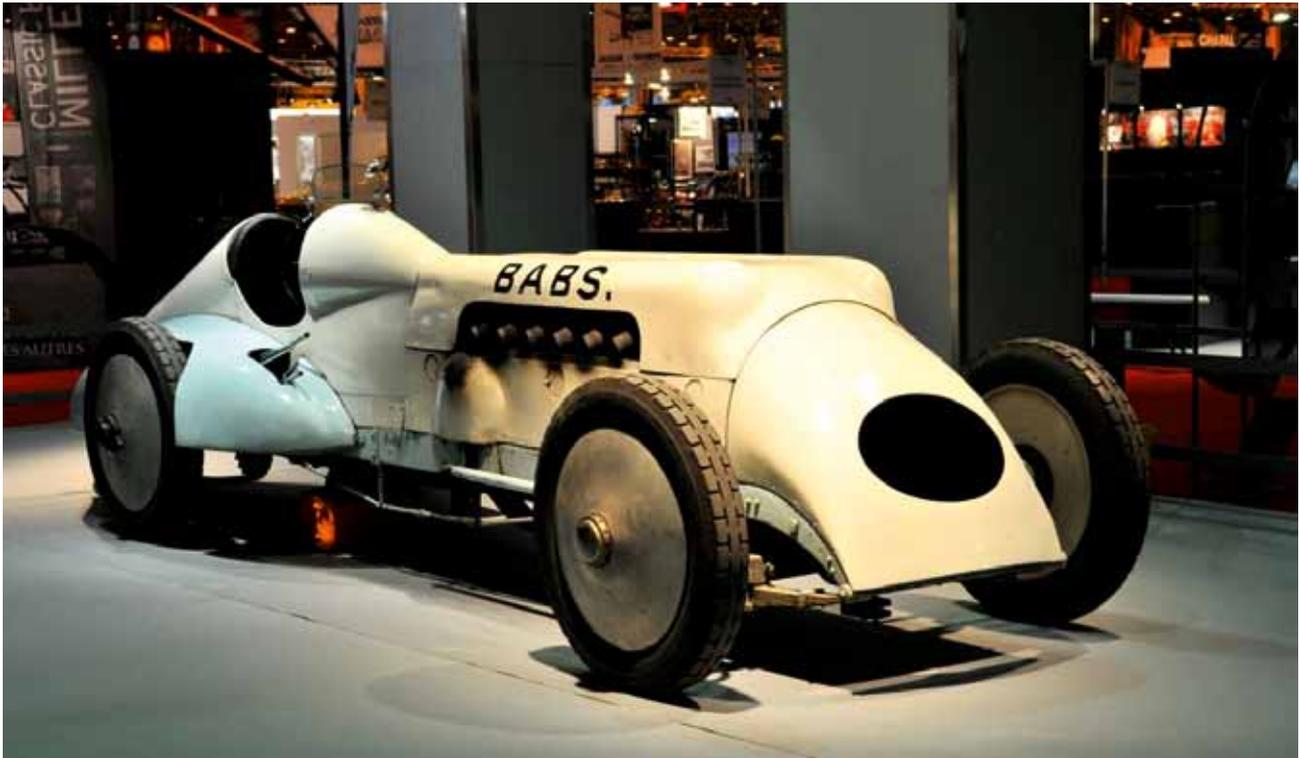
FRENCH

Robert Coucher hops onto the 300km/h Eurostar fast train at London's St Pancras International station and is in Paris just over two hours later for the best classic car show in France. Actually, one of the best classic car events in the world.

AFFFAIR



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



The French are somewhat pragmatic when it comes to older cars. They simply get rid of them and purchase new Renaults, Peugeots and Citroëns without emotion. A visitor's dream is to enjoy driving down tree-lined *routes nationale* with cute Citroën 2CVs and Renault 4s coming the other way. Also, maybe an old boy on his bicycle with onions slung around his neck. But classics like Citroëns Tractions are all but invisible in France, leading you to assume the French don't have a robust classic car movement like we have in Britain and America. And the cyclists are all clad in hi-viz Lycra and all seem to ride brand new racing bicycles. The Frogs love *nouvelle technologie*.

But every year the international classic car season kicks off at

Retromobile in Paris. The Paris Expo at Port de Versailles has, for 39 years, been the start of the year's enjoyment of classic and performance cars from America to Japan. Held in the modern, brutalist exhibition centre on the outermost reaches of Paris under the *peripherique* (orbital) motorway, Retro remains one of the best classic car shows in the world.

Enter the capacious Hall 1 and you are transported back in time. The large manufacturers always create the most fantastic show stands. This year celebrated 50 years of the Renault 8 Gordini and a number of examples in bright blue were on display. They look so small and boxy these days but their giant killing intent is evident with massively cambered rear wheels, spotlights, stripes and racing numbers.

This year, Retromobile featured

no less than six exciting themed displays. The centrepiece was the 100th anniversary of WW1, depicted by the fabulous *La Centenaire de la Grande Guerre* (Centenary of World War 1) which included a number of Renault tanks. They had to be driven into the hall because tanks are rather difficult to push. Also on display was French commander General Joffre's 1915 Renault ES 40 limousine which he used when based at Taittinger's Castle La Marq for the Battle of Champagne.

Renault, Citroën, Peugeot, Porsche Classic and Mercedes Benz Classic all had impressive stands but Swiss car dealer Lukas Huni's superb, 14-car strong Lancia retrospective was outstanding, including Lambda, Aprilia, Astura, the only original D24 Competition Barchetta, Aurelia, Flaminia, Fulvia HF and an ice white Stratos.



Youngtimer classics are coming into their own. The cars of the fantastically wealthy Indian maharajas were well displayed – they actually kept Rolls-Royce going during the late Twenties and early Thirties – under palm trees and included the Dutch Louwman Museum’s Swan Car and Cygnet child’s car as well as the ex-Maharaja of Kashmir’s 1928 Rolls-Royce Phantom I 17 EX and the ex-Maharaja of Nawanagar’s 1938 Delahaye 135, now owned by the Mullin Automotive Museum in the US.

As usual the *Jambon a la Broche* restaurant was heaving with many American collectors, enthusiasts and dealers meeting up with their European and British counterparts and enjoying the delights of this fabulously French show with its opulent motoring displays as well as books, art, automobilia and assorted car stuff in the *Village Artisans*.

Exotic Ferrari, Hispano Suiza, Delage, Delahaye and Bugattis are always a great attraction at Retromobile, and no less than 12 Mercedes-Benz Gullwings were available to buy at top money (around €1 200 000 each), but it is all these smaller stands which are so fascinating. Vintage watches, enamel signs, models, collectables, rare tools, wine tastings (!) and so on make this show so wonderfully French.

Britain was well represented by the tribute to Thomas Parry and Malcolm Campbell in the Top Speed Display. Parry’s 275.271km/h Babs and Campbell’s 242.748km/h 350hp Sunbeam were fired up outside the main entrance to the delight of the crowd. 24 cylinders and 45 300ccs of seriously unsilenced sound!

Auctioneer Artcurial had a vast corral of classic cars on display prior to its sale which achieved an outstanding

€29 million. Its star motor car was undoubtedly the 1931 8-litre Gurney Nutting Bentley. At the Grand Palais in central Paris, Bonhams auctioneers achieved €17 million with a world record price of €1 850 000 for its 1968 Ferrari 275 GTB/4 and RM also hit €17.7 million selling a 1955 D-type Jaguar for €3 696 000.

This is a truly international event with enthusiasts coming to Paris from all over the world. F1 racer and BBC commentator David Coulthard was seen closely examining the classic cars with F1 and Le Mans winner Jochen Mass. Many South Africans don’t understand the magnitude of the classic car world these days, which is worth billions of pounds, dollars and euros. The ‘hobby’ has become mainstream and it is clear the French are as classic car mad as the rest of us; it’s just that they do it with greater style. 🇫🇷

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GONE BUT NOT FORGOTTEN



If you are old enough to have followed South African motor racing in the early 1950s, or enough of an historian to have researched those heady days, you will certainly know about Stan Reed and his successful black Citroën Special. **David Pearson** tells the story of the Citroën Special post the Stan Reed period.

Briefly, Stan and his brother Gordon started building the rear-engined, independently-sprung car in May 1948 and used it in many sprints and hill climbs in the Cape in the early 1950s. However, circuit racing was also tackled and the car was raced throughout the country. In those days there was no national championship but based on results, Reed would have been a drivers' champion in 1951 and 1952. He retired from racing at the end of 1955.



Des Norton powering the special at St Albans.

What then of the famous black car? I have read nothing about its later days but had a loose connection with it as a teenager through knowing Steve Roussouw, a neighbour who dabbled in bike racing with another neighbourhood friend. After 55 years I made contact with him some months ago and we were able to fill in some of the gaps regarding the Citroën. Steve has remained involved in several motor racing projects, most significantly in the laying down and building of the initial batch of GTi

VW-engined cars, one of which son Michael raced with success.

After Stan Reed's retirement Steve heard that the car might be for sale. He decided to go down to Cape Town from Port Elizabeth to see the car, but knowing that he could never afford to buy it, but hopeful, asked his Dad to accompany him and bring along as much cash as he could. To his utter astonishment, he left Cape Town as the new owner of the Special, plus a trailer, a generous quantity of spares and much helpful advice from Stan.



Clive Doubell, son of the third owner Ivan Doubell with some silverware.

By the time the bride-to-be and I got going, Steve was just a speck in the distance, but soon we saw a cloud of smoke rising ominously into the sky

All for what he remembers as the princely sum of fifty pounds.

And my teenage involvement? One Saturday morning I heard the sounds of a racing car being run up, and sprinted round the block to Steve's place. It turned out that he and his girl friend Anita (now wife of over 50 years) were preparing to take the car to St Albans (known as the Darryl Allam circuit) for a test session. Would I like to go along? Silly question.

Off we went, the car on an A-frame tow bar behind Steve's two-door Nash. Just beyond the city boundary, probably near Hunter's Retreat for nostalgia freaks, Steve decided to unhitch the car and drive the rest of the way. By the time the

bride-to-be and I got going, Steve was just a speck in the distance, but soon we saw a cloud of smoke rising ominously into the sky. When we arrived on the scene, the Citroën was merrily on fire, with Steve frantically throwing roadside gravel onto it. I don't recall the exact cause but probably a leaking pipe, and not much damage was done, other than for me, losing an opportunity to watch the car in action.

Steve competed in a number of events at St Albans with some success, including winning the Walmer Garage Trophy in 1957. On the car's side was painted 'Eastern Province Racing Stable No 1'. Steve also ventured to East London for what we think was the first race meeting on the present GP circuit in July 1959. Sadly, while pulling out of the paddock, he struck



Steve Roussouw (6) at speed.



PE businessman Ivan Doubell leans over the Citroën special.

a supporting cable. During practice, the car's odd handling was checked, and bent suspension caused by the cable made the car a non-runner. Des Norton, also from PE and also remembered as a motorcycle racer, drove the car at least once at St Albans.

Steve's business move to East London meant the sale of the car and it next appeared owned by PE businessman Ivan Doubell. By now the colour had changed to what I think was a light blue. Major mechanical changes seemed to have been made as well. The original oil cooler on the left-hand side (from an Anson aircraft engine) had gone and downdraught carburettors seem to show on the right-hand side in later photos. Dennis Guscott, motorcycle and car racer still going strong in PE, recalls Doubell having a huge off somewhere

along East London's very quick Potters Pass section in a practice session, whereafter the car was parked and I have not been able to trace anything more of its racing career or ownership.

In the photo of the car sits Clive, Ivan's son, who invented brick-making machines in 1981 and set up a successful business in Port Elizabeth. Clive died of cancer in 2005 but his widow Gianna and son Dane continue to run the company and this photo was provided by Gianna.

Relying once more on the recall of Dennis, but corroborated by Barney Marais, Ivan Doubell had a serious accident in a Dart Alfa. He and a friend named Erwin Ellis were returning late one night to Port Elizabeth from Humansdorp when Ivan missed the bridge over the Kabbeljous River and plunged into the swamp below. His

passenger was killed and Ivan was only found the following morning. That probably reinforced his decision to abandon ideas of fast motoring. According to his daughter-in-law Gianna Doubell, the car in which he had his accident (she cannot name the model) was never rebuilt.

Dennis believes this iconic car eventually ended up in South West Africa (now Namibia) where in another fiery accident, possibly even scooping up all the desert sands of Namibia may not have been enough to save it this time. 🇳🇦

I have been careful to set down as many facts as can be ascertained, but ageing memories have perforce been relied on as well. If anyone can assist with any further history on this car, I shall be pleased to receive it.

PETROLHEADS IN PARADISE

Preparations are well under way for this year's annual Knysna Car Show to be held at the High School Fields in Waterfront Drive on Sunday 11 May. The organising Garden Route Motor Club was delighted with the quality and variety of classic and sports cars that were on display last year and judging by all the positive comments received, the Show was undoubtedly a resounding success. For 2014 the aim is to build on these accolades with a select display of classic, performance, specialty and featured one-make vehicles and motorcycles, with the emphasis on quality rather than quantity. However, a further spectator attraction will be the MG National Indaba being held in Knysna over the Car Show weekend and there will be in excess of 150 MGs – covering the full model range over the years – gathered on the fields.

Other special displays for this year include three 50-year celebrations, namely the Mini's first win in the Monte Carlo Rally, when Paddy Hopkirk/Henry Liddon drove to victory in a Morris Cooper S; the birth of the V8-powered Sunbeam Tiger; and the start of the Muscle/Pony car revolution – the introduction of the Ford Mustang. And as a precursor to the following weekend's Jaguar Simola Hill Climb, Jaguar will also have a stand at the Show featuring examples of Coventry Cats historic and new. Some of the other Hill Climb entrants will also be on view.

Classic & Performance Car Africa is once again sponsoring two *concours d'elegance* competition trophies, the winner of one decided by a panel of judges, the other voted for by the attending public. In addition, a new *Style et Luxe* category – with a floating trophy – has been created to celebrate 'something special' – effectively the most elegant and luxurious car on view.

The Garden Route Motor Club has an aspirational vision of making the Show one of the 'must attend' classic car events on the local calendar. The character of the Show and its location provides an opportunity to exhibit some of the best vehicles in the country in scenic surroundings, affording owners and the public alike a memorable automotive experience. Not only that, a principal objective is to improve the livelihood of local charities with proceeds being donated to local charities. In 2013 a sum of R41 000 was raised and distributed to Hospice, Animal Welfare, E-pap (child feeding scheme) and FAMSA, and it is hoped to better this figure this year.

For further details on the Knysna Car Show please contact Peter Pretorius on 082 321 4724 or e-mail peterp@epweb.co.za. Additional information can also be found on the website www.grmc.co.za.



VWSA AUTOPAVILLION

VWSA's popular heritage centre - the AutoPavilion - celebrated 10 years of educating and enthralling visitors. On 1 March 2004, the doors of the only automobile discovery centre in Africa opened and to date over 450 000 school groups, students, foreign and local tourists have been arriving to enjoy the latest technology and edutainment offered at the AutoPavilion.

The AutoPavilion takes visitors through a journey of Volkswagen's history in South Africa. The museum also features a collection of cars, including unique vehicles, high-tech prototypes and record-breaking cars. Highlights include a cut-through Volkswagen Beetle, the Karmann Ghia, the last Volkswagen Citi Golf, the last Beetle manufactured in the Uitenhage plant, as well as 27 static and graphic displays and over 20 interactive exhibits.

Combined with a FactoryTour twice a day, the AutoPavilion is the place to be for all motoring enthusiasts visiting Nelson Mandela Bay and is open weekdays from 08:30 to 16:00. FactoryTour bookings can be made online at www.autopavilion.co.za, by e-mailing autopavilion@vwsa.co.za or by calling 041 994 5941.

HITS 10



ON THE HILL NOT OVER IT

Following the tradition set by the first Knysna Speed Festival Hill Climb in 2009, the Classic Car Friday event is shaping up to be a memorable display of yesteryear's cars being driven in anger.

A number of priceless classics have been confirmed for the event on 16 May which opens the Jaguar Simola Hill Climb 2014. Motoring enthusiasts from young to old appreciate Classic Car Friday as the variety of cars is fascinating, and being able to see 80-year-old cars close up is a rare treat for all motoring fans – and the general public.

One of the most interesting cars on the entry list is the 1937 DKW F7 Meisterklasse Cabriolette driven by Gino Noli who enjoys the hill up to Simola. Minimalist and spindly might be the best way of describing the Meisterklasse. An engine of only 692cc delivers a mere 15kW but almost 80 years ago this was enough to propel it to 85km/h in favourable conditions. One of the features that made this car unusual then was the fact that it was front wheel drive. In its hill climb spec Noli dispatches with the bulk of the car's heavy bodywork, which held him back the first time he competed, to significantly improve his time up the hill.

One of South Africa's best known track cyclists, Timothy Abbot, will be donning a different helmet when he straps himself in behind the wheel of a classic Porsche. Johannesburg-domiciled Abbot, one of South Africa's most respected authorities on early Porsches, will bring a Porsche 356A. Thanks to their light weight and good road-holding, they are capable of performance that belies their specification sheets.

Also Porsche-powered is the interesting Elva Porsche in the hands of Clive Winterstein. The 2-litre 4-cylinder Porsche twin cam engine is extremely rare and coupled to a lightweight space-frame chassis the car was victorious in the opening round of the European Hill Climb Championship in 1964 before going on to enjoy a successful competition career.

The prize for the newest classic belongs to Lew Baker's Mallock Mk6B. This car, a pukka competition car with a twin cam 1600cc Ford engine might date back to the late '60s but amazingly only made its competition debut at the 2012 Knysna Hill Climb. "I brought it with me when I came to South Africa, but never quite got round to assembling it until a couple of years ago," he says calmly.

To lovers of modern high powered cars these older cars might look slow, but speed is relative to grip and a host of other factors which act on the driver's senses. Skinny tyres chattering across an uneven surface, combined with crisp salty May air and frozen knuckles makes for a far more involving experience than being cocooned in a modern projectile with traction control and a host of other electronic wizardry. "If you're talking about the 'involving experience' that is not quite true," commented Deon Joubert after acing a crowd pleasing display of burnouts in a Jaguar at the last Hill Climb, "When you're on the limit, it doesn't matter what you are driving, you are still on the limit and the rush is the same."



SAMCA HERITAGE MOTOR MUSEUM RUN

The MG Club opened the SAMCA 2014 calendar of events on Sunday 12 January with a run down to the Vaal. Several hundred cars followed in convoy from the North while fellow Free Staters joined the festivities during the day.

The venue at Sylviadale is looking better than ever with a lick of fresh paint and revamped toilet facilities and eating parlours. And for the rest of the family there is a playground and tractors doing 'farm' rides.

Car numbers were dominated by the MG brand but the likes of a 1935 Austin 7, '35 Ford V8 and a stately looking Riley balanced the mixture.

A FIRST FOR STRUISBAAI

Four classic car enthusiasts living in Struisbaai came together during July 2013 to discuss the possibility of a classic car show in Struisbaai, a show that would be the first for this relatively small coastal town and holiday resort in the Overberg region of the Western Cape.

The dream of these four residents was realised on 16 December 2013, when the first Suidpunt Classic Car Show took place at the premises of the historic little thatched roof church on Main Road, Struisbaai. 30 classics arrived from the surrounding area and kicked off with a run from Struisbaai, heading north all along the Main Road and Marine Drive down to the historic Cape Agulhas Lighthouse near the southernmost tip of Africa, and then heading back to the showgrounds. There the old cars attracted much attention, and many locals as well as holidaymakers came to view and marvel at the old vehicles. Some of the cars dated back to the 1920s. Amongst them were a Model A Ford Phaeton, a model A Ford Roadster, and a Chevrolet Phaeton but the car that really caught the eye of most visitors was a pre-war 1939 DKW with a wooden frame and wooden doors. It took the proud owner 10 years to restore this wonderful old car to its present state of perfection.

After the resounding success of the first Show, at a recent meeting the Organizing Committee decided to make the Suidpunt Classic Car Show a regular event to take place annually on 16 December.



THE GUN OF LONG TOM

Eighteen competitors headed for Sabie on 25 January all with the hope of being crowned 'The Gun of Long Tom'. The hill climb from Sabie to Long Tom Pass was a high speed climb on a public road with an average gradient of 5.5%. It certainly was not for the faint-hearted and turned into a battle of horsepower rather than the traditional hill climb battle of driving skill. The winner covered the 6.3km in 2 minutes 18.4 seconds. SAM was the organising club and their previous experience of running the SASOL Rally in the area boded well for the event. They had planned three practice runs followed by three timed runs on Saturday with the best five qualifying for the final on the Sunday, however, as is so often the case with on-road events, the start was delayed by weather and traffic. Eventually it turned out to be a battle between a brace of Nissan GTR's, Subaru WRX, a lone Mustang and Porsche to shoot for the coveted title. Although he did some serious damage to his GTR in an off, Wilhelm Baard had already set the quickest time of the weekend and was crowned 'The Gun of Long Tom'. Our moment of the weekend though was hearing Rodney Green's Cooper Bristol at full chat in fourth echoing throughout the landscape.



IN FULL BLOOM



The Midas George Old Car Show continues to attract a healthy turn-out of exhibits and spectators and remains one of the most appealing classic car events on the national calendar. Over 11 000 people attended this year's Show held over its traditional early February weekend. A strong flow of visitors from the moment the gates opened early on the Saturday created a busy atmosphere.

Despite being held on the same weekend as a major classic car racing event at Cape Town's Killarney circuit, close to 1 000 cars and commercials, motorcycles, tractors and stationary engines were the main attractions supported by a scale model show, dealer displays, parts and accessory stalls, a craft market and the always welcome food and beverage stalls.

Held under overcast to sunny conditions, one of the Show's unique offerings is the synchronised continuous drive past of all the mobile exhibits that takes place before a shaded spectator marquee in a corner of the P W Botha College sports fields, now the event's established 'home'. The venue not only provides plenty of exhibition space, but ample spectator parking too.

Another regular feature of the Show is the Knysna-based House of Classic and Sports Cars' auction that attracted some enthusiastic bidding. The company hands over its auctioneer's commission to the Show's organising Southern Cape Old Car Club for onward donation to local charities. This year, from seven vehicles being successfully sold, nearly R40 000 was raised.

POMC AMERICAN DAY

It takes more than two weeks of continuous rain to keep the American V8 bangers indoors so when the Pretoria Old Motor Club held their American Day in March the pistons were pumping and came out to play.

Numbers were reduced from the normal turnout but Buick was well represented with close to a dozen cars. Kobus Mostert brought most of his collection. He explained that his love for anything V8 stemmed from his father "who always drove a V8". He learnt to drive in a Cadillac and insists that "once you have driven a Caddy you will never drive anything else". Kobus has maintained his collection

himself but now has a mechanic dedicated to the task of keeping the cars in good order. "We used to import parts from the factory, but with the current unfavourable exchange rate we rather buy up whatever cars become available locally and use them as donor cars. This way only original parts are used."

The LA Sports Museum in Zambezi Road will soon be re-launched and become home to the American V8 cars in Pretoria. Most of the cars on display at this event will be housed there where the Stars and Stripes brigade will be given a home of their own.



ANGELA'S PICNIC



Angela's Picnic will be held at Delta Park, Linden, on Sunday 6 April 2014 starting at 07h30 and continuing as long as you enjoy the day and vast display of classic cars. Donations to the charity of choice will be accepted at the entrance gate.

Angela's Picnic is a classic car enthusiast's dream come true. The event is being staged for the 33rd consecutive year, which must make it one of the oldest classic car events on the calendar. Organised by the South African Marque Clubs Association (SAMCA), it takes place on the first weekend in April, in memory of Angela Heinz.

Angela Heinz was a remarkable lady whose interests included crop-sprayers, off-road motorcycles, opera, Morgan cars, rifle shooting and Dobermans. Angel kept a Rolls Royce in England called Edwina for regular sorties to the Continent, studied fashion in London, haute cuisine in Paris and life in the world at large. She arranged this laid-back, uncompetitive picnic in the park to give members and the public the opportunity to see a variety of very special cars in one place.

Angela died of cancer some years ago and a collection is made at the picnic every year, which is donated to the South African Hospice Association. Over the years SAMCA has collected and donated up to R700 000 to organisations for cancer sufferers.



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1948 MG TC R288 000



2004 Porsche Cayenne Turbo R325 000



1978 Jeep CJ7 R95 000



1956 Chevrolet 210 R240 000



1982 Porsche 911SC Turbo Body R520 000



1958 MGA Coupe R188 000



1961 Rover P5 3L R65 000



1961 Cadillac De Ville Coupe R385 000



1941 Chevrolet Panel Van R350 000



1980 MGB Roadster R125 000



1926 Ford Model T R185 000



1997 Mercedes 600SL POA

ALSO AVAILABLE: 1970 Rover 3.5 V8... 1974 Volvo 164... 1998 Ford GT40... 1967 MGB Roadster... 1967 MGB GT...
1936 Chevrolet Sedan... 1969 Rambler Rogue... 1968 Wolseley 1660... 1986 Porsche 924S... 1955 Ford Customline...
1950 MG TD... 1994 Porsche 944 S2... 1958 Buick Special... 1983 Mercedes 500SL Cabriolet... 1958 Ford Fairlane...
1960 Mercedes Ponton... 1978 Mini Clubman 1000... 1980 Mercedes 280SL... 1958 De Soto... 1983 Porsche 944.



QUEENS, BEEMERS & FMM

Just as in the past, FMM was on display at the L'Ormarins Queen's Plate, one of the horse racing world's premier events, run at Kenilworth in the Cape. This year was the first time BMW was on board as a sponsor partner and the occasion allowed the Museum an opportunity to display a few of the BMWs in its collection, namely the 1938 BMW 328 roadster, the 1953 BMW 503, the ex-Madiba 46664 charity 750iL and the BMW-powered McLaren F1, which was a real show stopper. Then just for the anoraks, there was a 1926 Austin 7 (also built as a Dixi under licence), the car upon which BMW based its first 3/15 model back in 1929. Competing with the cars for attention was some rather excellent horse racing – and many *fashionistas*.

PASSION FOR SPEED

It was a crazy, demanding yet fun-filled two weeks filled with cars, bikes and racing heroes. It all started at Zwartkops on 1 February with a rare outing of the Museum's ex-John Love Team Gunston Chevron B25 racing car – coincidentally marking FMM's first visit to the Gauteng circuit. Museum curator Wayne Harley and workshop manager Lorenzo Farella travelled to Pretoria to present the car in a five-lap tribute parade to the world's oldest cigarette-branded racing team. This latter fact is not generally known: given the initiative of Dr Anton Rupert, Team Gunston made its appearance on 1 December 1967 at an event held in Bulawayo just before the Rhodesian GP, just pre-dating Gold Leaf Team Lotus by a couple of months following the FIA allowing non-auto-related sponsorship from the 1968 season.



(Anorak note: international motor racing icon Ken Gregory recently passed away and he is credited as creating the first commercially sponsored racing team in which the team, BRP, and car bore the name of the backer, Yeoman Credit [a finance house], rather than the constructor. This occurred in August 1959.) Team Gunston was a well-supported team over the years and even today it carries tremendous support as was seen by the number of supporters that turned up in Pretoria, remembering the drivers and champions like Love, Ian Scheckter, Sam Tingle, Bob Olthoff, Eddie Keizan, Andrew Thompson and Paul Hawkins. The following week it was back home for the Killarney leg of the Passion for Speed series – no parade laps were performed at the Cape Town circuit but Lorenzo did fire-up the car in the pits where the B25 was on display, along with a number of other fine 'wings and slicks' cars, which are always so impressive to see running.

CHARABANCS

Combined with L'Ormarins wine tasting and FMM visits, visitors are now able to take courtesy drives from the Museum around the estate in a bespoke charabanc, the 15-20 minute drive taking in areas that previously were not open to the public. The charabancs were built by A&D Engineering and are based on an Isuzu light-truck chassis.

WHERE, WHAT TIMES AND HOW MUCH

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

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

EXECUTIVE CARS



R759 000

2011 BMW 6 SERIES 640 F12

40 000km, twin turbo, heads up display, reversing camera, balance of motorplan at last a good looking 4-seater convertible.



R395 000

1988 BENTLEY TURBO R 1988 GREEN

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



R185 000

2009 MAZDA MX-5

60 000km, nice original full service history example of the most popular sports car in stunning midnight blue with black interior. So good, so reliable, so inexpensive to maintain.



R359 000

2007 BMW 3 SERIES 335i Cabriolet

51 000km, 2 drs, Tiptronic, blue, petrol, twin turbo award winning engine with ideal power for the Highveld.



R259 000

2012 HYUNDAI SONATA GLS EXEC

12000km. Beautiful example of the top of the range Sonata. 2.4 Executive model and sports the very attractive full panoramic glass roof. Full balance of service, maintenance and warranty contracts. A new one costs R400 000.



R699 000

2014 MERCEDES-BENZ A-CLASS A45 AMG 4 MATIC

Delivery mileage. Proper 2014 model, not carried over from 2013. Loads of extras such as reversing camera, lane tracking, blind spot assist, active park assist, panoramic roof and intelligent lights.



R275 000

2013 FIAT 500 ABARTH CABRIO SERIES 1

New spec Series 1 with delivery mileage, giving you immediate saving on a non discounted model of R50 000, skip the waiting list on this sports commuter with armfuls of character. Service and maintenance plan included.



R515 000

2010 MERCEDES-BENZ E-CLASS E500 COUPE

42 000km. Sublime example of the ultra sexy coupe from Mercedes. 5.5 litre normally aspirated performance. Silver with cream leather and full panoramic roof. The vehicle is in as new condition and covered less than 10,000kms per year from new.



R295 000

2011 VOLVO S60 T6 EXCEL GEARTRONIC

58 000km, bronze, top of the range S60 with the very powerful and sporty 3.0 turbo engine producing a healthy 224kW of power.



R275 000

1981 PORSCHE 911 SC COUPE

This is no ordinary 911SC I can tell you that, it's a fast road/race spec model that has had more than R300 000 spent on making it a delightful package.



R395 000

2007 MERCEDES-BENZ S-CLASS S600 L V12

109 000km. FULL HOUSE. Here are two facts that may surprise you. The first is that the replacement cost of this vehicle exceeds 2 MILLION RANDS !!, the second is that currently, there is no other example available within R200 000 of my asking price.



R365 000

2013 MERCEDES-BENZ A180 CDI A/T

10 000km, the most desirable new model on the market today with a waiting list stretching into the 2nd half of next year (that's a minimum of 2 if not 3 price increases), white with black full leather, and media interface option, balance of 6 year/100 000km motorplan.



R219 000

2012 PEUGEOT 308 THP GTI TURBO

20 000km, silver, new spec, sexy hatchback with real attitude. This hot number just needs to be driven and you will buy it.



R169 000

1995 MERCEDES-BENZ SL 500

143 000km. Fine original example with a full service history and recently the recipient of a big service. Classic silver with black. Known gentleman previous owner. Good ones are getting very difficult to find.



R465 000

2011 BMW Z4 35i S-Drive

Superb original example of the top of the range Z4, with a balance of Motorplan to 100,000kms or 2016. Stunning sports car with proven performance and style.



R519 000

2011 MERCEDES-BENZ ML 350 CDI A/T

79 000km. Grand Edition. Superb full house example of the best selling model in the range. Legendary reliability, typical quality and all the factory extras. Long balance of service and maintenance contract to 120 000km or 2017.

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FERRARI FEVER

In August last year this blood red 1967 Ferrari 275GTB/4 NART Spider sold at auction for \$25 million plus Buyer's Premium. A grand total of \$27.5 million. With all the money going to charity, this remains a world record for a Ferrari sold at auction. **Robert Coucher** reports on one of the most valuable sports cars in the world.

Images: Darin Schnabel © 2013 Courtesy of RM Auctions.



At this sort of stratospheric money, you'd imagine the Ferrari NART Spider is one of the best motor cars in the world. It is incredibly rare and is probably one of the most beautiful Ferraris to come out of Maranello. Just 10 examples of these fabled NART Spiders were constructed in 1967 and '68. Nine went to America with the last one remaining in Europe, reputedly going to Spain. They were extremely exclusive cars, exclusive even for Ferraris.

Until recently most people did not really know what a NART was, unlike the actively campaigned 250 SWB and legendary GTO and better known California Spider. The



admittedly beautiful NART remained under the radar, bought and owned by collectors who usually kept them, if not hidden, then certainly away from public gaze.

Of course with RM Auctions selling the NART in Monterey, California last year, this elusive Ferrari has now been 'outed' as one of the rarest and most valuable of the marque (a Ferrari GTO is rumoured to have subsequently been sold privately for \$50 million) which is interesting because, when it was first launched, the \$14 400 sports car proved rather difficult to shift off the salesroom floor.

Racing driver Luigi Chinetti won Le Mans the first time for Ferrari in 1949 (he had won it twice before) and was a good friend of Enzo Ferrari. After WWII he became the sole

Ferrari agent in the United States opening a dealership in Greenwich, Connecticut, and his first sale was to sportsman and racer Briggs Cunningham. Chinetti founded the North American Racing Team, sanctioned by Ferrari, and was successful at endurance racing at Sebring, Daytona and Le Mans. Of course the idea was to sell these expensive and exotic Italian cars to the well-heeled American enthusiasts. But still, the Sixties 275 GTB Berlinetta proved hard to sell.

"The 275 was really a bit old fashioned when it was launched," says Luigi 'Coco' Chinetti Jr. "When you think of the Lamborghini Miura and the beautiful and much less expensive E-type Jaguar, the traditional 275 did not really punch a hole quite big enough!



Luigi Chinetti Sr put in an order for 25 NART Spiders to be built by Scagletti who bodied the Berlinetta

“Ferrari should have created a road-going version of the mid-engined 250LM. Now that would have been some car. Much more advanced than the antique GTB which did not handle terribly well. Denise McCluggage told me after she’d raced a 275GTB/4 NART at Sebring: “You really had to begin turning the thing in a long way before the corner.”

Coco Chinetti was a successful racing driver (5th at Daytona and a multiple Le Mans entrant) so you’d expect him to have forthright views on the road-going Ferraris – “The Daytona, for example, was a truck. A fast, reliable and competitive one but we had to modify the hell out of it to make it work on the track.”

Luigi Chinetti Sr put in an order for 25 NART Spiders to be built by Scagletti who bodied the Berlinetta. With a price of \$14 400 (the Berlinetta cost \$8 000) only 10 were ever completed and it seems Chinetti had to struggle to achieve his asking price on each one.

“These days classic Ferraris are bought by the heart: the whole idea of driving your blood red Ferrari into the sunset, the Steve McQueen connection, Italy,

opera, Formula One and so on. It’s a romance. The NART Spider is a truly beautiful-looking sports car and the four cam engine produces the goods. With classic Ferraris it’s not about absolute performance, and you can’t complain as they continue to outperform the stock market,” says Luigi.

Eddie Smith Sr from Lexington, North Carolina was a proper Ferrari enthusiast. “I don’t know what it was but you hear about the Ferrari mystique... at first we didn’t know much about sports cars but we’d see Ferraris and they were winning. I’d heard about Jaguars and others but I always wanted a Ferrari,” Eddie Sr is quoted as saying.

Eddie’s great friendship started with Luigi Chinetti when he bought his first Ferrari, a second hand 250GT SWB California Spider which was soon replaced by a 275GTB/4 Berlinetta, collected at Modena, and he enjoyed blasting over the Alpine passes in Switzerland before shipping back to the US.

Luigi then called Eddie and said, “I’ve talked Enzo into building some Spiders. Do you want one?” Eddie protested that he’d just bought the Berlinetta but Luigi offered him his money back. This



led to another trip to Maranello and another fast road trip through Europe.

Chinetti had been busy garnering much publicity for his latest Ferrari. Motoring journalist Denise McCluggage and Pinki Rollo raced the first NART, chassis number 9437, at Sebring where they finished a creditable 17th overall. This aluminium 275 GTB/4, one of only two, originally painted pale Sunburst yellow, was repainted a tasteful Burgundy and appeared in the film, *The Thomas Crown Affair* featuring Mr Cool, Steve Car-Guy McQueen. Stardust for the East Coast Ferrari importer.

McQueen really liked the car and soon bought his own, chassis number 10453. Unfortunately he was rear ended whilst driving it along Wilshire Boulevard so he called Eddie, whose car was in build, and asked if he could buy it. Eddie's reply was, "Steve, I like you but I don't love ya; you can't have my car!"

The Smith NART (chassis number 10709) was originally painted Azzurro Metallizzato (metallic blue) with a factory fitted front grille guard as standard. "Because the car was already in production when my father bought it," says Eddie Jr, "he had to take it in metallic blue, which he never much

liked. Very soon after it arrived in the States he had it repainted maroon. He said to me he was worried that changing the colour might devalue it but I said to him, 'Hell Dad, you're never going to sell it so paint it whatever colour you like.' Then pretty soon after that he painted it Ferrari red which was what he always wanted."

Eddie continued to drive the NART regularly even as its value began to rise and it became worth millions. "It's a car. It's a special car but it is still a car (to drive)," he said. He received numerous offers for the Ferrari but no amount of money was going to make him sell.

Eddie Smith Sr passed away in 2007 and the Ferrari was carefully stored by Eddie Jr. "I didn't have the time or the passion to take the Ferrari to events and shows, so the family decided it needed to be somewhere where it could be appreciated. It was hard to let the car go after 45 years but it was imprisoned in the garage. My father always taught us to give back so we decided to give all the money it raised to several charities. We know that would have brought a smile to his face.

"Before the sale I spent a few days driving the Ferrari as intended and at 130mph that four cam engine sounds

SPECIFICATIONS

1967/68 Ferrari 275 GTB/4 NART Spider

ENGINE

3286cc, DOHC all alloy V-12, six Weber 40DN9 twin choke carburetors

POWER

300bhp@ 8000rpm/240lb ft @ 6000rpm

TRANSMISSION

Five-speed manual transaxle

STEERING

Worm and roller

SUSPENSION

Front: independent unequal-length double wishbones, coil springs, tubular dampers, anti-roll bar

Rear: independent unequal-length double wishbones, coil springs, tubular dampers, anti-roll bar

BRAKES

Discs all round

WEIGHT

2455lbs

PERFORMANCE

0-60mph 6.7 secs
Top speed 155mph



This Ferrari is the epitome of a gentleman's sports car. But is it worth \$27.5 million? Almost certainly not, in rational terms.

magnificent, I can tell you. I began to suffer from a bit of seller's remorse," laughs Eddie Jr.

So what is a NART Spider like on the road? The bucket seat is tight with no rake adjustment and the big Nardi wood-rimmed steering wheel is placed high with the long chromed gearshift lever sprouting out of the exposed gate located at your right knee. The 3.3-litre V12 starts with that typical Ferrari whirr. With four overhead camshafts spinning and the six twin choke Weber carbs sucking, the engine sounds busy but smooth. The gearlever snicks into the dogleg first and the 330bhp NART eases away gently thanks to the 240lb ft of torque.

The nose is long and drops off and the turning circle is huge so you have to be careful on busy, convoluted roads. Weber carbs are not entirely relaxed at low rpm as they prefer a bit of flow through the jets and choke tubes. Add some more juice and the engine note hardens as they clear. Finding a clear section of fast road there is a chance for a dose of proper throttle. The gearing is long but let the V12 rev and it all

starts to come alive. At 5500rpm the cams come on and the magnificent engine spins smoothly up towards the 8000rpm redline.

The worm and roller steering is accurate if a bit numb, the disc brakes are strong and the fully independent suspension is firm but compliant. The NART has that unique Ferrari characteristic: it tingles with mechanical precision. Every control is tight and precise. There's no slop anywhere so you feel absolutely connected to the car. The convertible bodywork is taut and with the roof down the V12's magnificent sound emanating from the quad Ansa exhaust snaps is incredibly special.

This Ferrari is the epitome of a gentleman's sports car. But is it worth \$27.5 million? Almost certainly not, in rational terms. A well-sorted E-type Jaguar, at a fraction of the cost, is nicer to drive and will keep up with the Ferrari all day. But if you are a serious collector, this NART is just one of 10 constructed in Enzo's heyday, so the queue of billionaires desperate to purchase one is long and enthusiastic. 📌

Thanks to Eddie Smith Jr, Luigi Chinetti, and RM Auctions (www.rmauctions.com)



Our shop is situated at 117 Strand Street, Cape Town. For more information on any of these cars, please contact Jason on +27722296967 or JB on +27834602228, or email us at jason@motostars.co.za. For a selection of more cars for sale, please visit www.motostars.com

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2007 Honda S2000, Metallic Charcoal with Tabaco leather interior, very low km's 59,000, FSH, 2 owners, new tyres, STUNNING condition. R275 000.



1970 Ford Mustang Convertible. 302ci V8, 4 speed manual, refurbished car in excellent overall condition, new soft top, Magnum 500 rims, lovely muscle car. R595 000.



1973 Maserati Merak, LHD, Cream interior, older refurbished car, beautiful lines, a great alternative to a 308. R295 000.



1991 Mercedes Benz 500SEC, rare colour combination, 2 owners from new, FSH, excellent overall condition. POA.



1990 Jaguar XJS 5.3l V12 Cabriolet, auto, electric top, FSH, low miles, FSH, excellent condition. R350 000.



1948 Jaguar MKIV Sedan, 3.5 litre 4 speed manual, the rarest if the MKIV's, this car was refurbished a few years back and is in very good overall condition. POA.



1986 Porsche 911 Carrera Cabriolet, 3.2l, 5 speed G50 box, repainted in original colour, original interior, new soft top, FSH and books and a file of invoices for all work done. R395 000.



1998 Aston Martin DB7 Roadster, 3.2l straight 6, auto, P/S, electric soft top. A rare car in SA, recently imported from the UK, and comes with books and service records. R595 000.



1972 Plymouth Barracuda, Metallic green with black interior, 440ci V8, Auto, P/S, A/C, converted to RHD! POA.



1972 Mercedes Benz 280SE, Avocado green with tan leather interior, floor shift Auto, P/S, A/C, full books, totally original! R125 000.



1964 Jaguar MKII 3.8 Sedan, 4 speed manual with O/D, wire wheels, vinyl interior, lovely driving car in brilliant condition. R250 000.



1981 Fiat 2000 Europa Spider, fly yellow with black interior, very original, recently serviced. R150 000.

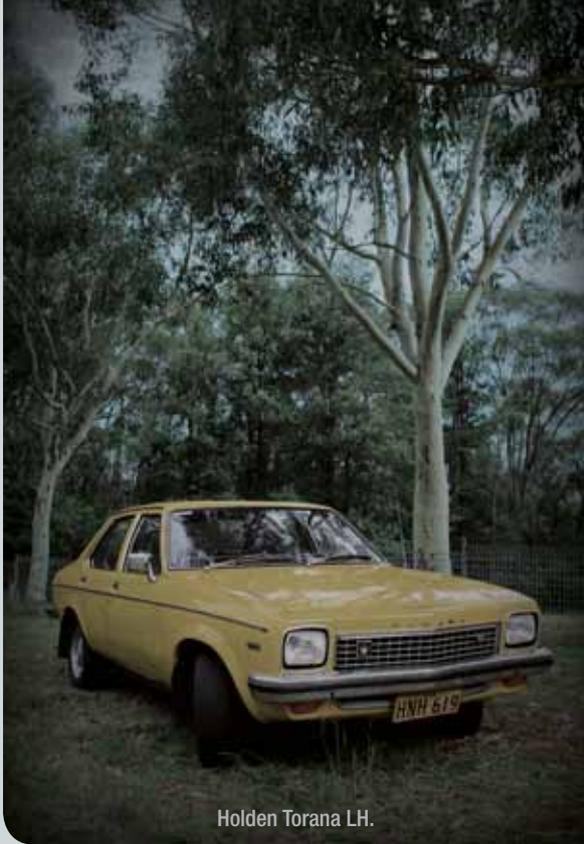
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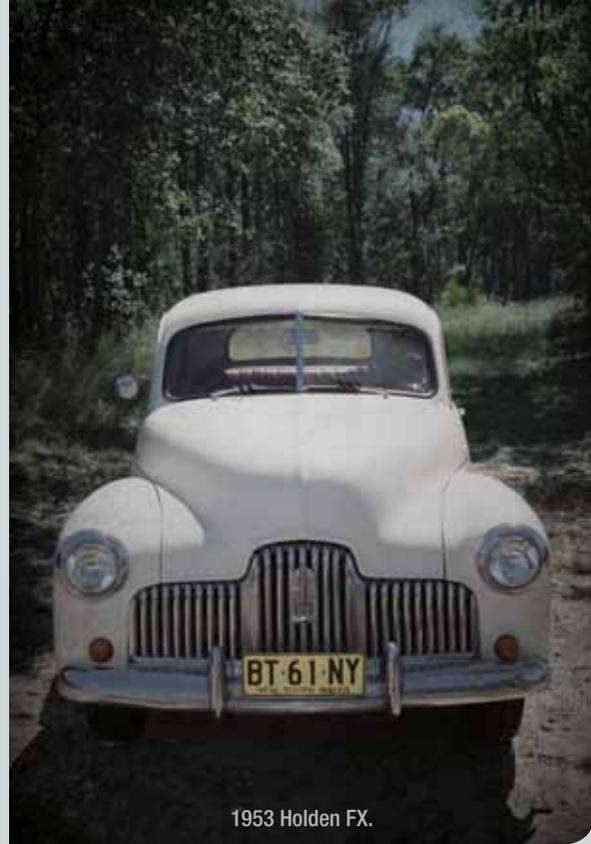
From Canberra to Cape Town via Sydney, **Mike Monk** gets to appreciate some Aussie autos and their passionate owners.



South African Special Deluxe Saloons, otherwise designated FB.



Holden Torana LH.



1953 Holden FX.

Late last year, Holden – the epitome of Australian automotive history – announced it was ceasing production in 2017. This shutdown will leave Australia without an indigenous auto maker for the first time since 1925, after Ford and Toyota also recently announced plans to cease local manufacture during the next three years. High manufacturing costs, labour unions, economies of scale, the strength of the Australian dollar and the competitiveness of imports have been among the reasons given for the decision. In much the same way that as part of General Motors’ empire, Vauxhall is unique to Great Britain, Holden is as Down Under as kangaroos and the passion for the brand has to be experienced to really appreciate it, as I recently discovered in two continents.

It all started with a festive season holiday with a niece in the Blue Mountain region of Sydney. A neighbour of the relative we were staying with ran a vivid purple tuned Lumina Ute V8 but it was what was lying in his driveway that had more appeal – the bare shell of a 1950 FX Ute lying atop a (Chev) LUV chassis. The potential was obvious, made more so as owner Todd Dennings took me into his home to show off the remainder of the body panels lovingly wrapped in blankets to prevent damage.

The body’s rear wheel arches had been mildly ‘tubbed’

This shutdown will leave Australia without an indigenous auto maker for the first time since 1925, after Ford and Toyota also recently announced plans to cease local manufacture during the next three years

(widened inside) by 50mm to accept big wheels. Finished in protective primer, the body was about to undergo a full restoration *en route* to a final Lumina-like purple paint job. Meanwhile, a small-block 327ci (5.4-litre) Chevy V8 was being prepared with a steel crank, 40-thou oversize flat-top pistons, a 70/30 cam, high volume oil pump and Power Pack heads topped with a Victor Junior manifold holding a 650 double-pumper carburettor force-fed by a Holden RVL turbo. The powertrain was completed with a Powerglide two-speed autobox. The Lumina Ute was sold to help finance the project as Todd proudly explained that he was “Makin’ myself a rod as my daily driver, mate.” What was it I said about passion?

Meanwhile, a handful of kilometres away I espied in the front garden of a house (Aussies do not seem to worry too much



about garages) an FX (also known as a 48-215) that was obviously being used. Todd knew the owner Peter Smith, and so we arranged a drive in the car, a 1953 model that had a crossover spec as FX was replaced with the FJ in the October (do not ask me about alphabetical order!), so featured some minor trim changes but, more significantly, a different front suspension layout.

The FX appeared in November 1948 and was Australia's first home-manufactured car and the first to bear the name Holden. Apparently the design was originally penned in the US as a Chevrolet but was not used because it was deemed too small for the post-war American market. The first of three prototypes built by hand in Detroit and shipped to Australia was first registered as a Chevrolet and is now part of the National Museum of Australia collection. A 50-2106 Coupé Utility Ute model followed in 1950 with a panel van derivative just after.

Peter's FX carries a patina that reflects its still-active life. Peter – a keen Holden club member – is planning a restoration including returning the

body to its original blue colour. What is immediately noticeable about the car is the lack of ornamentation other than the three-section waterfall grille, and the solid build quality. Uniform panel gaps and the way the doors shut belie its 61 years. The upholstery is original as is the tool kit, while the electrics are 12-volt rather than the earlier 6V system.

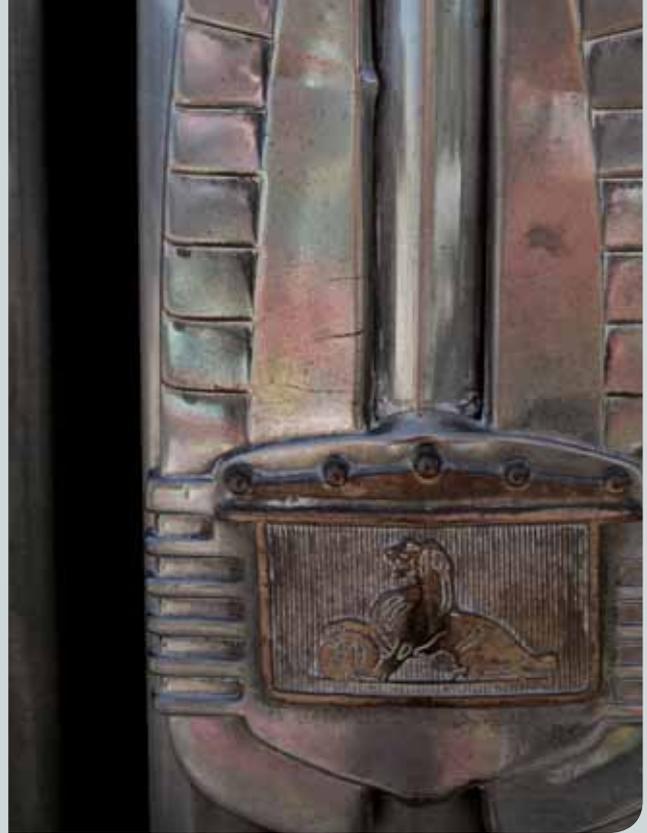
The engine is a 2.2-litre six mated with a three-speed manual gearbox with synchro on the top two ratios. Peter's car pulls with ease and the view through the split windscreen over the humped bonnet helps give off a really classic feel, yet in traffic in Australia's strictly enforced modest speed limits it is hardly embarrassed. For different reasons, you can understand both Peter and Todd's logic behind driving something classic and with character – standard on the one hand, customised on the other.

Not to be overrun with FXs, Ross Catlett, the husband of another niece, took me to his workshop and opened up to reveal a canary yellow Holden Torana - not the snorting V8 GTR but a 1975 LH fitted with the standard 3.3-litre in-line six coupled with a 'three

on the tree' manual 'box. The Torana (an Aboriginal word meaning 'to fly') was bought by his parents when the car was six months old: at that time GM/ Holden senior employees ran cars for six months before they were sold off for a bargain A\$1 000. So Ross' recently inherited car is practically a one-owner example and he has the original invoice and service book.

With its numerous Opel/Vauxhall styling cues, the Torana is a mid-sized, comfortable family car with ample lazy performance for exploring the country – a recipe that South Africans of the time would readily relate to. Driving this low-mileage car (the gearbox has been rebuilt and it boasts a sporty home-made stainless steel exhaust) had a similar effect to being in the FX, just feeling a bit more modern. Toranas were built over three generations from 1967 to 1980 and exude the simple honesty inherent in many cars of that period. A popular model that helped cement Holden's popularity.

Meanwhile, in between this activity, Todd had mentioned that one of Australia's biggest car shows – the



SummerNats – was taking place in Canberra. So, decision made – the following day we travelled to the country’s capital city’s 70-hectare Exhibition Park for the last of a four-day event that annually attracts around 1 500 vehicles and 85 000 spectators to what is a massive non-stop action festival appealing to everyone from pre-schoolers to petrolheads. Being the last day, a classic car display was on the programme that inevitably featured a lot of Holdens including numerous FXs to appreciate amongst the more octane-fuelled horsepower-bristling street machines. Quite a contrast to similar events I have attended in South Africa.

Holdens first appeared in South Africa in 1960 when GMSA introduced the FB Special Deluxe Sedan and Station Wagon models, which were summed-up by Aussie journalist Steve Simpson in SA’s *CAR* magazine as being “... docile, versatile, unfussy... with immense reliability, good handling and above-average looks... represents outstanding value for money... a car that you can do a whole lot of stupid things in, with, and to without getting into any serious kind

of trouble.” It was the first new make to be added to GMSA’s range for 29 years.

More than half a century later, one South African who supports that initial impression is Quinton Nauschutz, who currently owns nine Holdens, including one of those original Special Deluxe Saloons, otherwise designated FB. His speciality is for the ‘Special’ models and amongst his collection of sedans, station wagons and a ute, Quinton also has examples of EH, EJ and HR models – a ’64 EH and a ’68 HR were displayed at the Midas George Old Car Show – but it was a black ’60 FB that he brought round to show and drive.

Once a ‘funeral family car’, like the other Holdens I had experienced, it was the almost lazy performance that impresses most, with this car by far the most exceptional in smoothness. The engine idled and revved with an absence of mechanical clatter that was really impressive. Yes, the 70 000km 2.26-litre under-square (bore/stroke 77.7x79.4mm) motor has been overhauled by Quinton but nevertheless the quietness (a quality noted in a period road test) was exceptional for a mass

production car of this vintage. In its day, with its three-speed manual ‘box, the FB’s performance was in the region of 20 seconds 0-60mph (96km/h) with a maximum speed of 134km/h. Real-world fuel consumption was around 11 litres/100km – even on the 83-octane petrol common at the time.

Holdens lasted until the early-1970s in SA, bowing out with the Kingswood, Premier, Belmont Ute and the coveted Monaro GTS. Every one of the models displayed a ruggedness and dependability that were strong attributes in a developing country such as ours – not surprising, given that Australia was in a similar growth phase. The cars sold here in relatively big numbers but are now less than common, with parts not so easy to come by for enthusiasts such as Quinton. But as something a little different from the mainstream of collectable classics, there is an integrity about these vehicles from Down Under that has a lot of appeal. Sad to think that Holden production will soon cease, bringing to an end an indigenous brand that Australians can be proud of. Good on yer, mates... **C**





— ONCE — IN A LIFETIME

George sees the biggest local gathering yet of one of America's quality brands.

For several years Packard enthusiasts in South Africa have been trying to form an association or a club, but with limited success. Some time back Edgar Bisschop had compiled a roster of Packards in the country and identified approximately 250 cars ranging from mere wrecks to mint-condition examples. Following an informal discussion between Sep Serfontein and Willie Nel at last year's George Old Car Show, a plan was made to have the biggest gathering ever of local Packards at the 2014 event. Owners were contacted and 14 examples of the marque – ranging from the 1920s through to the '40s – filled a dedicated area in the showground to display the superb machines, complemented with display boards depicting the history of the company, the cars, their distinctive grilles and bonnet ornaments and other points of interest. Visitors also had the opportunity to interact with owners, and experienced restorers of these much sought after cars eagerly offered their advice.

The exhibit drew much attention from an appreciative public and the vehicles on view included Rudolf Greyvenstejn's legendary 1929 640 roadster, Edgar Bisschop's 1935 One Twenty Coupé and 1938 Eight

Owners were contacted and 14 examples of the marque – ranging from the 1920s through to the '40s – filled a dedicated area in the showground to display the superb machines

Convertible, and Kosie Lamprecht's 1937 110 Coupé. Representing the '40s were Christof Olivier's beautifully restored 1940 110 Sedan, Kobus Halliday's 1948 Eight Sedan, Walther Fivaz's 1948 Limousine and the balance from Sep Serfontein's collection.

Packards were produced in the US between 1899 and 1958. The first Packard was built by brothers William Dowd and James Ward Packard in Warren, Ohio. In 1903 the company moved to the motor city, Detroit, and in 1925 the Packard Motor Company owned the most advanced automotive plant in the world and was recognised as one of America's leading auto makers, a name synonymous with fine cars around the world. "Rest your finger



After WW2 – during which Packard modified and built Rolls-Royce Merlin V12 engines (more than 54 000) under licence for Spitfires and Mustang P51s – the company, faced with an uncertain future ...

anywhere on the slowly revolving globe and there you will find Packard”, was the company’s marketing boast.

Then came the Depression after which Packard’s engineers defied the gloom and set about the challenge of being ready for when the good times rolled again, with the straight-eight

engine and the introduction of a cheaper Junior range being the focus. However, quality always remained the company’s primary focus.

After WW2 – during which Packard modified and built Rolls-Royce Merlin V12 engines (more than 54 000) under licence for Spitfires and Mustang

P51s – the company, faced with an uncertain future, merged with Studebaker in 1954 in an effort to be more competitive. Production was moved to the Studebaker plant in South Bend, Indiana but insufficient testing and the rushed introduction of a V8 model the following year led to some irritating defects. Suddenly, the Packard reputation for quality was a thing of the past and the end came three years later.

One can only hope that this will not be the last major local gathering of so many Packards, a quality brand whose advertising approach was ‘Ask the man who owns one’. The cars certainly played an important role in the history of American auto development and if the display at George is anything to go by, will always attract plenty of admiring attention. 📍



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FILLING THE GAPS

When talking iconic cars there aren't many greater than Mini. It was a symbol of the times and in Cooper and Cooper S format, the ultimate motorsport giant killer. In Touring Car racing the Mini stuck to bigger capacity machines and it became a rally legend when Paddy Hopkirk nailed the Monte Carlo honours fifty years ago. Road guise Cooper and Cooper S were however a touch out of reach for many motorists so the South African plant in Blackheath filled the gap in between with a limited run of cars badged 1000S. **Stuart Grant** tracks the tale.

Photography by Oliver Hirtenfelder





During the late 1960s South Africa was a hive of motoring activity and the open roads and breathtaking scenery meant that we had a penchant for performance-orientated cars. Ralph Clarke, the then engineering and service manager at Blackheath recognised this trait and approached Alec Issigonis (the man credited with designing the Mini) for the supply of a slightly 'hotter' 998cc engine. Issigonis balked at this idea and South Africa was left with the bog standard unit. True South African mentality came to the fore though and Clarke and his crew set about squeezing more performance out of the lump, but without breaking the bank.

A larger 1½ inch SU HS4 carburettor, custom inlet manifold and larger air filter made its way under the hood. So too did a modified cylinder head that featured larger (30.9mm) inlet valves

and double valve springs for some extra revs. Compression ratio went up from 8.0:1 to 8.4:1, a high-lift cam, free flowing exhaust, 'no-loss' expansion tank cooling system and oil cooler also made it into the performance package. Externally the only visible difference between a standard Mini 1000 and the 1000S initially was the 'S' script on the boot panel and bumper over-riders, but very soon after the December 1967 launch some wider 4½ inch pressed steel rims fitted with radial ply tyres separated the men from the boys. Inside the cabin the tell-tale sign was a silver-painted gear lever and Smiths rev counter fitted to the right of the oval speedo pod and angled toward the driver in its own plastic cowl. Servo assisted brakes were a R40 optional extra but unlike the Cooper and Cooper S versions the 1000S was retarded by drum brakes all round and not front discs.



1000S units made use of the Mini 1000 de luxe trim level so it featured full charcoal moulded carpeting, a windscreen washer, sun visors, ashtrays and sound deadening material under the bonnet. By this time Mini (only Australia and South Africa) had moved from sliding windows to wind-up versions and quarter vents but the external door hinges were still in use.

The performance increase was notable with 52 horsepower on tap at 5200rpm, which although miniscule by today's standards, was 11hp more than a standard 998cc engine. Top speed came in at 134km/h (only 1km/h slower than a 998 Cooper and 7km/h quicker than a run-of-the-mill 998) and - hold onto your horses - because the zero to 60mph (96km/h) sprint was completed by the 1000S in 17.7 seconds (1.1 seconds slower than the Cooper but 3.4 faster than the standard model).

In the all important pricing game the

1000S sold for R1 483, approximately twenty percent cheaper than the top-dog 1275 Cooper S at R1 875 and R160 more than the 1000 de luxe. Interestingly, if a private buyer were to have purchased all the bolt-on items found in the 1000S separately, they would have to have coughed up R225 before they were fitted. During its 3 year and 8 month production period the 1000S (badged either as Morris or Austin) changed with the times, moving from the Mk1 'round nose' grille to the sharper-edged Mk2 front end and 1 222 units left the plant. At the end of production the price had increased by R290 from launch to R1 740.

While the performance figures and specification might seem a little thin by today's standards the 1000S impressed in the day and lived up to the giant-killer moniker. Road tests talked misty-eyed about how well the Mini package would seat 4 adults comfortably, had



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full carpeting, the turn of the key resulted in a sporting crackle from the exhaust and a blip of the throttle saw the free revving motor excite the inner enthusiastic driver in the pilot. On the road and track it impressed with one report even claiming it to be the fastest saloon (other than the 1275 Cooper S) around the chosen test track. Of course this was in a large part thanks to the revered handling of the original Mini.

Despite its racecar-like cornering ability, comment was made about the decent ride quality thanks to the Mouton Hydrolastic suspension. The 1000S was truly a car for all occasions: a daily commuter, family car and weekend warrior that stirred the inner John Love in the driver without breaking the bank.

Today it is difficult to find a 1000S, and even more difficult to find an unmolested version. Local Mini historian and author of *Thanks for the*

Mini Memories Ryno Verster has, and continues to compile a register of South African Minis and reckons he has only stumbled across a handful of running 1000S examples to date. With the rear badges easily lost, identifying them becomes a little bit more work but the best way is to check the tags in the engine bay. South African-assembled Minis hold a BMC South Africa assembly plate on the front right wing, which if a 1000S, will have a model number starting with S/. The engine number too shows an S but this one looks a touch crude, etched by hand midway through the sequence.

So pop your bonnet and check your numbers. If you have an S, contact me at stuart@cpca.co.za and let's get it onto the register. Or if you own any of the other SA Mini specials that left Blackheath like the Sunshine, Moonlight or Van den Plas, please do the same. 📌

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DOMINANCE, SPEED DIFFERENTIAL & DISAPPOINTMENT

With the introduction of the 917 to Le Mans, Porsche started a lengthy dominance of the endurance race. In this second installment **Greg Mills** gets a ‘from the horse’s mouth’ lap in a 917 from regular South African visitor Brian Redman, as well as tales from the South Africans who competed during the Porsche period.

REDMAN’S 917 LAP

Despite 14 attempts between 1967 and ‘89 in everything from a Porsche 917, 908, 935 and 962, Ford GT40, Jaguar XJR-5 and XJR-6, Ferrari 312, Aston Martin, to a BMW Turbo, Brian Redman missed out on winning Le Mans – though only just.

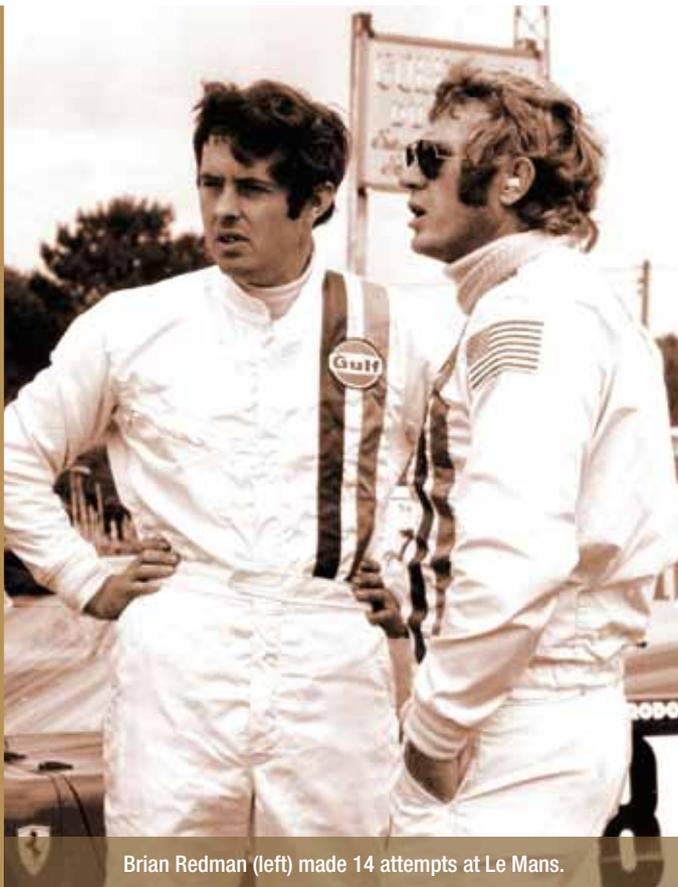
In 1970 his co-driver Jo Siffert cost them the victory. “We had a four-lap lead in our Gulf-Wyer 917 when at

The 917 motors would do 8000rpm for forty hours but if they went more than 400rpm above this, the valve gear broke

about one in the morning Jo came up to pass three slower cars and missed a shift, right in front of the pits. The 917 motors would do 8000rpm for forty hours but if they went more than 400rpm above this, the valve gear broke.” Jo knew only one way to live, whether it was racing cars, doing business or romancing the ladies: that was flat out. He truly never could figure a way to conserve, especially during the 1970-71 era when he and Pedro Rodriguez were locked in a battle to see who was the best.

So what does a lap of Le Mans feel like before the Porsche Curves and Chicane in a Porsche 917k with 620bhp, four gears and a top speed of 225mph?

“Leaving the pits stay to the right round the Dunlop Curve, look in the mirror going over the top of the rise. Downhill to the Esses you are on the correct line for the first left part. Use all the road, clipping the verges on left and right, straighten the Esses as much as possible and as always hard on the power in third gear as you exit the second part. A short straight to the entry to the Mulsanne Straight – *La Ligne Droite des Hunaudières* – is the right-hander, Tertre Rouge. Again, use all of the road and hard on the power as soon as possible, coming out on the left, glance in the mirror. If no one is trying to pass, move over to left of centre. Here you are at 8000 rpm in third gear, and change into fourth. With a wide gap in the ratios, take care with the synchromesh. There is a slight blind rise in the four-mile straight; once



Brian Redman (left) made 14 attempts at Le Mans.



Redman looked a likely winner in 1970 with the Porsche 917 (20) but it wasn't to be.

over it, move back to the left for the flat, but not easy, Kink. Come out on the left and move back to the middle ready for the blind Hump, touch the brake pedal with your left foot – to make sure someone's at home when you need him – immediately after the Hump, brake, but not too hard initially to warm the discs and pads, then hard braking down to the 900 Mulsanne Corner to the right. Don't change down through the gears; wait till the last moment before shifting to first. Accelerate progressively until sure you're not going to get wheelspin, then flat in second, third and into fourth. In the distance is the blind, very fast, 180+mph right hander. This is a corner where all my instincts are on high alert, looking for anything out of the ordinary. This is where Jo Bonnier was killed in 1972 in a Lola-Cosworth T280, after making contact with another car. Again, touch the brakes with your left foot, immediately after this comes the left-handed Indianapolis, deceptive, and the scene of many accidents. A

short burst of acceleration takes you to the 900 right-handed Arnage. Easy to see and not particularly difficult, taken in second gear, then once again flat out in second, third and into fourth. Another difficult area looms in the distance - a blind brow taken at close to 200mph. Over the brow and there is White House, difficult and dangerous. Here, in 1969 the first private owner to buy a Porsche 917, John Woolfe, was killed on the first lap when he lost control. It might have helped if he'd taken the time to fasten his seat-belt at the Le Mans start. Here also, is where David Piper had an enormous accident during the filming of Steve McQueen's *Le Mans* in 1970. David was extremely lucky to lose only a leg. Next, the Ford Chicane, added in 1968 to slow the cars down as they pass the pits. In 1972 White House was cut out completely with a major modification to the circuit, the Porsche Curves. Accelerating hard out the Chicane, second, into third and into fourth, flat round the blind Dunlop Bridge, taken

at some 180mph. Over the top and smoothly to the right to line-up for the Esses again."

RAD AND INTO THE 1980S

Formula Two ace Robert 'Rad' Dougall took in just one Le Mans in the BMW-engined Osella under his F2 sponsor Toleman banner. "Ted Toleman was supposed to be one of the drivers of the Osella, which was like an F2, BMW-engined, but with bodywork. He wanted to race at Le Mans, which I think he thought was going to be easier than the Sports 2000 category in which he was racing in the UK, so he hooked up me, Dieter Quester and Tom Walkinshaw to drive with him."

The latter is today better known as a team manager, including of the conquering Silk Cut Jaguar team at Le Mans, but then he was running a BMW franchise. "We based our F2 car out of Walkinshaw's place at Witney, which is what got me the free works BMW engines in F2. Like Dieter, he was a good driver, very precise, who had



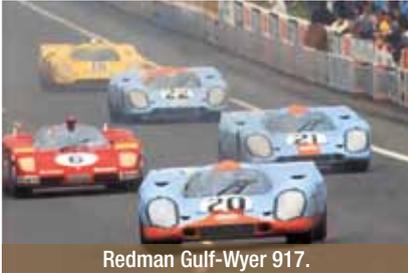
Sarel van der Merwe.



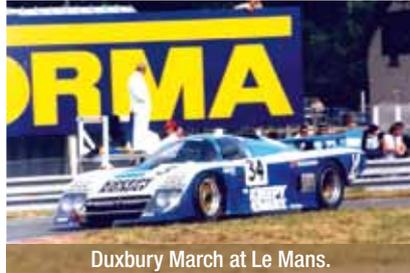
van der Merwe Porsche 956.



van der Merwe third in 1984.



Redman Gulf-Wyer 917.



Duxbury March at Le Mans.



Gary Formato Riley-Scott.

raced in F2 previously. While he had a reputation as a hard team manager, he was a good team-mate as a driver. We were all doing the same times during the weekend, qualifying second among the two-litre cars. About one 'o clock in the morning I got out of the car, and Quester got in only to immediately have a tyre blowout on the Mulsanne. The car was not too sharp after that.”

Rad remembers the speed differential “between even ourselves, in a two-litre, and the leading Porsches as quite something. They were probably doing 220mph to our 190 or so, but in effect this meant that while we would be halfway down the straight and see their lights coming through the kink, they would have shot past you even before the end of the straight. But it was a fantastic experience with an awesome atmosphere. I would like to have done it again, but old Toleman was not going to go back!”

SUPERVAN'S NEAR MISSES

Sarel van der Merwe raced at Le Mans seven times. *Supervan's* third place on debut in a John Fitzpatrick Racing Porsche 956 came in an event he might have won if he had not pitted for an unexpected and unnecessary stop late in the race. “We were leading by nearly three laps on the Sunday morning,”

remembers Sarel, “but then I picked up a slight noise in the engine. I wondered whether to pit or not, but eventually decided to go in. There was a slight misfire on one cylinder and they spent time isolating the number-four cylinder and removing the plug. We finished the race on five cylinders, nine laps behind the winners (Henri Pescarolo and Klaus Ludwig). We found out later that we had only chipped a valve and we could have carried on regardless. In fact, my co-drivers would probably not have picked it up and would not have stopped.”

They were probably doing 220mph to our 190 or so, but in effect this meant that while we would be halfway down the straight and see their lights coming through the kink, they would have shot past you even before the end of the straight

By 1985 Sarel had a busy international dance-card, with drives for Hendrick Motorsports in the States in the IMSA Lola-Corvette run by Ken Howes, and a contract with Pretoria Brick's Piet Fouché to drive with and oversee the entry of his young son, George, then just 19, in World Championship sportscar events in a 956 rented from Kremer. Fouché competed at Le Mans 14 times between 1984 and 1997, with three

fourth-place finishes in 1986, '87 and '94, the first two attempts in Porsches, the last time in a works Toyota 94-C shared with the Alsatian Bob Wollek and Swede Steven Andskar.

Fouché, like Sarel and others, made the break into sportscars via the international meetings held at Kyalami when, at just 17, he raced in the Kyalami World Championship 1000 kilometre round on 10 December 1983 in a Kremer Racing Porsche CK5. “Sportscars were probably the right way to go given the political situation,” says *Fast Fouché*, as he was nicknamed in Japan where he enjoyed many successes. “We often forget now how difficult it was up until 1994 to race internationally. I used to have to leave the SA flag off the car, or sometimes I even raced as a Japanese driver,” says the Pretorian. Only 19 at the time of his first Le Mans, he admits that “I learnt a lot from Sarel, whom I looked up to.” Of his other co-drivers, Ferrari F1 driver Stefan Johansson, with whom he won his class at Le Mans in 1992, Bob Wollek and Steven Andskar “were all great support.”

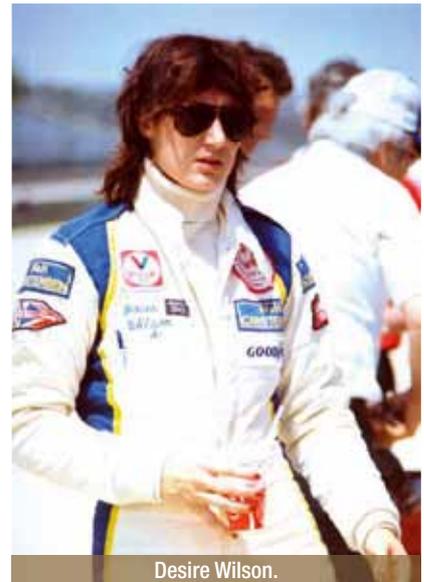
George retired in 1997 “lacking motivation. I was spending 2 000 hours a year flying, and while my ego said ‘sign a new contract’ my brain told me



George Fouché.



Graham Duxbury.



Desire Wilson.

differently. I regret stopping now, but you can't drive down the Mulsanne at over 300km/h and think of playing at the beach at the same time."

Of his 14 attempts, "1994 was the one that we should have won. We had the race in our pocket in the Toyota, with a two-lap lead. At one or two in the morning, one of my team-mates thought that there was a vibration in the diff, and came in. They spent 45 minutes replacing the gearbox, only to find out later that a bolt in the floor had vibrated loose, which would have taken 20 seconds to fix." He eventually finished fourth in a car he rates as the best he drove, "which would have 1400 horsepower in qualifying, though perhaps not for very long. It was a new technology car, with a carbon tub, telemetry, and a new-style gearbox; an awesome car – and far stronger and safer than the Porsche. If I had had the big accident I did in Japan driving the Toyota [in 1992 when a tyre burst] in the Porsche, which left my on crutches for seven months, I would no longer be here."

In 1986, the cost of motorsport at this level was put into perspective. Sarel's team-mate Jo Gartner was killed when their Porsche 962 swerved to the left, scaled the barrier and demolished a post, before being flung back onto the road, turning over as it hit the right hand guard-rail where it burst into flames. "It was essentially the first

corner," says Sarel, "after I handed over to him and once he had got onto the Mulsanne, the rear suspension failed at about 260km/h. It's not often that you get that close to it," he reflects, "but if it worries you," says the multiple South African rally and race champion, "you should not be there."

The following year the Taka-Q-sponsored Porsche - Sarel had managed to qualify in fourth place and was sharing with David Hobbs and American Chip Robinson - ate its piston before the start due to the enforced use of low-octane fuel. But Supervan had done enough to impress the works team, who offered him a drive for 1988, joining an impressive line-up of Klaus Ludwig, Hans Stuck, Derek Bell, Mario, Michael and John Andretti, Wollek and Australian Vern Schuppan, the latter two as Sarel's co-drivers.

Dicing with the lead Silk Cut Tom Walkinshaw Racing-run Jaguar XJR-9, Sarel's Porsche expired at 4am, having to consistently use more boost (and fuel) than desirable in order to keep up with the carbon-chassis V12 cats.

For 1989 Sarel was back at La Sarthe in a private 962 run by Siggie Brun, though the car was crashed by co-driver Akihiko Nakaya when lying in sixth. For his last Le Mans event, and final season in world sportscar racing in 1990 with the Kremer team, Sarel only managed 24th, his worst-ever Le Mans finish, sharing with Kunimitsu Takahashi and Hideki

Okada, the 962 being delayed after a co-driver had crashed.

"Le Mans is such a wonderful event, whatever car you do it in, and wherever you finish," says Sarel, who turned 67 in December 2013. "It is to motor-racing what Wimbledon is to tennis. I am not quite sure why they put the chicanes in the Mulsanne, as the track will never be the same again. After all," he adds, "though we were doing 385km/h there, you will be just as dead at the 325km/h they are doing today."

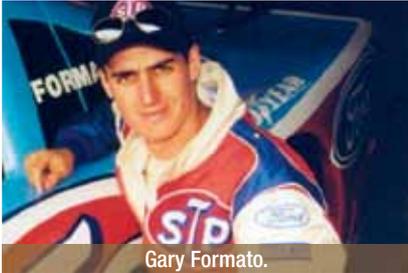
Sometime Williams and Tyrell F1 driver Desire Wilson, considered by many as the fastest woman ever in F1, knows more than a bit about racing at Le Mans. Her four attempts (1980, 1982, 1983, 1991), resulted in a best place finish of seventh in 1983 in a private Porsche 956 shared with Axel Plankenhorn and Jurgen Lassig.

"No one can know what it feels like to race at Le Mans unless you have been there. I think I have felt every bit of failure and success at this magnificent track. A lot of drivers have a love/hate relationship with Le Mans – it is so fast and can be pretty scary – the speed differentials between the cars when I drove were mind-boggling, some 40mph on the straights at night in the rain! You have to be a complete fatalist when you drive, taking a 'what-will-happen-will-happen' attitude, since there is nothing you can do about it.

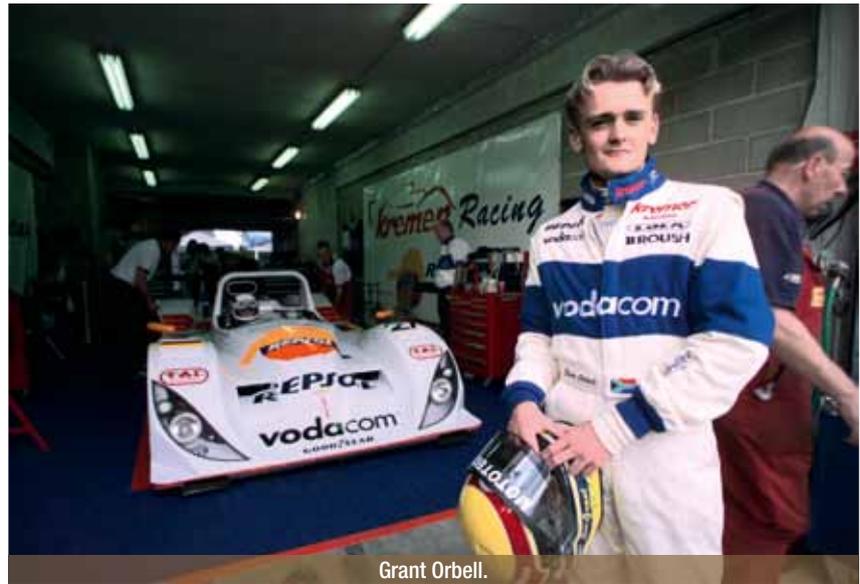
"When you stand on the grid before



Fouché Porsche 962.



Gary Formato.



Grant Orbell.

the race and see over 100 000 people in the grandstands, all singing and waving flags and banners, you really get the sense of Le Mans. At night the parties, the Ferris wheel, the smell of food, the flashing lights are a blur when you are driving the car. When you have a bit of time off and walk back to the caravan to take a break or have something to eat, you cannot believe the world around you. Over 250 000 people come to the event – the track is lined with people. The ambiance is electrifying and you can be so proud to be part of this great event – and share it with 250 000 of your closest friends. The physical side is really a drain. I have always been very fit, training daily since high school (track and field) and then training for racing for 30 years. Driving at Le Mans in 1983 for example – with double stints, no power-steering, no paddle-shift gears, no cool-suits, no drink-bottles, and with ground-effect-type G-forces and a closed cockpit – over ten hours with no sleep really takes its toll. By the last stint you are wishing your team-mate wants to stay in the car, but he doesn't. He is ready for a rest. So you keep pushing as fast as you can, make sure you don't make any mistakes, don't misjudge overtaking slower cars, don't use the brakes up, gentle with the gear shifts, watch your revs, save the motor, miss the accidents in front of you, breathe!"

Graham Duxbury won the SA

Formula Ford Championship in 1979 and the SA Drivers' title in a Ken Howes-run March 822 Formula Atlantic in 1982. In terms of results, however, his career highlight was victory at the 1984 Daytona 24 Hour in the *Kreepy Krauly* March 83G-Porsche with Sarel and Tony Martin.

'Dux' took part in two Le Mans events, in 1985 in the March-Porsche shared with F1 driver Christian Danner and Almo Coppelli, finishing 22nd, and in 1987 in a Chamberlain Engineering-run turbocharged Spice-Hart with British team-mates Nick Adams and Richard Jones.

"In 1985," he remembers, "Ken Howes had built a wonderful wing-car. But the French did not agree. Basically the scrutineers said: 'This car eez wonderful Monsieur Howes, but the time for chekin eet eees the Monday after the race.' We had to change the car back to a flat-floor if we wanted to compete, and those changes made it one of the most frightening things to drive – on braking at the end of the Mulsanne it was not certain which direction, left or right, it would veer. Eventually we were reduced to going straight down the middle and hoping for the best. Le Mans in those days had a test of bravery in the kink through the Mulsanne. I remember Sarel asking me if I took it flat out. I said sure I did after braking and changing down to third! But after you got to do it once,

you got used to it. Sometime in the middle of the night the March's fuel tank ruptured. I drove a stint sitting in several inches of fuel and was left with severe petrol burns. In fact, I went into the lane behind the pits and took my overalls off I was in such agony. One of the Rothmans Porsche media team came up to interview me with my overalls around my ankles. She reminded me a few years later of this fact when I met her again at an event in Silverstone – I suppose it would have stuck in her mind. We finished the '85 event because Almo was brave enough to go out in the bath of petrol sitting in a plastic bag to do the final lap to ensure we were running at the finish."

For 1987 Duxbury returned in a Hart-engined Spice. "We qualified well, but had all sorts of problems in the race. But like any Le Mans, you either want to do well, or finish. And we managed that."

He went back in 1988 "with all my kit hoping for another drive with Chamberlain, but someone else arrived with more money, and I spectated instead."

Mention of money raises the inevitable question: Why were there so many South Africans participating in the 24 Hour in the 1970s through to the 1990s, including Sarel, Wayne Taylor, Fouché, Rad Dougall and, as seen in the next issue, the likes of Gary Formato, Grant Orbell and others, compared to so few today? 📍

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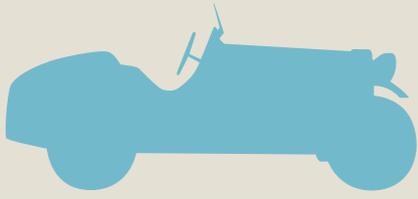


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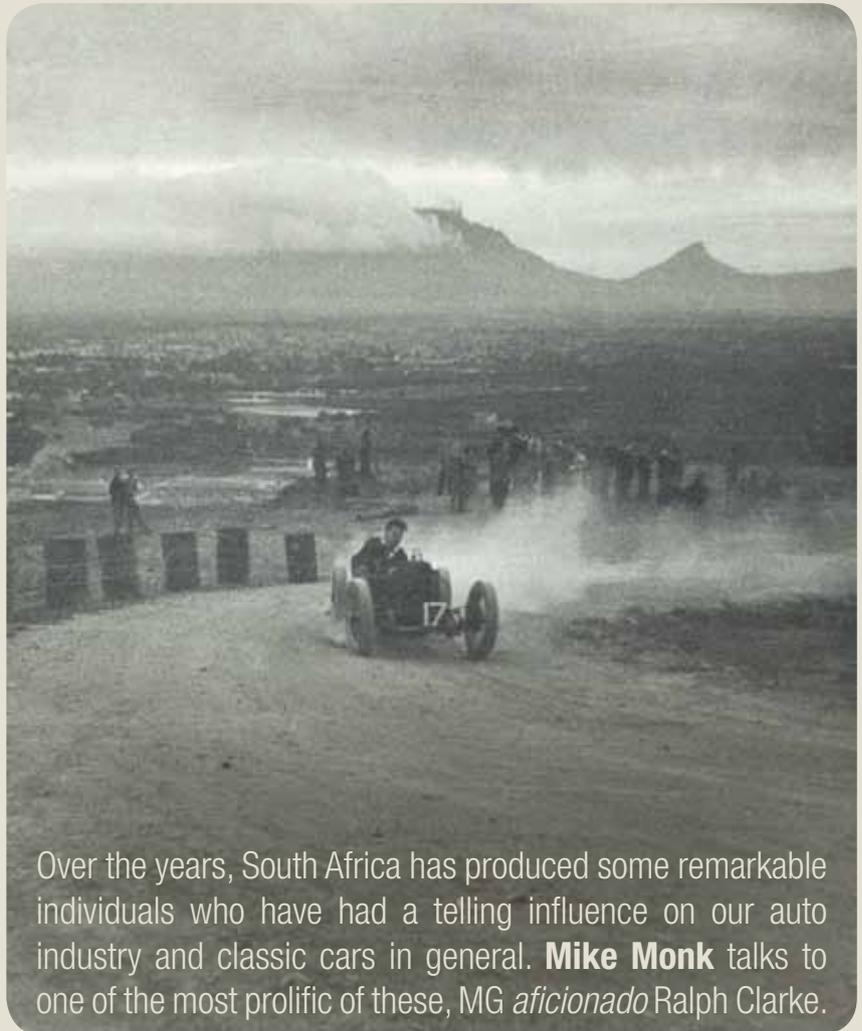


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OCTAGENARIAN



Over the years, South Africa has produced some remarkable individuals who have had a telling influence on our auto industry and classic cars in general. **Mike Monk** talks to one of the most prolific of these, MG *aficionado* Ralph Clarke.

To describe the dapper Ralph Clarke as a ‘petrolhead’ or as having ‘petrol flowing through his veins’ would do him a great disservice. Chatting to him on the eve of his 86th birthday, the sprightly Capetonian is still going strong having had a fascinating and influential career in the industry combined with a passion and involvement in MGs. And he is still at it – at the time of my visit, the famous 1931 MG C-Type ‘Hoodoo’ was in his garage receiving treatment to its blower (of which more later) while an MG J2 cylinder head sat on his workbench awaiting a camshaft replacement. Ralph is the National President of the MG Car Club of SA and right now he is involved in the planning of a big MG TripleM

celebration set for Franschhoek on 19 – 22 March next year. The theoretical benefits of retirement and taking it easy do not seem to apply to this pensioner.

One of three brothers born to Harold Clarke who ran a workshop and transport business from his Rendezvous Garage in Parow, Ralph’s interest in things automotive was practically a given. At the tender age of seven he became an MG devotee when a P-Type appeared on the petrol station’s forecourt, and when 16 he fell in love with a neighbour’s J2. This led to Ralph gathering parts and a year later he built a hill climb special, essentially an MG F-Type chassis with a J2 engine – no body! – with which he competed at Parow, Camps Bay and Paarl.

Ralph matriculated from Parow District High School in 1945 and



Ralph Clarke's 1947 Hill Climb Special F-Type chassis with J2 engine.

gained a fitter/turner/machinist apprenticeship at City Tramways with an emphasis on diesel engines, particularly Gardners, where, under the supervision of some ex-Royal Polish Air Force engine fitters, he learned his skills and the benefits of work discipline.

Ralph's next project was a road car built up from a scrapped P-Type unearthed from racing legend Sam Tingle's garden in Johannesburg. The car was modified and Ralph competed in races and acceleration tests at venues including Paarden Eiland, Gunners Circle, Eerste Rivier and Killarney. Usually run *sans* mudguards, the car was nicknamed 'Sleeveless' by the Rendezvous staff but Ralph began courting his wife-to-be, Hilda, who renamed it 'Jerry' for no particular

reason. Incidentally, they married in 1956, have two children, Robin and Ann, and are still happily together.

In 1951 Ralph won a full SEIFSA (South African Engineering Industry Federation) bursary scholarship to study mechanical engineering at UCT and in his free time regularly joined a bunch of fellow enthusiasts to create what was to become the Cape Town centre of the MG Car Club. He graduated in 1955 and successfully applied for a job with the Austin Motor Company, which was about to establish a new facility in Blackheath, Cape Town. On 1 December he was appointed plant engineer as a result of the company's start-up representatives deciding to return to the UK. However, the factory inspector only approved the appointment providing Ralph

passed the Government Certificate of Competency examination within six months, which he duly did. Because of his tender age, there was a degree of scepticism about Ralph's competency but a hands-on fix of a failed compressor that had forced a plant shutdown in the early days of operation garnered total respect. Together with field engineers sent from a similar start-up exercise for Nissan in Japan, Blackheath became a reality.

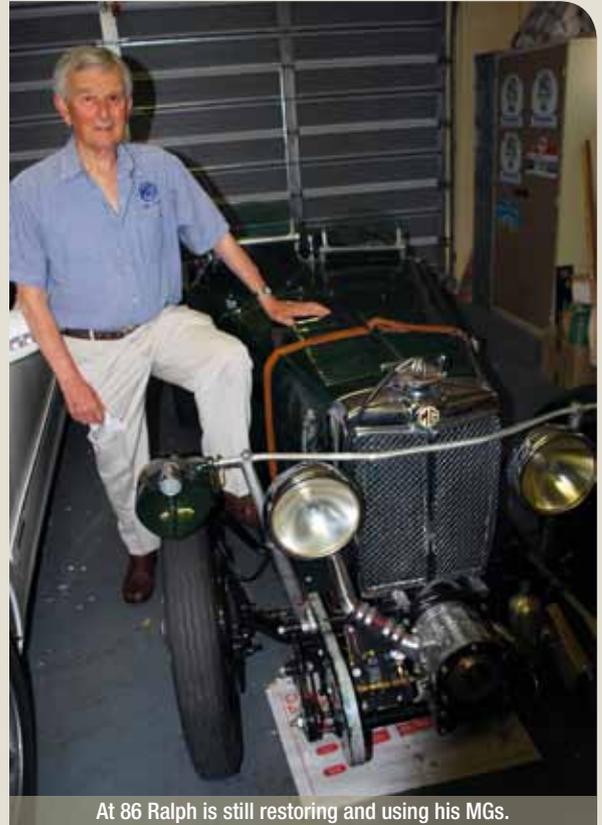
Ralph's first major building project came in 1958 with the building of an admin block, later to be dubbed 'The Kremlin'. While this was under construction, Ralph went to England to prepare for a 50 per cent expansion of the CAB (Car Assembly Building) plant and the building of a small parts paint plant. Two years later and a



An original painting hung at Blackheath when it was opened and donated to Ralph when the plant closed down.



R Type during the Pollsmoor 50-year Commemoration in 1987.



At 86 Ralph is still restoring and using his MGs.

parts building was created next to the production plant, which soon after was increased in size to create a body shop.

In 1962 Ralph learnt of a rare R-Type MG for sale in the then Rhodesia and bought the car sight unseen, a gamble that initially did not pay off because the car had been modified more than advertised and parts were missing. With Robin's birth imminent, and his job demanding a lot of time and attention, restoration was put on hold.

During Austin's infamous boss Leonard Lord's annual visit to SA in 1963, at a board meeting Ralph presented a R3 million capital budget for an engine plant, which was approved straight away by Lord, himself an engine man, without even studying the figures. This after he had earlier turned down the purchase of a typewriter for Ralph's secretary! With admirable foresight, Lord demanded all expansions to the Blackheath facility be done on a modular basis, and the engine plant was drawn up. But in order to claim an industry first – and in order to beat Ford – as

the first SA manufacturer to have an engine plant, in 1964 A-series engines were assembled in the parts division from CKD kits shipped from England, beating Ford by a few months. For his efforts, Ralph was appointed works manager of the engine plant initially recruiting farm labour from the Stellenbosch area to help install the machines. Many stayed on and were trained to become charge-hands on the production line. In 1967, cylinder block and head manufacture was added in deference to the government's local content by mass programme.

When Harold Clarke retired and Rendezvous Motors was sold in 1968, a treasure trove of MMM parts emerged so Ralph began rebuilding an MG P-Type, chassis number 0791. The project took him two years to complete and he still owns and drives the car. Once this was done, the R-Type was brought out of mothballs and with the aid of much research including copying of original Abingdon drawings, the car was rebuilt to exacting standards in time to appear at the MG Indaba in Pietermaritzburg



Owen Keown, Ray Proctor and Ralph Clarke Dyno testing Mini 1000S engine.



1935 PB Midget Chassis PB0791.



1935 MG NA 6-cyl chassis 0607.

in 1982. It made numerous appearances around the country before being sold to the UK where it was raced, winning the Brooklands Trophy at the 2007 Goodwood Revival meeting being a highlight. The car now resides in Germany.

Then in 1969 Austin/Morris became absorbed into Leyland. Almost immediately it was planned to move the production facility to Johannesburg but Ralph's 'times two' cost estimate on moving the engine plant up north helped nip the idea in the bud.

He then became the product planning and development chief and the company went through a few years of disruptive personnel and operational changes. This was turned around with the planned introduction of the Rover SD1 and Ralph was appointed as engineering director as Leyland SA revitalised itself. The car was launched in 1978 on Ralph's 50th birthday – 12 March – and sold well until the Sigma-Leyland merger debacle took place. Leyland was left with little product as a result and a Mini revival was

implemented to help renew interest. With styling house Michelotti's influence, the Austin Apache was created alongside another unique to SA product, the 2.5 twin-carb-engined Triumph Chicane TC, a model later picked up by Leyland UK.

Around this time, ADE (Atlantis Diesel Engines) became a national priority and as a result Ralph took responsibility for truck engineering – adapting ADE diesels into Leyland commercials under the title of Leyland Vehicles SA Ltd. Leyland pitched for a share of the ADE business but this was divided between Mercedes-Benz and Perkins. Ralph moved to the Elsie's River plant in 1986 to oversee the run-out of Rover plus the contract assembly of Renaults and Mack trucks, before taking over AAD, which looked after Land Rover, Jaguar and Unipart.

Ralph eventually retired in April 1987, went to England for a holiday and returned to complete a master's degree in mechanical engineering, after which he opted to join the university's commercial wing's activities doing

research on engines, fuels and oils rather than do a doctorate. While this was happening, in 1988 Ralph purchased a 1935 six-cylinder NA – chassis 0607 – from Jim Stephenson and rebuilt the car with special distinctive two-tone blue bodywork. In 2005 Ralph became the custodian of C-Type chassis number 0257 – Hoodoo – following the death of fellow MG TripleM enthusiast and ex-racer Phil Costa. The car is thought to be the first supercharged MG ever to be prepared for a race, namely the 1931 German GP at the Nürburgring. By a quirk of fate, Ralph had unwittingly purchased the car's original Powerplus supercharger back in 1948 so when Hoodoo's restoration was under way, engine and blower were reunited.

Today Ralph still regularly enjoys using a black MG B roadster that has less than 45 000km on the odo. Ralph and Hilda continue to be involved in MG matters and can boast an immense knowledge of the marque's history in SA. Such knowledge is priceless and such dedication to be savoured. 🏁

MR

CONSISTENCY



Le Mans, Indianapolis and Monte Carlo are to many the iconic road racing circuits but if you move off the black stuff two names crop up: Dakar and the East African Safari Rally. True to African form both occupy arguably the top spots as the toughest motorsport events on the planet. The Dakar has moved to South America but the famed Safari rally continues to blast out in Kenya, in the form of an historic rally. **Anthony Baillon** remembers the days when his father Leon was a Ford works rally driver in Kenya, East Africa.





Being a works driver meant a youthful Baillon (right) had to get used to the press quickly.

Leon kicked off his rally career with an 1100cc Skoda during the 1954 Coronation Safari before shortly moving up the ranks in a second hand Ford Zodiac Mk1, which he bought from Mr Hughes of Hughes and Company, the Kenyan Ford agents. After an impressive drive in the Safari he was drafted into the Ford team and made use of a 100E Anglia. By now there were eight big rallies on the calendar, such as the Tanganyika 1000, in his

words, a straight 1 000 mile road race. Fierce competition came from Peugeot and Mercedes, with the likes of Nick Nowicki , Bill Fritshy and a number of international entries at the wheel.

Keeping up to date with current Ford showroom models, Baillon then resourced a Mk2 Zodiac and got down to serious business. The Ford Motor Company of Dagenham, England had a large input in the team, sending out fully prepared cars and their expertise. Driving sorted the men from the boys and proved a car's reliability in near

standard guise, even keeping the 3-speed gearboxes and drum brakes. Even with the best Castrol brake fluid and Ferodo brake linings they still overheated. The Embumeru section had 97 hairpin bends and was 107 miles long. Leon excelled in this section, taking the fastest time four times in a row competing against Vic Preston, Mike Armstrong (British champion) and Dennis Scott. When not competing, most weekends and even some evenings were spent out practising, and much to my mother's



dislike my two older brothers often went along for the ride.

In an event of the Safari magnitude finishing was the key to a good result and Leon excelled at this, somehow combining out and out speed with mechanical sympathy. Although he featured better in big cars, he'd quickly gained a reputation as the fastest yet non-destructive Anglia pilot, which earned him the honours of becoming a test driver for the new 105E Anglia before it went into production in England. Then came the big Mk3 Zodiac, the first Ford with disc brakes and a four-speed gearbox, capable of 84mph in third gear. He shared this with Vic Preston in the 1962 Safari, but starting 99th (before starts were arranged by seeding) they did not finish very high up the ranks.

Baillon hung up his gloves and moved the family off to Australia at this stage but consistent phone calls from Ford asking him to rally again resulted in a return to Africa a year later. This time Pietermaritzburg, South Africa became home and Ford contracted him one last time for the 1964 Safari. On this occasion he joined forces with

legendary Porsche pilot Vic Elford in a brand spanking new MK1 Cortina GT. It was a strategic move by Ford with Baillon there to keep a rather quick but reckless Elford in line. However, although being cautioned that he was driving too fast for the conditions, Elford eventually could not make a sharp bend, hit a bank and rolled several times before coming to rest against a tree. Both Leon and Vic were injured but thankfully not seriously – a miracle when one remembers that the rally cars had no additional safety protection. They managed to turn the car over and drive it to the nearest town, where they were stitched up by the local doctor. This was during practice, and proving the theory that real heroes rally, the pair was still able to take part in the event a few days later.

Focusing on business commitments as a partner in a transport company (Alex Carriers) left little time to rally at such a high level so Leon slowed the pace to competing in the odd local club event with the Anglia he'd brought down from Kenya. Almost standard, his skill and experience paid off and he was often able to shrug off

competition from Volvo-mounted Sunny Thompson and Wally Crawford - headlines on the sports pages of the *Natal Witness* read: 'East African Safari ace shows the locals how to drive.' He later bought a MK2 Lotus Cortina from the factory in England which had certain modifications, which he used to take part locally, the last being in 1974 with Morris Schofield.

Leon then took up flying and owned a number of different aircraft before selling his interests in the transport world and went on to repairing stationary engines. Leon retired to Howick where he passed away in 2013.

The family archives overflow with rally, Ford and Safari memorabilia, even photographs and congratulatory telegrams sent to him by the chairman of the Ford Motor Company in England. And then the prize heirlooms - the badges showing the ten Safaris he took part in. Baillon proved a capable driver with exceptional skills for driving in muddy conditions and the ability to be able to judge the conditions and drive accordingly so as not to destroy the car. A true African rally legend. 🏆



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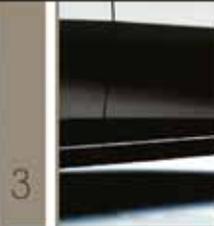
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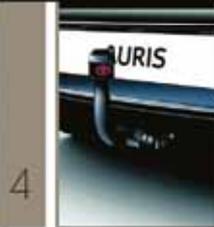
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THUNDER FROM DOWN UNDER



In 1969 Ford South Africa announced that it would be marketing the new Australian-developed Fairmont 6 locally. And it made sense with a similar road infrastructure, long wide open expanses and of course also being right hand drive. In 6-cylinder guise they sold in decent numbers but thankfully, like the good old South Africans, the lads from Down Under couldn't resist slotting in a hulking V8 under the bonnet and the Fairmont GT rumbled onto SA roads a year later. **Stuart Grant** stumbles across one of the few remaining examples.



With 1824 Fairmont GTs having been sold in South Africa one might wonder why so few remain today. The reasoning is simple: Australia's cult Ford is the Falcon XW and XY GT. This god-like following

was more than likely because of the success the GT had on the famed Mount Panorama Bathurst 500 race and the fact that the police force had some to chase the criminals. The South African Fairmont is essentially a re-badged version of these. As it is now almost impossible for Australian aficionados to lay their hands on

unmolested Falcons these days, they buy South African versions and re-badge them Falcon. With exchange rates playing in the Ozzie favour, the Fairmonts have become the motoring equivalent of the boomerang, returning to the origin point faster than you can say 'put another shrimp on the barbie', and commanding some respectable



In the automatic guise a 4-barrel Autolite-Ford carb fed the 5750cm³ V8 to generate 300bhp and 515Nm of torque, to rocket the 1 600kg behemoth to the 100km/h mark in 7.2 seconds

money. In 1996 I looked at a Fairmont GT for sale at R25 000; in 2014 add a zero at least.

Ford South Africa followed quickly on its Australian counterpart's heels with the launch of a 'muscle' machine, so we got the first versions of both automatic (Cruise-O-Matic 3-speed) and manual (4-speed) 351 2V Cleveland-powered XW GT in

1970. Initially the performance tell-tale sign only included an air scoop to the right of the bonnet but by '71 the 351 4V XY arrived with the scoop becoming a centrally mounted 'shaker-hood', sourced from the

Mach 1 Mustang. 1971 also saw the introduction of a pair of recessed bonnet pins, additional front lights, black grille, wider wheels, Shelby racing mirror, power-steering, some serious 'go-faster' striping and 351-GT decals. Perhaps hinting at a tendency to drink a little heavily, the fuel filler cap was also the largest found across the Fairmont range. If the sight of the

air-intake didn't remind occupants of the specialness of the GT then the centre console, full range of gauges, sporting steering wheel (with hooters activated by gripping the wheel tightly) and '351 High Performance' badges would have driven home the message. A nice feature on the vehicle used for the photography was the addition of an optional Selectair air-conditioner. Although the front individual seats were fully adjustable it might have been more performance-orientated if Ford had fitted some with more side support – but then again the Fairmont GT was more for blasting through the Karoo or Outback than tackling the Nurburgring.

All these boy-racer accessories were more than just for show, with the Fairmont GT best described as a drag racing car in a family car body. In the automatic guise a 4-barrel Autolite-Ford carb fed the 5750cm³ V8 to generate 300bhp and 515Nm of torque, to rocket the 1 600kg behemoth to the 100km/h mark in 7.2 seconds. Comparing this with some modern machinery raises a few eyebrows, and if you drive the likes of a Jeep SRT8, Subaru WRX STi or even some big gun



Mercedes, I'd think twice about taking on the Fairmont at a robot race.

The moderns would win in the top speed department for sure, though with most limited to 250km/h, while the Fairmont topped out at just over 210km/h thanks to the gearing and tachometer red-line limit at 6000rpm. In light of this big performance, Ford staff even nicknamed the GT 'Big Daddy' and *Car* magazine went so far as to say: "The performance is quite shattering, and also quite superfluous by road standards", further backing this up with: "It is the type of car which, in America, provides ammunition (and some justification) for legislators who want to restrict horsepower and govern engine speeds."

Neither Africa, nor Australia for that matter, was for sissies back then and the GT rumbled on unhindered. Ride, which came from an independent front and semi-elliptic leaf sprung rear, was harsher than most competitors (if there were in reality any) but thankfully the braking system (vented 286mm front discs and 254mm rear drums) proved brilliant with plenty of consistent stopping power and despite heavy use, minimal fade. The Big V8 produced

high decibel readings at idle and awesome bark on fire up but quietened out significantly when cruising. Wind and road noise measured in very low with numerous testers claiming it to be one of the quietest interiors at 120km/h. Average fuel consumption of 15.2 litres per 100km was recorded as more than reasonable and made possible by the V8 trundling along at only 2700rpm when the speedo was reading 120km/h.

The Fairmont GT was a beast and well worthy of the 'Big Daddy' tag. Our photography car sported some custom 'Big Daddy' script alongside the auto gear shifter. This was not added by Ford though, rather one of this car's better known owners – Lance James. Known both locally and internationally for his country and Afrikaans music, James often uses the name 'Big Daddy' while performing, and his regular visits to the Piston Ring Club show he is a huge fan of motoring and especially for V8 power trains.

We are not sure who came first in the equation though, but both performers are still going strong and more importantly, still on South African soil. 🇿

THE ALL-NEW TOYOTA COROLLA

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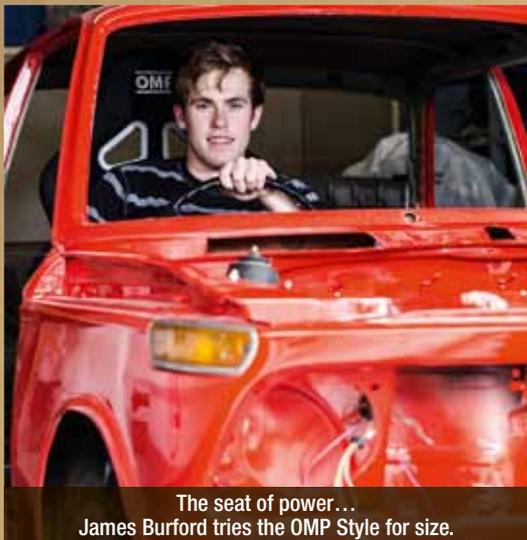
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AN EVOLUTIONARY PROCESS GETS UNDERWAY



The seat of power... James Burford tries the OMP Style for size.

By the time you read this, the mechanical assembly of Project 2002 should be well advanced, with engine and gearbox in place and the cooling system, electrics and other ancillaries plumbed in.

By Adrian Burford with images from Ross van Schalkwyk

There's nothing like dropping a non-standard engine into an engine bay to see exactly how much space you've got to play with, and the first time we did that at Evolution2 we quickly discovered something important: there's no way an M44 and its stock exhaust header (a rather nice four-into-two tubular item) will fit with the steering box in place. So in an instant Alec Cepnich made a crucial decision: they'll convert the car to a rack and pinion...

To this end a VW Citi Golf rack and pinion has been supplied at short notice by our retail partner, Autobarn, and with suitable mounting brackets fabricated to attach it aft of the stock crossmember and shortening the original steering column, we'll be another step towards a modern classic. Going this route will also enable us to simply discard many of the original items, including the drag link, drop arm, idler arm and inner tie rod ends, most of which needed replacing anyway. Needless to say the correct positioning of the rack relative to the steering arms will be important to minimise any unwanted

geometry changes, but we will leave that in the hands of the experts!

Only once the engine is positioned correctly in the engine bay can we make decisions on fabricating engine mountings, the final positioning of the ABS pump, how much needs to be shaved off the propshaft, and whether we need to make a new gearbox mounting for our Getrag five-speed.

As far as suspension goes we'll run a Bilstein/H&R combination (see New Partners sidebar), but we will also replace all bushes with high-density polyurethane ones sourced from UK-based classic Beemer specialists, Jaymic, which will improve responses. We've also convinced Supreme Spring – an OE supplier to Ford, Toyota and others – to make us a one-off anti-roll bar from virgin 19mm steel bar, which is the diameter fitted stock to the Tii (unlike most other 02s which are fitted with a 15mm item). Finally, period-look wheels in the form of 15x6 Superlites, shod with good quality 195/55 rubber, should help to ensure a decent mix of ride, roadholding and handling.

Young Jarryd Wray – son of

experienced clubbie racer and VW expert Dave – has been tasked with overall responsibility for the build on a project basis, working under the guidance of Alec Cepnich, and with the car-building expertise of the rest of the Evolution2 team available if needed. We've been able, thanks to Jonnesway, to supply him with a decent set of tools and even provided consumables via another project partner, Indyoil. He also has instructions to use new nuts, bolts and washers wherever possible, and not the rusty, mangled and generally dog-eared items we supplied in a series of ziplock bags.

April and May are going to be critical months for the project, and only once the mechanicals are done can we head off to RGMotorsport for a Techniflow exhaust, and fine-tuning of the Powermod's engine management system. Once done in Strydom Park we'll be on the homeward stretch, with interior fettling (including installing the OMP Style seats) installation of the Rockford Fosgate ICE and the fitting of boot and bonnet back at Cornrights theoretically taking place in the week *before* July 9! **C**





Alec Ceyrnich, bossman of Evolution2, supervises the fitment of our M44 powerplant. As it turned out, we're going to make some fundamental changes to make the installation work.



Lots and lots of lovely stuff, and only the best for my boy's 2002! Suspension will be a mix of brand-new Bilstein dampers and weathered – but highly desirable – H&R springs. K&N will provide filtration, and the flywheel/clutch assembly will come from LuK. Jonnesway tools will ensure the assembly process goes smoothly



Imported delicacies... high-density polyurethane suspension bushes from UK-based BMW specialists, Jaymic, were an indulgence but will be used virtually throughout to sharpen handling responses.

NEW PARTNERS

Bilstein

If you want a well-sorted road or race car you don't have to look much further than Bilstein – arguably the most famous shock absorber brand in the world. The good news for us is that Bilstein's local distributor, Imcomex, has thrown their weight behind Project 2002 and will supply a set of B6 strut inserts and rear shocks. These are mono-tube gas dampers – the design which put Bilstein on the map - designed to give sustained maximum performance even in extreme driving conditions. These are in fact the identical shocks recently fitted to my own 2002, except Project 2002 will go one better and will have a set of H&R springs donated by Dick Sorensen. When Bilstein's suspension guru Ted Garstang was given the part number, he described them as '...the berries'! While Project 2002 is not a track car, the combination of Bilstein gas dampers and H&R springs will ensure a safe and sweet-handling ride!

LuK

Our original intention was to change to a solid flywheel, custom-made and fitted with the original ring-gear from the engine's flex plate (remember, our M44 powerplant donated by Bavarian Auto Recycling arrived with an automatic transmission bolted to it), but we've had a rethink. Based on advice from Cavin Hearne, technical manager for Schaeffler (the distributor of LuK products), we've decided to revert to a complete stock set-up, using the original dual-mass flywheel and clutch assembly. Putting his money where his mouth is, Cavin has supplied both, which the lads from Evolution 2 will simply have to bolt in place. The reason for going this route makes perfect sense: the engine was designed to work with a dual-mass flywheel and changing that will cause all kinds of vibration and refinement issues not appropriate for a road car. It could also lead to component failures further down the road, with the vibrations and forces absorbed by the flywheel simply being transferred elsewhere, including into the crankshaft or differential. For this reason, LuK don't recommend ever replacing a dual-mass flywheel with a solid one – despite it being a common 'quick-fix' in the aftermarket.

EVERYTHING KEEPS GOING RIGHT ...

Toyota South Africa breaks records. Normally in terms of vehicle sales figures or in the customer satisfaction surveys, but as **Andre Stemmet** recalls, a humble Toyota Corona set another, quite remarkable, record back in its day.

In the 1970s South African motor manufacturers often attempted to break all kinds of speed and reliability records in order to promote their products. Such record attempts by Fiat with the 125 and Volkswagen with three 411s (with the evocative folk-tale names of 'Jakkals', 'Wolf' and 'Adoons') on the newly-constructed Goldfields racetrack drew a lot of publicity in the local media.

However, three Cape Town motor journalists had other record-breaking ideas. In July 1970 Peter Burroughes, Frans Aucamp and Conrad van Dyk attempted a record that has not been broken to this day: to drive around South Africa in 75 hours. The weapon of choice was the newly-introduced Toyota Corona 1.6. The route stretched from Cape Town up the west coast, through the Kalahari, then looped around the then Western, Northern and Eastern Transvaal, and back to Cape Town along the east coast.

The team finished the route one hour inside the allotted time, covering 4 346 miles at an average speed of 58

miles per hour in 74 hours. Apart from a service stop in Upington, getting stuck in loose sand in the Kalahari, having to remove a tree that fell across the road at Storms River and taking in fuel and doing a driver change every two hours, they drove constantly for three days and nights. During the trip the only repair done to the car was the replacement of the front shock absorbers.

The Toyota was stock standard: the only extras fitted being two spotlights, a heater and a radio.

Bearing in mind the often primitive road conditions of the time, especially in rural areas like the Kalahari and Transkei, it was a remarkable achievement. Contemporary media reports mention that while the drivers were dead tired on arrival at the Cape Town Foreshore, the Toyota was in almost perfect condition, with only its Firestone Pacers showing some signs of wear! 📌



The real only modification - extra lights.

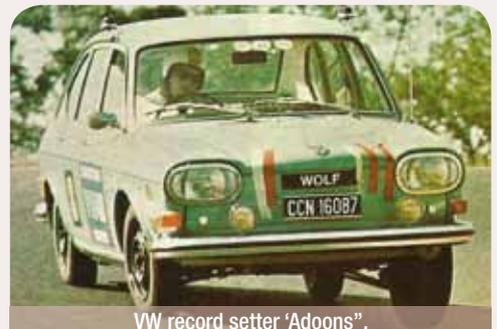


The standard Corona.



Tired but victorious - Burroughes, Aucamp and van Dyk.

In July 1970 Peter Burroughes, Frans Aucamp and Conrad van Dyk attempted a record that has not been broken to this day: to drive around South Africa in 75 hours



VW record setter 'Adoons'.



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We all have a list, some longer than others, of cars that would make it into our dream garages. For Somerset West's John Wilson and his crew, Aston Martin DBR1 topped the pile but unfortunately a car of such pedigree more often than not also tops the price rankings, if and when one comes up for sale. The solution to the problem? Simple really – build your own tribute to the Le Mans great.

Images: Colin Brown

Aston's DBR1 story goes back to 1956 and world sports car racing. David Brown owned the Lagonda brand, and had purchased the then ailing Aston Martin company for a song. He was determined that winning races, and particularly sports car events would place Aston Martin in the top world league and help sales.

With championship rules relaxed

a bit cars no longer had to be strictly 'street legal' and Brown's designer Ted Cutting started with a clean slate for 1956. The body design was an evolution of the DB3's shape, being lower and sleeker, but with the large triangular vents on the side - a design characteristic that became a standard feature on all subsequent Aston Martins. A 3-litre straight-6 motor produced 250hp (186kW) and although David Brown Ltd were gear





manufacturers, ironically gearbox problems were to plague the car for most of its racing life.

The 1957 season was a big improvement over a luckless 1956 season, with Tony Brooks winning the 1000km at the Nurburgring, but at Le Mans both cars entered failed to finish. 1958 saw a continuation of gearbox failures, but Stirling Moss and Jack Brabham repeated the victory at the Nurburgring. 1959 was the

watershed year, with a win again at the Nurburgring, with Stirling Moss and Jack Fairman driving. Their finest motorsport triumph came about at Le Mans after Stirling Moss had led and 'broken' the Ferrari, only unfortunately to retire himself. Victory went to Carroll Shelby and Roy Salvadori's Aston beating out the second DBR1 by 25 laps. Stirling Moss, Carroll Shelby, and Jack Fairman won at Goodwood in dramatic circumstances to secure





for Aston Martin their only World Championship victory.

Only five DBR1s were built. An original is up for sale for only R360 million and a very good Jaguar-based copy would set you back around R2 700 000. This humble tribute costs just a little less and is now set for production under the League of Gentlemen banner.

Unperturbed, Wilson set about assembling his own Aston Martin DBR1 tribute dream. As a base he chose to design his machine around the modern but already iconic Mazda MX5. With massive popularity, proven performance, versatility and reliability it appears to have been a wise move. The MX5 is the most prolific sports car in that a total of more than 800 000 have been produced in the two plants in Japan. With its Lotus/MG/Triumph attributes it is often jokingly even referred to as “the best British sports car of all time”. Jeremy Clarkson went so far as to say: “Marked out of 6, I would give it 14.” Mechanicals are bomb-proof,

and the motor can easily be modified to give more power with an almost endless supply of aftermarket options readily available.

Having found a suitable donor Mk2.5 Mazda, the team sourced a tubular chassis and body from Replicar in the UK to house the Mazda internals. In this case the Mk2.5 was chosen for its decent standard features like ABS brakes, variable valve timing engine, limited slip differential and 6-speed gearbox, but the chassis was designed with the Mk1 and Mk2 Mazda versions in mind. Whichever option, the performance and handling provide a gripping sports car racer feel through the seat of your pants with only the lack of a 6-cylinder exhaust note giving the game away.

Inside the cabin the idea of a 1950s racer continues with aluminum cladding, wood-rimmed steering wheel, drilled pedals and the bare essential circular gauges being flanked by the odd toggle switch. And of course there is the view over the cut-down windscreen that stretches out over the

emotive green-coloured bonnet to stir the senses. The fiberglass bodywork is of a very high quality and unlike so many home-builds the proportions fit the bill.

Although very fresh from the build and lacking any real test time the DBR1 tribute impressed on road. It is a get in and go sports car that is perky enough to enjoy spirited driving without being overly lumpy or tuned to use frequently. Perfect for chasing Franschoek Pass or visiting your local coffee shop on a Sunday morning. If you are familiar with the MX5 characteristics then you’ll know how much of a blast this machine is to drive – the only difference is that it will turn a lot more heads than the Japanese legend and you’ll think you are Moss for the day.

Obviously we’d prefer an original but the bank manager is not in agreement. The League of Gentlemen DBR1 tribute is the answer for all those Aston-Martin fans wanting some bang for the buck motoring. So strap on those string-back driving gloves. 





JOHN WILSON ON 'WHY?'

I am a small collector of British cars manufactured in Britain, when the brands were still British-owned. I was spurred on to collect the best examples I could lay my hands on, as I witnessed the iconic British brands being 'snapped up' one by one by the Germans, Indians, and Chinese. My possibly sentimental and romantic notions were contrary to current car investment guidelines. Other than really enjoying owning and driving my cars, I hope that I am proved right that in the long term they will be good investments as the 'brand equity' of British car brands is diluted over time. A single trite saying sums up my views: "A real Bentley is simply not a 'blingful' VW owned and driven by (God forbid!) a soccer player's wife."

With this background, how in heaven's name did I become involved with K*t cars? These were the unspeakable, dreadful, ripple-finished glass fibre designs that emerged in post-WW2 Britain based on an Austin 7, or a Ford 10 chassis, with neither mechanical merit, nor anything but shameful and best forgotten and embarrassing 'form'.

I have always lusted after a Lola T70, but have not, and will never have the moolla to buy an original, so my journey of enlightenment started. I located a manufacturer of very credible Cobras whose portfolio included a T70, and visited their small factory. This was the first visit of many to other small factories around Britain. The standard of design, innovation,

engineering skills and finishes made the kind of impact on me that one would have experienced 70, 80 or 90 years ago on a visit to any of the emerging and later successful car companies.

The idea of owning a finely engineered 'tribute' to an iconic historic motor car with modern up to date chassis, suspension, brakes, motors and gearboxes, electronics, and safety features at a cost I could afford, became very attractive.

Heavily disguised, I attended a k*t car (I am still *skaam* of those words!) show, and was surprised at the standards of the cars shown. In truth there are still many cars on offer that, although they are well engineered, hark back to their k*t car 'roots' when it comes to aesthetics, possibly relating to design being dictated by restrictions in what is economically available from an engineering standpoint.

I saw the first off of the Replicar at the show, and met the designer Stuart Mills. Stuart has designed more than 20 cars, ranging from electric town cars, to trikes, and competition cars, and his designs have been turned into more than 10 000 kits being sold. All these designs have to conform to strict British standards, to be legally on the road. Both he as a person, and his record, were all helpful in my seduction! But it was Mazda MX5-based. Not helpful.

I extensively researched every aspect of the Aston-Martin DBR1, the history and era it came from, and the Mazda MX5,

very much spurred on by an original DBR1 being for sale at R360 million, which was just a little beyond my pocket. There are also many superb copies of the DBR1 that are both built, and that are available second hand - also pretty steeply priced.

I worked on my research for weeks late into the night, deciding from both my photographs and research as to what modifications needed to be made to come as close as I could to the look and feel of the original, to build the very best 'tribute' that I could. This, in addition, meant the research around detailed components, and their sourcing. I bought an MX5, and drove it. All of the positive quotes on its qualities are absolutely true for me. Taking into account all of the data, the chances are that my 'tribute' exceeds the original DBR1 in many if not all ways that a car's performance can be measured. If we want more of anything, the MX5 can be 'pushed' in any area one chooses from myriad improvements available across the counter. Spares? No problem!

I was also inspired by the fact that a racing machine designed with its sole purpose being to win races, should at the same time be one of the most beautiful cars of all time. Dammit! To my surprise, and in a moment of weakness, my wife Annie even said it was "beautiful"!

I enjoyed the privilege of driving it for about 100 kilometres just today, and the wonderment I experienced was really beyond words.



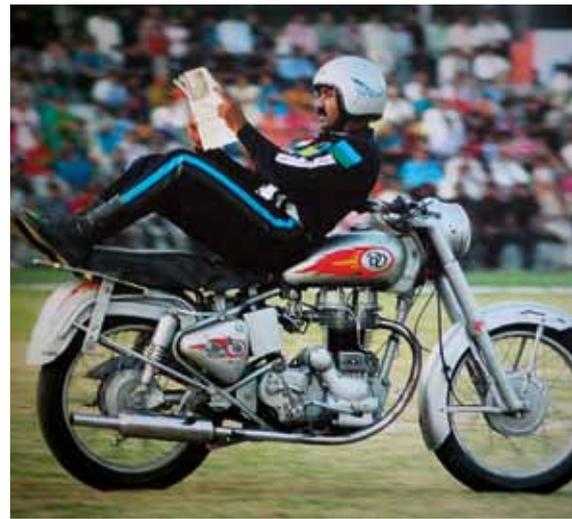
A SPICY

Gavin Foster pulls the wool over the eyes with a brand new Indian-made Café Racer that has one thinking he's visiting Ace's Café on a classic British mount.

Photography: Gavin Foster

The first Royal Enfield two-wheelers to arrive in South Africa well over 100 years ago most probably didn't have engines. Both Brit and Boer used bicycles extensively in the Boer War, and the Enfield Cycle Company had earned the right to use the 'Royal' appellation due to its legacy of armaments manufacture for the Crown. Although Royal Enfield dabbled with powered two-wheelers from 1899, the year the war started, it wasn't until 1912 that continuous production of proper motorcycles commenced. During WWI Enfield

again supplied mainly bicycles to the war effort, but by the time the Hitler offensive kicked off in 1939 the company was a very well established motorcycle manufacturer who sold 55 000 motorcycles to British and Commonwealth troops over the six years of conflict. Payback came when hostilities ceased and the government sold thousands of the bikes, some barely used, back to the manufacturers at rock-bottom prices. They could then be refurbished and sold to the general populace who desperately needed low-cost personal transport at a time when fuel was still rationed in Britain. The



PACKAGE

sale of these and the spares needed to maintain them kept the factory profitable while production was ramped back to pre-war levels.

Things looked good for Enfield and then got even better when, in 1949, the Indian government ordered 800 of their single-cylinder Bullet models for their military and police - the Bullet's class-leading swing-arm rear suspension made it ideal for patrolling their mountainous borders. In 1955 the Indians got uppity and declared that they would only continue buying the bikes if they were built in India, so the Brits went into partnership

with the Madras Motor Company to set up a factory in Chennai (then known as Madras). In the beginning the bikes were sent from Redditch in knocked-down form for assembly, but after a couple of years Royal Enfield discontinued the Bullet and sold Enfield India the tooling to manufacture the bikes from scratch in their own country.

It's not very well known that while the Indian-built Bullets were gaining ground in Asia, British-built Royal Enfield motorcycles, all painted red, were sold in the USA as Indians. The Indian Motorcycle Company, Harley-

Davidson's biggest rival in the States, went belly-up in 1953 and Brockhurst Engineering bought the name. Brockhurst then imported various Enfield models, including the Bullet, for sale in America after rebadging them as Indian motorcycles. In 1960 the arrangement came to an end, so Enfield shifted the now unneeded Bullet tooling to its Indian customer. The bikes built in India were known only as Enfields without the 'Royal' because of trademark issues.

The 1956 Enfield Bullet did very well in India, with production over the next 50 years reaching more than



120 000 motorcycles – many more than the British factory ever achieved with the Bullet. The Indians also sold them to the public, who till today hold them in the same esteem that Americans do their beloved Harleys. In all those years the bikes changed very little. I had one on test in about 1996 and it still had the old cast-iron single cylinder overhead valve engine with a carburettor to meter the fuel and a set of points to provide the spark. The engine, that had to be fired up via a kick-starter, was gutless and the drum brakes were poor. The lights were weak and the separate four-speed gearbox, operated via the right foot rather than the usual left, was clunky. Build quality and finish were shoddy but the bike's redeeming feature was that it sold for R17 000 or so in this country. Nevertheless, the Indian Enfields never sold here in big numbers.

Then things started to change. In the mid-1990s Enfield India was

bought out and the new owners set about acquiring the rights to put the 'Royal' back in the name. With an eye on the export market they also began upgrading the machines whilst designing an all-new engine suitable for the modern world. The new aluminium motor, introduced in 2009, married the new to the old; it was

The bike is styled closely upon the 250cc Continental GT that was one of the British company's finest offerings in the years before it went bung in 1971

still an air-cooled long-stroke overhead valve design, but with electronic fuel injection, dual-spark electronic ignition, an electric starter and a decent five-speed integrated gearbox with the shifter on the proper side. Tolerances were tighter, noise levels reduced and power increased, but not by much – the new 500cc engines are good for just 27.2bhp, which would be about right

for a modern 250cc overhead-cam four-stroke single cylinder road bike. There were a number of other changes to the bikes after the change of ownership: the lights were improved, the front drum brakes were replaced with discs, and build quality and finish were jacked up considerably.

The bike sent to us for evaluation was Royal Enfield's brand new flagship, the 535cc Continental GT, more commonly known as the Café Racer. The bike is styled closely upon the 250cc Continental GT that was one of the British company's finest offerings in the years before it went

bung in 1971. The India factory went to some trouble boosting power for the Café Racer but seem to have gained very little for their efforts. After boring the cylinder from 499 to 535cc, upgrading the throttle bodies and slipping in a new camshaft they managed to squeeze just 1.9 horsepower and 2.7Nm more from the engine at virtually the same revs as the 500cc version.



The Continental GT isn't simply a dollied up version of the current classic models that appear much like the 1956 original did. Harris Performance in the UK came up with a new tubular down-tube double-cradle frame based upon that of the famous Norton Featherbed, and chunky 41mm front forks went in the front. The back end is looked after by dual Paioli gas-charged shocks and the brake discs and callipers come from Brembo. None of this comes cheaply, so the Continental GT at R71 990 is around R20 000 more expensive than the classically styled machines.

Build quality of the Café Racer is pretty good, except for a few minor issues. The exhaust has been cut, welded and crudely painted in the repair area on the test bike, and apparently they all arrive like that. I suspect it has something to do with inserting the various gubbins needed to pass the Euro-compliant emission control levels now required in our

country. In some places the welding on the frame also looked a little below the standard set by Japanese robots on more modern machinery. The overall impression is good and the styling gorgeous, though.

The Continental GT isn't simply a dollied up version of the current classic models that appear much like the 1956 original did. Harris Performance in the UK came up with a new tubular down-tube double-cradle frame based upon that of the famous Norton Featherbed

The bike feels remarkably solidly built, as I confirmed when I detached a sidecover out of curiosity and found it was made of solid steel rather than the more customary plastic. Handling is excellent but the brakes, despite their Brembo parentage, rate only as 'good'. The Indians are going to have to do

something about the engine, though. It's fine around town, thanks to the torque, and good fun on a winding back road, but stay away from freeways. Top speed is 145km/h or so if you take a bit of trouble to get there, and cruising speed is around 120km/h. The sound is disappointing though, and I think you could kill three birds with one stone by replacing the very heavy and too efficient silencer with its patched alterations with a decent custom pipe that would save a lot of weight, probably improve performance and give the bike the exhaust note it deserves.

Retro bikes and Café Racers are all the rave at the moment, and the Royal Enfield Continental GT is closer to the real thing than most of its rivals. It feels solid as an anvil, it's good to look at and it really is fun to ride. With another 20 or so more horsepower it would be a whole lot better. 📌

A BOX OF TRICKS

A gearbox is needed to change the speed ratio between the engine and the road wheels, as well as change the torque in an inverse proportion, in order to make worthwhile acceleration possible. **Jake Venter** looks at how it works and the development over time.



Emile Levassor.

If an engine, for example, sends 100Nm of torque at 1200rpm into a gearbox with a 3:1 first gear ratio the gearbox output shaft will experience $100 \times 3 = 300$ Nm of torque at $1200/3 = 400$ r/min. A similar multiplication happens in the other gears as well as at the final drive. A 4:1 final drive coupled to the above first gear will result in the drive wheels getting $4 \times 300 = 1200$ Nm at $400/4 = 100$ r/min. Each wheel will get one-half of 1200 i.e. 600Nm.

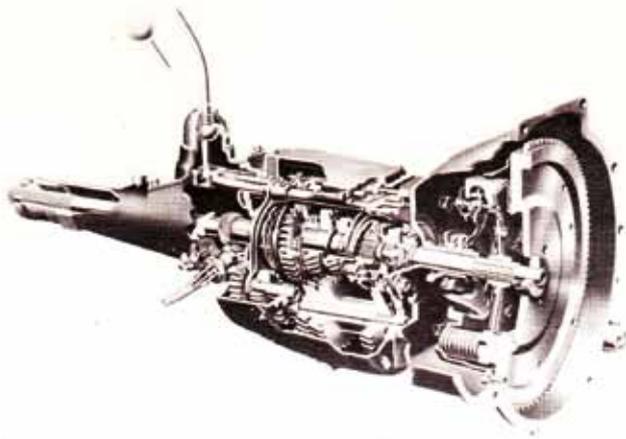
Note that in each case the torque times the revs gives the same answer, i.e. 1200. Power is proportional to torque times revs, and the foregoing therefore implies that the power doesn't change when it goes through a gearbox. (Except for small frictional losses.)

EARLY HISTORY

Industrial archaeology tells us that many of our useful inventions are thousands of years old. The gearbox is a good example. The famous Greek scientist Archimedes (c. 287-212 BC) was familiar with the principles of the lever, the pulley wheel,

the toothed wheel and the screw. Wooden gear trains were used in the construction of elaborate water clocks as early as the second century BC. From there the technology was transferred to spring-driven clocks and later to the lathe, which was developed in the early Middle Ages to make gun barrels. An oft-quoted mining engineering textbook from 1586, *De Re Metallica*, shows drawings of pulleys, cams and both parallel and perpendicular gear sets, with wooden teeth.

The first successful automotive gearbox is attributed to Emile Levassor, and figure 1 shows the 3-speed Levassor gearbox dating from 1890, as used in Panhard-Levassor cars, operated by sliding gear wheels of various sizes in or out of mesh with other gearwheels. It can be seen that the driven shaft extends the full length of the gearbox. Four gearwheels, fixed to a sleeve, are free to slide on this shaft. The shaft is square, and the sleeve has a square hole, so that the gearwheels are forced to turn with it. The casing also includes a pinion and crown-wheel to turn the drive through 90 degrees to drive left and right



hand sprockets outside of the gearbox. From the sprockets drive is delivered to the rear wheels via chains. Many early cars had this layout, so that the slack in the chains could accommodate the rear axle movement. The gear-change mechanism was gateless.

This early box is known as a crash gearbox, because the gears have to be engaged while spinning, so that skill was needed to match the engine and wheel speeds. If the driver succeeded he was rewarded with a silent change. Emile Levassor is supposed to have defended his box by saying: "It's brutal, but it works."

MODIFIED PANHARD

The Panhard box was used by many early designers, but was soon modified because the long shafts were prone to whip and cause noisy gears. The modified Panhard layout used two shorter sleeves, together with another for reverse, and an external crown-wheel and pinion. This required a lever working in a quadrant having three parallel slots and a cross slot. Does this sound familiar?

The most successful layout, which became almost universal, used pairs of gearwheels of various sizes constantly in mesh but fitted with a mechanism to lock one of the working pair to a shaft. Many different locking mechanisms were used, but the most successful method used a dog clutch, which is a coupling that consists of square teeth that mesh

when brought close together. The other member of the pair was permanently locked to its shaft. This is still brutal but less so than meshing the gears themselves. Such a layout is still successfully in use in motorcycle gearboxes, which run much slower than the engine, so sidestepping the need for synchromesh.

DOUBLE-DECLUTCHING

To change gear on such a gearbox requires a technique known as double-declutching which I'm sure many older motorists will be familiar with. If your timing was right, the gears would slip in like a knife through butter. If not, the resultant grating sound went right through you.

SYNCHROMESH

By the early '30s, the synchromesh change mechanism became fashionable. This makes use of cone clutches to synchronise the speed of the mating parts prior to bringing the dog clutches into action. This system is still in use on many manual gearboxes.

The number of gears being provided has changed over the years from 2 to 3, to 4 and then 5, which I regard as the ideal arrangement. Fourth is usually close to direct (1:1) and fifth is an overdrive with a ratio like 0.8:1, i.e. the gearbox output shaft rotates slower than the input shaft. The modern quest for fuel economy has seen the number of ratios escalate to 7 in some of the latest manual gearboxes. 



A pair of Panhard-Levassor vehicles – swapping cogs was brutal but effective.



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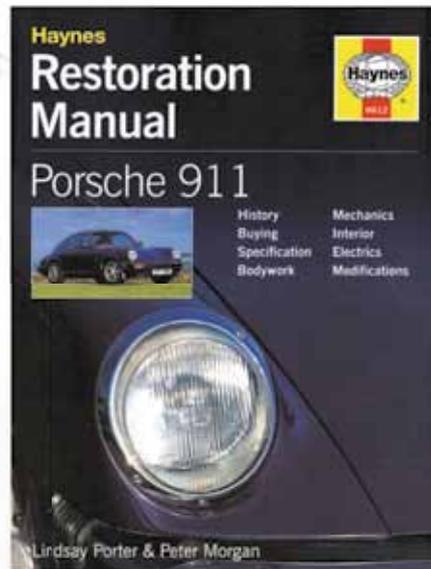
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Heavy rains flooded Gauteng leading up to the 13th Zwartkops Raceway Passion for Speed International over the first weekend of February. What promised to be a wet one miraculously dried for two days of heated action, record fields, packed spectator spots, tents, braais and some serious sunburn.

Pictures by Dave Hastie

Spectators weren't left disappointed with action aplenty from the various historic saloon categories, historic single seaters, sports & GT cars, supercars of a more modern era, some bone-shaking classic bike battles and a parade of Gunston-liveried cars with the Franschhoek Motor Museum's ex-John Love Team Gunston Chevron B25 leading the way. With a large number of overseas cars and competitors and of course the Pre66 Sports & GT Tourist Trophy race, the day lived up to its 'International' billing.

Rui Campos (Lola T70 Spider) looked a likely winner of the 45-minute TT event but a spin and recovery saw him losing some time on the leaders. At the flag he was second, only four seconds behind the similarly mounted brother pairing of Mark and Jonathan du Toit. Ross Lazarus powered his GT40 to third

after race favourite Franco Scribante (Ford GT40) suffered some mechanical gremlins. The Colin Clay/Roman de Beer Daytona Coupe came in fourth, first of the front-engined machines, beating out the Dutch-based Michiel Campagne (Chevrolet Corvette Gran Sport). Former national champions Sarel van der Merwe and Mike Briggs teamed up in a Daytona Cobra but limped home ninth overall with only two gears.

Super Van did however get the chance of redemption behind the wheel of a monstrous Galaxie in the much anticipated Pre66 Legend Production Car heats. He had his work cut out though with Dakar Rally ace Leeroy Poulter (Ford Thunderbolt), Hennie Groenewald (Plymouth Fury), Franco Scribante (Ford Mustang), Tom Falkiner (Ford Mustang), Jonathan du Toit (Chevy Nova) and Mark du Toit (Chevelle) all sharing the tarmac. Race

I saw the Mustang pair duelling for the lead, with Falkiner holding off Scribante until the final few laps. Poulter drove a storming race to come through to third, ahead of Jonathan and Mark. In a scene reminiscent of two blocks of warships doing battle, van der Merwe just ousted Groenewald for sixth. A reshuffle of the grid for Race 2 saw Poulter, Scribante and Falkiner starting further down the pack. Unperturbed, the trio fought gallantly to get up to the sharp end of the field. At the flag it was Poulter, Scribante, Jonathan du Toit and Falkiner. Poulter was docked thirty seconds for a jump start, handing honours to Scribante. Drive of the Day had to go to the giant killing 4-cylinder Alfa Giulietta of Patrick Gearing who came in behind Falkiner.

Not to be outdone, the Pre66 Little Giants race had the masses on their feet as Alfa Giuliettas tussled with



Minis, MGBs, GSM Darts and even a Jaguar D-Type. Lawrence Davies piloted his Giulietta to Race 1 honour, ahead of Franco Resca (MGB GT) and Gino Allesio (Giulietta), while 2013 Champion Marc Milerl made it a Giulietta double in Race 2. Miller led in Shaun Cabrita (Mini Marcos) and Chad Ten Doeschate (GSM Dart).

Alan Bailey romped to both Historic Single Seater victories in his Brabham BT21 but a spirited drive from Royale RP21 Formula Ford driver Ben van der Westhuizen to a pair of seconds must have had the Englishman checking his mirrors. Chris Clarke took the day's third position in his Titan Formula Ford while Peter Kernick (Capital Vee) and van der Westhuizen shared the Index of Performance victory.

Franco Scribante was a busy man, also competing in and winning the Pre74 Sports Prototype section in his Chevron

B19 ahead of Roman de Beer (Lola T70) and Andre Bezuidenhout (Porsche 911 RSR). Paul Griffin drove his Alfa Sud to the Alfa Trofeo top spot while Marques Cars laurels went to Cape Town visitor Chris Champion in an MGA Twincam.

Ford Capris led the way in the Pre77 Historic Saloons department with Mike Schmidt taking Race 1 and Willie Hepburn Race 2. Dynamite comes in small packages and the V8-powered Capris were pushed to the limit by Anton Raaths' diminutive Mazda R100. Grant Duckham (Ford Escort Mk2) took Class B spoils while D went the way of Djurk Venter in another V8 Capri. Miguel Ribeiro (Alfa GTV) nabbed Class E; F went the way of Louis Cloete (VW Beetle); G to Wayne Lotter (Ford Escort Mk1); and H to Derrick Dearlove (Alfa Berlina). Raaths was back in the saddle for the Trans-Am class and scored victory against the rumbling V8s.

Klippies Krige held off Norman Witt for the overall Lotus Challenge trophy while the Extreme Supercar race went to the KTM X-Bow of Deon du Plessis, and Sarel was back to his winning ways in the Pablo Clark Challenge for Ferraris.

For two-wheel fans the Isle of Man Motorcycles TT blasted around the 2.4 kilometre circuit with gusto. Ian Simpson brought his Norton Rotary out from the UK and colonised the field, leading in local legend Les van Breda (Suzuki Katana) and J Kosterman (Suzuki GSX750R) in the first race. Race 2 saw the top two podium steps remain the same, but Fergal McAdam came good for third on his BMW R100.

With the sun setting and action coming to an end, sights were set on the migration to Cape Town a week later for the second leg of the International. Zwartkops had been a thriller. Who says number 13 is unlucky? 🍀



CAPE CRACKER

By Adrian Pheiffer with images from Colin Brown

Starved of their chosen form of motorsport for almost two years, historic racing enthusiasts were satiated with the fare presented to them during the closing leg of the Passion for Speed international series at Killarney on February 8.

Held in perfect weather conditions, the well attended meeting was a 17 event all day affair, that in addition to a variety of races for the cars and bikes from way back when, also included a category for modern Extreme Supercars, to cater for the tastes of the younger petrolheads. That the standard

of driving was generally enthusiastic, was emphasized by the number of cars that explored the local fynbos or made contact with immovable objects.

Memories of the glory days of the Springbok Series were kindled by sports cars like Mark du Toit's Lola T70 that looked uncannily like Doug Serrurier's unforgettable Walls Ice Cream "Stop me and buy one" Spyder, in the pre '66 Le Mans/Sebring Sports and GT events. Du Toit went on to claim an overall victory ahead of Ross Lazerus in the quickest of the many Ford GT 40's that were in action during the day.

Drifting even further back in time,

while Dave Alexander's LDS and Alex Morton's Lotus 21 were qualified to race as Grand Prix Cars of the 50's and 60's, very few of the other monoposto models were. Not that it really mattered, when the entries included a pair of front engined MG specials in the hands of Roger Lewis and Heyns Stead, that were reminiscent of the golden era of the national False Bay 100 and Van Riebeeck Trophy races in the Cape during the early, post World War 2 period.

Victory eventually went to the visiting Alan Baille (Brabham BT21), who finished ahead of the Merlins of Pat Dunseith (Mk25), and Marcus

Musso (Mk20). There was a smaller field in the Wings and Wheels category where Reg Anderson's VW Swift was first across the line.

Although the monster Galaxie V8 triple header in the Pre '65 Legends of the 9-Hour Production Cars and Little Giants category, had been touted as a showdown by an obviously uninformed source, there was no way that Dutch driver At Verkuilien and Ferdi van Niekerk Snr were going to be able to challenge Sarel van der Merwe's modified lightweight model. It was then left to Supervan to uphold the reputation of mechanical sumo wrestlers as he engaged in an exciting contest with Jonathan du Toit in his Chev Nova, before managing to snatch an overall second place behind Franco Scribante's Mustang.

The heavily oversubscribed, down-to-earth Classic and Invitation category – and only partly because of its sheer weight of numbers – also produced excellent racing.

Here, the first heat for Classes D,E & F, saw an inspired Ernie "Lightning" Leite maintain a measure of valve bounce that any trampoline athlete would have been proud of, as he threaded his unfashionable Fiat 128 Rally through the crowded field from the back of the grid, to take the flag ahead of Jackie Swart (Ford Capri) and Des Erasmus (VW Scirocco). When the big guns came out later, Chris Carolin acted as the pathfinder in his Mazda Capella rotary as he finished in front of Anton Rollino (Chev Can-Am) and Trevor Momberg (Ford Capri V6).

In the high speed Xtreme Suoercar category, Jonathan du Toit's Ferrari 430 was substituted for the fillet steak in a sandwich flanked by the locally based Porsches of Dawie Joubert and Craig Jarvis.

In summary, while there were not as many international visitors as there have been in the past, the standard set by those who were here more than made up for any lack of numbers. ■



Images: Dave Hastie

★ SIMPSON ★



Ian Simpson – MV Augusta.



Les van Breda – Suzuki Katana.



Rob Burns – Suzuki XR69.



John Kosterman – Suzuki GSX-750R.

Ian Simpson ended his Passion for Speed tour in South Africa with four wins in a row. The Scotsman, multiple road racing superstar, 3 times winner of the Isle of Man TT, with a record 8 podiums to his name and five British Superbike championships as well as two Ulster GP wins to his credit, totally dominated the 2014 SA Tourist Trophy with 2 wins at Zwartkops which he repeated at Killarney on Saturday.

At Killarney though, Simpson did not have it all his own way as he did at Zwartkops the week before. The Killarney race saw the former SA National champion Les van Breda give

Simpson a run for his money over two superb races.

Simpson, on the 1981 Motul-sponsored Suzuki XR69, put up an outstanding 1 min 19.054 qualifying time to put him on pole position for both races. A bad start in Race 1 saw van Breda and local champion David Bolding, both on Suzuki Katanas, and John Kosterman on a 1985 Suzuki GSX-R750 all hold off Simpson into Turn 1.

The international champion got settled on the big Suzuki and was more comfortable in the next few corners, out-braking both Katanas on Turn 5 to take the lead and finish a good 12 seconds ahead of his rival van Breda.

Behind him, however, things were by no means as clear cut: Bolding made the most of home-track advantage to hold off the vastly experienced van Breda in a stunning battle for second that lasted until the final lap, when the former SA champion out-braked the Cape Town rider to take second place by 0.67 sec.

Kosterman held on as best he could for a few laps, but there was no way his essentially standard Suzuki GSX 750cc was going to stay with a litre-class works endurance racer and two super-hot Katanas. He trailed home half a minute in arrears, ahead of Robbie Burns – another Scot on an XR69, followed by five-times former Scottish champion Alan Duffus, now 67 years old, on a four-

DOMINATES



Ian Simpson – Suzuki XR69.

cylinder two-stroke Yamaha TZ750, and Mike Mc Skimming on Tony Sparg's Suzuki GSX 1100.

Behind these front runners, locals and visitors from all over the world were mixing it all afternoon in two superb races that had the huge crowd on its feet, with battles throughout the field that in some cases weren't settled until the last few seconds in a final sprint to the checkered flag.

The closest finish of the race however was between Tony Jones, riding Lourens Rossouw's GSX-R750 (after he blew the engine of his Ducati Paul Smart replica in practice), and Kevin Spratley's remarkably well sorted Yamaha RZ 350 R, who finished just 0.287 seconds apart

after a race-long duel.

Van Breda got another scorching start in Race 2 to lead the field into Turn 1, only for Simpson to sweep by on to the back straight for another victory. Four seconds behind him, van Breda and Bolding swapped places at least twice a lap until van Breda outbraked the local man into Turn 1 three laps from the flag and held him off to take second by 0.669sec.

Kosterman and Burns took the next two places, closely shadowed by Simpson's father Bill, who'd blown his Suzuki GS 1000 R in practice and was riding Alan Walker's gorgeous 888 Ducati to considerable effect, Jones, McSkimming and Spratley - all of

whom finished within four seconds, while Duffus passed Etienne Louw's Kawasaki Z1 on the final lap to grab 10th by 0.189sec. 🏁

OVERALL RESULTS

1. Ian Simpson Motul Suzuki, Scotland
2. Les van Breda Suzuki, RSA
3. David Bolding Suzuki, RSA
4. John Kosterman Suzuki, RSA
5. Rob Burns Suzuki, UK
6. Mike McSkimming Suzuki, RSA
7. Tony Jones Ducati, RSA
8. Kevin Spratley Yamaha, UK
9. Alan Duffus Yamaha, UK
10. Etienne Louw, RSA
11. Bill Simpson Suzuki, UK
12. Nigel Rigg Honda VFR 400

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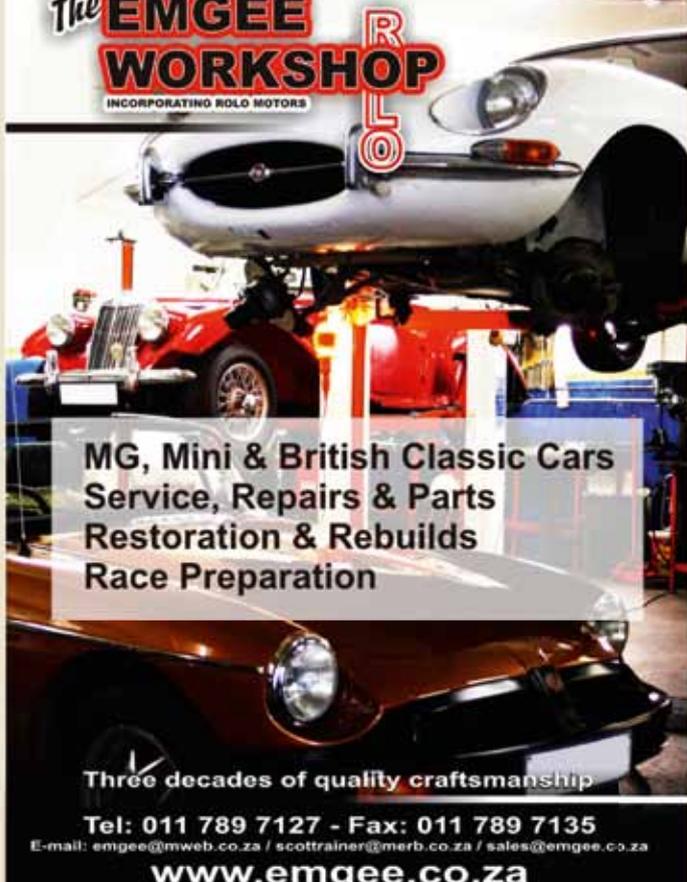


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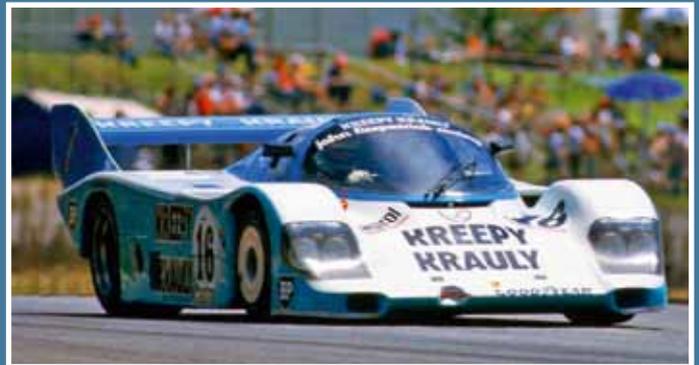
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D-TYPE DOING THE ROUNDS

I was interested to see the photo of the SS7713 in the last magazine (Chassis number XKD 512). I attach a copy of a photo given to me by my late neighbour, Malcolm Gardner, of him racing the car in Rhodesia. He gave me the photograph before he died, to hang in my pub. Malcolm was an avid racer of Austin Healeys in the main, both Bugeye Sprites and a Healey 100M. He raced in Rhodesia, Lourenço Marques and in Beira and always did very well. I have spoken to his widow Rose who lives in Lakeside and who was most supportive of his racing endeavours. An article on Malcolm's racing exploits would be interesting although he had given up racing when he moved to SA. Rose would be happy to contribute photos and stories about Malcolm.

Malcolm's inscription on the back of the photo reads:

MALCOLM GARDNER

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Rose tells me that Lord Louth had brought the D-Type to Rhodesia to



participate in races there and on his return to England sold it to a farmer who found it too hairy for his abilities. He then asked Malcolm to race it for him and Malcolm did very well in it. Malcolm was asked to buy it but had started a family and had other priorities although the price offered was within his means at that time. It was sold to someone who had it auctioned in England - it is thought at more than R5m. Its present value must be very much higher.

There is quite a bit about it on the Internet and it appears to be owned now by Paul Burdell in England, having had quite a chequered (pun intended) history. I see that Jimmy de Villiers

raced the car at one stage. It seems to have been grotesquely modified to look more like a Lola. No doubt that mistake has been corrected.

Regards

Rusty Crowhurst

Hi Rusty. Every time I hear stories like this I am amazed at the depth of motoring history and pedigree of the cars we had here in Southern Africa. I will definitely take you up on the offer to find out more about Malcolm and his motoring exploits. I would guess you could add another zero to the price for that D-Type now.

Stuart

MEMORY LANE TRIGGERS

Your article on Waldie's car brought tears to my eyes. Firstly because my brother, who retired to Boknesstrand five years ago, owned a garage in Bloemfontein. I can recall when he told me that Waldie asked him to service the Ford, as it would be used for his funeral.

My brother and I share the same interest in cars but with me residing

in Newcastle KZN, we don't see each other so often. I purchase your magazine every second month, and after reading it, post it to him. In December I subscribed in his name so that he could receive it directly as a Christmas present. Sadly a week before Christmas he suffered a major stroke, which left him paralysed and unable to speak. He is now recovering in a clinic

in Port Elizabeth. The sad part is that his wife received the magazine and took it to him, paged through it and lost interest. We pray that he will recover so he can enjoy your magazine again.

I remember our trips to East London in his Studebaker Lark, to watch the Grand Prix. Names like John Love, Jack Brabham, Bobby Olthoff stick in my mind. Also the Swanepoels and

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van Rooyens in their Cortinas - what fun! If my memory serves me correctly, Beacon Bend was our favourite spot.

Thanks for a magazine that brings back so many memories - not always good ones, but worth reading.

Regards

Bokkie vd Linde

Thanks for the positive words, Bokkie, and the support via subscription. It is much appreciated. We wish your brother a speedy recovery. The plan for the magazine is to trigger these old memories for those who were there, record history and for the younger generation, inform them of these memories in an entertaining readable package.

Stuart

EASTERN CAPE LEGEND

Thank you for a really great mag, which has no equal on our local shelves. I am writing from Port Elizabeth, and always enjoy the articles on our earlier generation race car and bike riders.

I wondered if you would possibly be interested in doing an article on one of the respected persons from the Eastern Cape, Lionel Rowe. He has a rich racing history from racing bikes in the early PE200 on the public roads, to the Formula 1 Lotus cars of that era nationally. He was also involved in the team's earlier planning of the Aldo Scribante Circuit, and has raced many cars including Group1 Mazda, Renault Gordini and the very well known Broadspeed Anglia to name a few, which he owned for many years.

His son is the current VW Motorsport Manager and his grandson, Daniel Rowe, is currently racing in the VW Polo Cup Series, after having competed earlier in the Single Seater Formula VW Series.

I am sure you could have a very interesting conversation with Lionel, who still today has a never-ending appetite for motorsport, and a wealth of SA motorsport knowledge, and

is always a really interesting person to talk to. If you feel this could be of interest, I will gladly get Lionel's contact details. In the meantime I will be looking forward to your next edition of the mag.

Best wishes

Rick Botha

Yes please Rick – contact details for Lionel Rowe would be much appreciated. His fame spreads further than just Port Elizabeth and the Eastern Cape. We will be in touch, perhaps a visit while down in Knysna for the Simola Hill Climb will be the ideal opportunity to visit the Windy City.

Stuart



McLAREN COOPER QUESTION

The attached is the photo on the cover of the book of Bruce McLaren's life. The car in photo is the Cooper T79 which he and his crew built for the 1965 Tasman Series. It is in Bruce's own team colours which he launched for that series, since the Cooper family would not allow him and Timmy Meyer to run as official Cooper entrants. The car was then acquired by John Love and won the SA title in 1965, '66 and '67 - (famous 2nd place in GP). John lent the car to Basil van Rooyen for the 1968 SAGP. Basil was scared stiff in it, but posted a 1:27 for the grid, sadly retiring in the race.

I would ask through the magazine if anyone out there knows exactly where and to whom the car went after this. There are photos of a T79 in the UK in 2006 and since only one remained (Timmy died in his team car during that

Tasman series) - is this the car?

Your magazine is top drawer!

Regards,

Paddy Rowlings

Hi Paddy. Thank you for the support and kind words. I am sure someone will know of the whereabouts of the car. I will keep you in the loop as to what surfaces.

Stuart



UNDERSTANDABLY NO BIKES

Thank you for publishing my letter about the FMM in your previous issue. Also thanks to Wayne Harley (do you ride a Harley?) for explaining the situation so clearly which is acceptable. The ruling is obviously cast in stone so the only way my Vincent Black Prince will ever get through the gates of L'Ormarins is if the Museum were to buy it, assuming they were interested in having a piece of rare South African motorcycling history.

As regards other establishments that ban motorcycles, I have only come across one, namely Merry Pebbles Caravan Park in Sabie who had an incident with motorcyclists in the distant past. Fortunately Sabie has many establishments who are only too

happy to accommodate motorcyclists.

Many years ago my late father-in-law arranged for us to visit Tshipise Spa where the same ruling applied. They agreed, though, as he was an honorary life member of the resort,

and said that he would take responsibility for our behaviour. We duly arrived from Salisbury, Rhodesia on our Vincent Rapide Sidecar outfit and had a pleasant week's holiday.

In 2008 we celebrated 50 years of the Sammy Gossel run at this venue having five Vincents and other bikes taking part. We staged a *concours* which was judged by the residents at the resort. The late Doug Brody won Best on Show and Thys Pottas for Furthest Travelled on a Rapide. My wife and I carried on to Sabie for a further two days. This particular bike has been to Sabie more often than any other in existence, the first time being in 1956 when all roads were dirt.

I am including a couple of photos of the racing bikes which I owned previously. One is a Vincent Grey Flash, one of 23 made. It was second in the PE 200 of 1950. The other photo is of my Black Lightning, one of 40. The Grey Flash is in the Birmingham Motorcycle Museum and the Lightning is in private hands in the UK.

Hopefully, this will be of interest to your readers.

**kindest regards
 Henry Kinnear**

TALKING TALBOTS

I see that a recent issue carried a feature on an 'Oily Rag' condition Talbot 14/45

Tourer which, I hope, is known to the Talbot Owners' Club in the UK (they are building up a register of surviving Talbots) and to other Talbot 'fundis' here. I would like to buy a copy of that issue or a copy of that particular article.

Are you based In Cape Town? This was my home for some time in the 1980s. There was only one car magazine available at the time – nothing for Classic & Vintagents. Publishing was a struggling business to be in then – but I see that some of the 'big boys' are doing local editions of their established brands now. As a two-seater man I am currently looking for something to return with – a Sunbeam or a Talbot.

**Yours Invincibly
 Timothy Kane**

Hello Timothy. The Talbot you mention belongs to the Franschoek Motor Museum and I would assume the Talbot Owners' Club is aware of it sitting down here in sunny South Africa. I have forwarded your mail on to them so they can make plans to get it onto the register if not already accounted for.
Stuart

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