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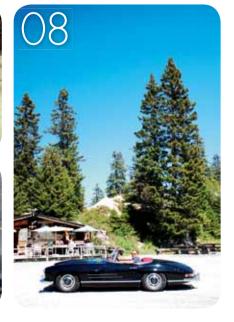
















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2013 underway and by the look of things, is set to be a cracking year for classics. Shows, race meetings and gatherings abound, which combine with decent value retention to make a classic a worthwhile, yet immediately enjoyable investment.

This doesn't mean splashing out on a 250 Ferrari or '20s Bentley. In fact, like the hipster fashion riding the wave at the moment, cars of the late '70s and 1980s are increasingly popular. A quick internet search for the term 'Youngtimer' shows how young Europeans have gone gaga over this period. And it makes sense. Cars of this age have a sense of style, close to modern performance and if you're lucky, aircon and power steering.

Like all classics originality is key, so no lurid paint jobs or dolled interiors. Some period wheels and a slight suspension drop are about as far as the 'tuner' in you should go. Tape decks and not CD or MP3 sound systems of course-unless you cleverly hide your iPod.

Encouraging youngsters into Youngtimers will lead to an appreciation of period correctness and therefore more into traditional classics. I know someone who got into classics with a 1955 TR3. He grew an appreciation for vintage cars later on. He was born in 1950 making his TR five years younger than him. A chap born in 1980 more than likely dreams of owning something like a 1985 BMW 323i like his dad had - it too is only five years his junior.

Preservation of a period, the correct use of cars and a mutual acknowledgement of each chosen passion is what the classic car movement is about. In this spirit we kick the year off with a reworked appearance to the magazine but continue articles on a mixed bag of classics. The rare Jaguar SS gets a look in, so too the under-rated Triumph 2000 and a locally tuned Renault R10. Greg Mills talks legends with a local link in his tributes to Bob van Niekerk and Colin Davis while Mike Monk gets to grips with a Frazer Nash, Austin Healey and Chevrolet Bel Air. Two-wheel guru Gavin Foster recalls a V8 Moto Guzzi racer tale, as well as one of the real pioneers Glen Curtiss.

As usual we look at local events, motorsport and print your letters and classic bits for sale.

Enjoy and all the best for 2013 *Stuart*

THE GENIUS OF BOB VAN NIEKERK









acob van Reenen 'Bob' van Niekerk passed away peacefully in his Hout Bay home on 23 August 2012, aged 84. During his lifetime he produced South Africa's own sports-car, more than 170 boat designs and a few other mind-stretching inventions.

He has been lauded internationally as a 'genius'. He has spawned boat-building enterprises from the UK to New Zealand. Yet little is known of him at home.

At the time of receiving this sad notice, I was en route to Lake Kariba. In the back of my mind was to keep an eye out for the famous Meteor III racing catamaran powered by two 450bhp Nascar Holman-Moody V8 engines, which Bob had designed and built and which, in his and Kenny Stephens' capable hands, had won the SA offshore powerboat

championship in 1969 and finished fourth in that year's Isle of Wight race, the World Championship of the time. The Meteor had reputedly ended up on the Lake in the early 1970s, though its ply-construction is unlikely to have survived the ravages of time and Robert Mugabe. Stephens, my godfather, and something of a likeable rogue, had taken me for a spin in the cat in Simon's Town aged just six. I remember being terrified by the buffeting and banging of the waves even in the relative calm of the harbour when doing just 40mph.

They were brave men. And in the person of Bob van Niekerk, an undoubtedly great one.

His interest in cars was sparked by his father's gift of a 1927 Amilcar twoseater sportscar which the University of Stellenbosch student used to travel from his home in Stanford to campus.



At Stellenbosch he met the legendary engine designer Willie Meissner, then a mechanical engineering student, and, said Bob, "We started talking about building our own sportscars, though in 1952 we decided that this was impossible in South Africa given that we did not have the Italian or other craftsmen to make the bodies by hand from aluminium."

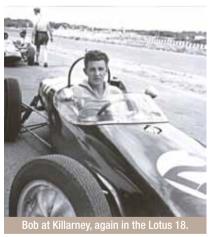
Meissner had come to Stellenbosch from nearby Paarl where his father was a dentist but, "Willie did not like being at university, and left to become an apprentice mechanic."

The two left for England where they developed the Dart sportscar using fibreglass of which, in various iterations, 300 were built, mostly by the Glass Sport Motor (GSM) company in Bellville, Cape Town. It was then, as now, a small world of motorsport enthusiasts. Among them was Sydney











Ehrenreich, father of contemporary trade unionist Tony.

The Dart not only dominated SA racing grids for much of the 1960s, but defined SA motorsport, its engineering talents and their can-do attitude. Until the Dart, competitive sportscars had to be imported, something beyond the geographic reach and financial means of most South Africans; after the Dart, the country became an exporter of racing technology.

Ultimately the GSM enterprise fell foul of corporate politics, and Bob moved into boats and so began a career that lasted up until his death when he was still active in everything from aluminium landing-craft for Nigeria to 85 tonne floating hotels for Russians.

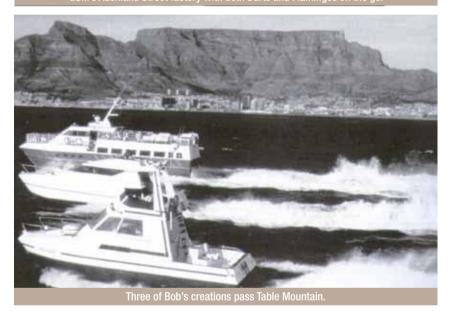
He also made an indelible mark in powerboat racing, as the originator of the asymmetrical catamaran design. Tony Needell, father of F1 driver and *Fifth Gear* presenter Tiff, described Bob as a 'national genius' in highlighting his power-boating contribution even back in 1970.

He was not alone – and nor was this the only aspect of Bob's repertoire. Among many other designs were a lowcost refrigerator and an air conveyor for bakeries. At the time of his death he was working on harnessing the noise from road traffic to generate power for street lighting. He was undoubtedly a man of the old school, when a drawing board like its draughtsman ruled, when intuition and innovation went hand-in-hand and the only 'byte' in the office was at lunch-time. Yet he possessed an extraordinarily creative brain, one rooted in logic and practical application.

Rather than spend time writing about politicians who seldom add productive value and who, er, want only to be written about, we would do well to spend more time celebrating people who make things and employ people, national treasures like Bob van Niekerk.



GSM's Auckland Street factory with both Darts and Flamingos on the go.



GSM

Bob in the UK, the Dart called a Delta there.



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

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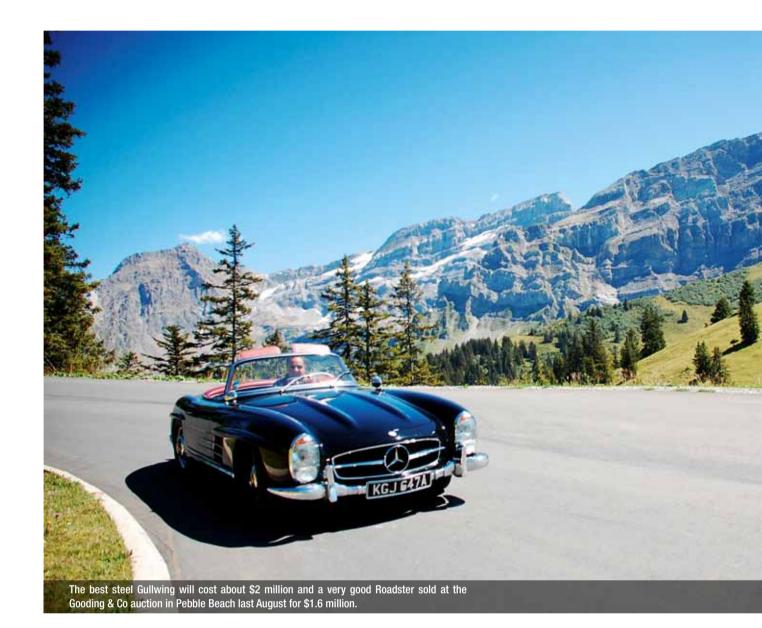
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performance car boom of the 1980s turned to bust in the 1990s – some say it was led largely by the Ferrari F40 price spike, which approached \$1 million – and was fuelled by speculators using borrowed money. Today's strength in collector cars is different. There is a lot of hard cash chasing a finite supply of top end cars. This is helped by poor returns on property in America and pathetic returns on bank savings around the globe. Valuable assets like gold are

appreciating strongly and classic cars

offer some of the best returns.

classic

a n d

The collector car market has become very sophisticated and automobiles are very strictly ranked and few make the A-list. An A-lister has to be

rare, exotic, beautiful, original, convertible, with race history or strong provenance and eligible for the best vintage events. That's why most V12 Ferraris of the 1950s and '60s are on the list and top of the pile is the Ferrari 250 GT

Today's strength in collector cars is different. There is a lot of hard cash chasing a finite supply of top end cars.

SWB California Spider (55 built) that now commands over \$6million. Except of course, the 250 GTO – a closed car!



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 eight years ago and it now sells around the world to discerning motoring enthusiasts and racers. www.octane-magazine.com



THEA-LIST

2012 has turned out to be a vintage year for classic, historic and collector cars. The bar was raised substantially with the sale of a Ferrari GTO for US\$35 million, which suddenly makes a \$5 million classic car seem reasonable. As **Robert Coucher** mentioned in this column last month, this is good news because the classic car 'industry' provides lots of skilled employment and for those of us who race, rally and go touring with classic cars, there has never been a better supply of spares and replacement components to keep them running strongly.

- which is valued higher because of its impeachable racing provenance.

There are a good couple of thousand very good and desirable collector cars out there but what is interesting is how investors behave like sheep! They all want the same cars so the A-list prices are getting ever more rarefied. This has a knock-on effect on more 'normal' classic cars but if you want a good return you have to stick to the A-list, which seems a bit lemming-like.

These cars are the ones to pursue: pre-war Alfa Romeos, W.O. Bentleys, Bugattis, Rolls-Royce Ghosts, Duesenbergs, supercharged Mercedes-Benz, BMW 328s. Post-war it's all

Ferrari V12s up to and including the Daytona, competition Porsches, Maseratis and Jaguars, Bentley R Types, Shelby Daytona Coupes, Aston Martin DBs, McLaren F1s, Ferrari F40s, Lamborghini Miuras, Ford GT40s and later GTs, BMW 507s and Z8s and that's about it!

So I might have left one or two off but the point is the A-list is incredibly small when you consider all the immaculate classic cars out there. E-type Jaguar prices have not really changed over the years, nor have Austin-Healeys, Lancias, Lamborghinis, Alfa and Lotus. They have seen a steady return at best, when you factor in inflation and restoration costs. American muscle cars have plunged in value, as do most modern supercars. You can't give a second-hand Ferrari 599 away and a very tidy 550 Maranello can be had for just £40 000 (R480 000), about a third of its original price.

One collector car that has always done well is the Mercedes-Benz 300SL. From 1954 to 1957, I 400 coupes or Gullwings were produced with I 856 Roadsters manufactured between 1957 and 1963. For years, early Gullwings were more valued than the Roadsters, about twice as valuable. This is unusual because with most collector cars the open versions are usually priced higher



(except for that *closed* Ferrari GTO and a 1936 Bugatti Type 57SC Atlantic, one of the three ever made, selling three years ago for around \$30 million).

Benz built just 29 alloy Gullwings and one changed hands for a huge \$5 million in January 2012. The Alloy or Lightweight Gullwings actually weigh only 90kgs less than the steelbodied cars and they reputedly produce 15bhp more with the NSL, higher performance engine option. But they command a premium because of their rarity. The best steel Gullwing will cost about \$2 million and a very good Roadster sold at the Gooding & Co auction in Pebble Beach last August for \$1.6 million. The cachet of this particular Roadster is that it is a very low mileage, original, late example, built in 1963. That means it has the disc brakes all around plus the desirable lightweight engine block. It also has the desirable factory hardtop. So, Gullwings have to be the earliest examples and Roadsters have to be the last of the line. Break the rules again. (Normal steel Gullwing prices range from \$700K to just over 1 million – they are always quoted in US Dollars.)

I have driven quite a few Gullwings and they are a challenge. The swing axle rear suspension makes them feel like a large Porsche 356 and when oversteer happens, it happens damn quickly. The cars are fairly heavy and driving them on 185 section tyres with drum brakes requires concentration. Also, most Gullwings suffer terrible interior heat build-up so they have to drive around with their party trick doors open wherever possible on events like the Mille Miglia in Italy.

The market has woken up to the fact that the Roadster is a much better driver's car and prices are at last catching up with the fabled Gullwing. Recently I had the opportunity to

drive this superb Roadster through the Swiss Alps. Finished in jet black with red leather upholstery, this Roadster is in perfect spec being a late disc brake, alloy block car. Up the fabulously twisting NII from Aigle to Gstaad, the Roadster showed its mettle. The 2I5bhp fuel-injected, straight sixcylinder engine powered the Merc up the pass with enthusiasm and the disc brakes inspired confidence down through the corners. The Roadster has a better resolved low-pivot rear suspension set up which is much more secure than that fitted to the Gullwing.

The drive proved that a Mercedes-Benz Roadster is a better road car than the more valuable Gullwing but it is still amazing to think it is some 15 times more valuable than my superb-to-drive 1955 Jaguar XK140 SE FHC! Well, I suppose that's the financial difference between an A-list collecto car and a great classic car.





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Porsche 964 1991, Excellent condition R385 000



Ford Roadster 1936, Excellent condition POA



Triumph TR3A 1958, Original. Stunning condition. R155 000



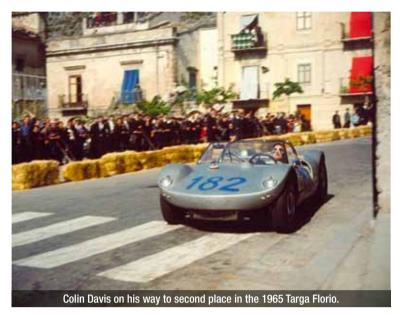
Ford Fairlane 1958, Good condition R145 000



Porsche 944 1984, 63 000 km, One owner since new. POA



Chev Sedan 1936, Good condition R65 000





SA-BASED RACER PASSES

By Greg Mills

olin Davis passed away peacefully aged 79 on 19 December 2012 at his Oranjezicht home in Cape Town with his wife, Eva, by his bedside. I got to know Colin and Eva via a request from the British Racing Drivers' Club to write a story about one of their more enigmatic members: a man who had been an occasional F1 driver in the late 1950s in a private Scuderia Centro Sud Cooper-Maserati from his European base; had won his class at Le Mans in an OSCA, his regular sportscar mount; and won the Targa Florio as a works Porsche driver in 1964. Then, in 1967, a factory driver for Alfa, he suddenly left the sport behind for good, he and the Czech-born Eva emigrating to South Africa with their small daughter Francesca in 1976.

Four of Colin's team-mates from the 1960s - Ludovicio Scarfiotti, Gerhard Mitter, Bobby Klass and Jo Siffert - were all killed racing, the extreme dangers then of the sport being highlighted to Colin by the Alfa's fragility.

In Cape Town he worked as a radio

freelancer, his broadcasts reflecting his eclectic interests in the arts among other topics, and his classical Westminster education.

He was, if ever this could be written of a driver, born into motorsport. His father, SCH 'Sammy' Davis, had not only won Le Mans for Bentley (with Dudley Benjafield) in 1927 among many racing laurels, but was a doyen of the motoring press, both in his own name and under the pseudonym of 'Casque'. When Colin won the Targa, he recalled with his trademark grin and dry wit that he sent his father a telegram reading: 'What fun! You Le Mans. Me Targa.' Then the sport was more about fun than finances.

What I thought initially would be a once-off interview turned into a firm if brief friendship. Although he battled with his health in later years, he was always ready to play his part as a patron of our 2014 Le Mans initiative, our conversations always spiced up by a gem of insight or anecdote. On our last meeting he recounted a story about Alessandro de Tomaso with whom he shared an OSCA in 1958 to a

second overall in the 12hrs of Messina and an index win and 11th overall at Le Mans. This prompted a memorable return trip to Paris in De Tomaso's Alfa. "We were given out prize money there and then at the end of the race, but had to go to Paris to get permission to take it out the country. I sat in the back of the Alfa with a suitcase full of money," said Colin, "and Alessandro and his girlfriend were in the front. Halfway along the journey the couple started an argument which ended in the passenger hitting the driver in the face as the car drifted into the face of the oncoming traffic at a closing speed of around 200mph. I thought to myself, as I clutched the case full of four million francs, 'Here you are in the back of a car with some money for the first time in your career, and you are going to be killed by this crazy pair."

When the BRDC request came to me six years ago I had no idea, I confess, who Colin Davis was. I am immensely grateful that I had the opportunity to get to know the only Targa Florio winner residing in Cape Town.



2013 JAGUAR JAMBOREE

Jaguar fans are in for a treat this year with the JCASA JAMBOREE 2013, taking place from 20 to 24 September 2013 in Plettenberg Bay. With 24 September being a public holiday there is no reason not to make it a long weekend and take your favoured cat to the coast.

Decent rates have been negotiated at The Crescent Country Hotel and The Crescent Budget Hotel, and beside ogling these fine vehicles participants can look forward to plenty of activities for the entire family - like Boat Cruises on the bay, Bungee Jumping at Bloukrans River Bridge, Tsitsikama Canopy Tour, Monkeyland, Birds of Eden, visits to local wineries and much, much more.

Of course there will also be motoring moments such as driving skill tests, gymkhana and a visit to Frost Brothers and House of Sports Cars.

Further details contact Rudy at schatsrw@yebo.co.za.

MOTORBOOKS MOVES

Motorbooks, South Africa's leading lights in motoring literature, DVDs and stockists of exceptional models have relocated to Route 101 Classic Car Centre in Midrand, You'll now be able to browse the store while looking at real classic cars and taking in a bite to eat or sip of coffee from the on-site bistro. Of course you can still get all you need from www. motorbooks.co.za and for the time being a satellite store with limited stock will still operate from the old Motorbooks premises in Jan Smuts Avenue. Route 101 Classic Car Centre can be found at Unit 6 K101 Business Park, Capital Hill Business Park on the corner of Le Roux and the R101, Midrand.



6 HOUR IS ALL GO

Phakisa Freeway, located in the Free State, is set to roar on 23 February 2013 as the first African 6 Hour gets underway. As the name suggests the race will be a total of 6 hours in duration and starts at 2pm running through the afternoon and into the dark with an 8pm finish time. It's an all-comer-type event with both saloons and sportscar models, with all formulas catered for, so spectators will get to see international sports prototypes battling against current national saloons, historic and club formula - settling the much-heard debate as to which category is the

fastest. Trophies will be for overall, class and team victories, with a separate trophy for Index of Performance. So far in the region of 40 cars are on the list ranging from a Pilbeam Le Mans prototype to tried and trusted historic Porsche 911RSRs, Shelby CanAms and a rare Panoz. It promises to be one of the most exciting race meetings of the year. More details can be found at www.afriod.co.za

HOT ROD NATIONAL

Pack your tattoos, white wall tyres and lumpy V8s because the 15th Street Rod Nationals will take place in Kimberley on 30 March 2013. If the past events are anything to go by expect to see around 500 cars of classic, vintage, muscle and hot rod persuasion. For more information visit www.streetrodnationalssa.webs.com.





NATIONAL EDWARDIAN & VETERAN TOUR

The Southern Cape Old Car Club has been chosen to organise next year's National Edwardian & Veteran Tour on behalf of SAVVA. The tour is open to all cars and motorcycles that were manufactured before 31 December 1918 and is set to commence on Tuesday 5 February in George and finish on Thursday afternoon 7 February in Oudtshoorn.

On the Sunday prior to the start of the Veteran, The Crankhandle Club is hosting their annual Kalk Bay Veteran Run down in Cape Town and guite a few of the SAVVA Veteran Tour entrants have also entered this run before driving to George in time for the start of the Veteran on the Tuesday morning. On Friday 8 February, the day after the conclusion of the Veteran Tour, it is the annual traditional George Car Show 'VetTour' which is a one day run held every year on the Friday before the Show and that is open to all cars that were originally manufactured with only rear brakes.

So all in all, for those who choose to take part in all that is happening during this week, it promises to be a fun-filled opportunity that will take in some of the most beautiful scenery along the Garden Route. Accommodation during the tour will be provided by Protea Hotels. Entries are open and anyone wishing to enter or find out fees involved can contact Karen van der Merwe on karen@gtmt.co.za or by phone on 082 774 8290 or go onto the SCOCC club website at www.scocc.co.za and download the entry forms.

HERSCHELL CLEANS GREEN

We all use some kind of household or industrial cleaner when working on our treasured cars but have you ever thought about the impact these chemicals have on the environment? Well they do. All modern cleaners contain surfactants to gather up the solid dirt particles that are stuck to the floor, or to wipe off the grease and grime from other objects. Some surfactants are known to be toxic to animals, humans and ecosystems and when the wastewater reaches our river systems, the same cleaning properties reduce the ability of the fish to breathe.

Local manufacturer Herschell knows these downsides and has done something about it with a water-based cleaner aptly named Herschell Clean Up. Cutting edge technology not only means the product cleans almost anything with ease but at the same time does not



have any harmful effects on the environment. What this gives is the peace of mind that users are getting the best economical results and a clear conscience.

AGRICULTURE, FURNITURE AND MARMALADE

Author: Greg Mills Publisher: Pan Macmillan

Available: Motorbooks, www.kalahari.com, www.exclusivebooks.co.za and the e-book from www.amazon.com

and www.kalahari.com.

Greg Mills is without doubt, South Africa's most prolific motorsport writer. Motoring journalists may feel their hackles rise on seeing this comment, but I am referring here to the output of books rather than media columns. To be sure, he writes a great deal of other stuff as well, but as Rodney Green of White River and MG racing fame said, "Greg commits a great deal of his time and energy to document our motorsport history and I am deeply grateful for that."

Over the past several years, Mills has written books on: *The Springbok Series, Pipes (David Piper), Paddy Who (Driver), Love First Tingle Second (Sam Tingle), Tony Maggs* and *For The Love Of It (John Love)*. And now, we have this book which is surely a wonderful compendium of the Golden Years of South African Motorsport. There is no question that Mills writes exceedingly well and his powers of research would put Google to shame. The network of local and international motoring personalities he has established links with and which he continues to grow is surely paramount in terms of the wealth of information he gathers together. As a globally recognised author though, it seems strange that Mills selects often barmy sounding titles for his works and this one is no different. *AGRICULTURE, FURNITURE AND MARMALADE*. These esoteric titles though do introduce books of real substance and this latest offering is excellent.

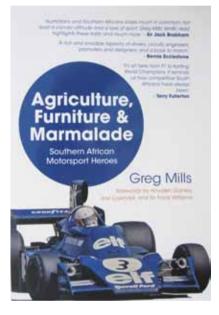
There are many books and articles which touch on certain aspects

of South African motorsport, but here for the first time, is a work which captures the very essence of what drove the local drivers, engineers, mechanics, promoters and fans in a time when motor racing even out-powered rugby in terms of crowd-pulling capacity.

Iconic figures who have taken time to read the manuscript and comment favourably on Greq Mills' latest work include: Emanuele

Pirro, Chris Amon, Derek Daly, John Watson, Derek Bell, Mike Pilbeam, Robin Herd, David Piper and Brian Redman.

You will find much information and even some passages in this book which you have read before and you will also identify some notables who have been excluded from the text. Nevertheless, if you were there at the time or wonder about what demographic influences shaped the time, you need this on your shelf, right next to Sun On The Grid.





DISCOVER MALAWI

Malawian-based company African Classic Car Tours is offering four 'Discover Malawi' trips in 2013. The trips are packed into 12 days and take in Lilongwe, Mzuzu, Northern and Southern Lakeshore, Cape Maclear, Zomba and Liwonde. Partakers will get to see the wonders of the country like snorkelling amongst the famed lake's Cichlids, enjoy the company of similarlyminded people and sample Malawi's friendly culture. But perhaps the most surprising part is that tour-goers will not use their own machinery, rather one of 8 classics (Volvo and Triumphs) supplied by African Classic Car Tours. Contact chris@ngalabeach.com or visit kumbali@ kumbalilodge.com for further details.

PE WORLD OF WHEELS **MOTOR FAIR**

An auction of valuable cars, a drive past featuring a variety of makes and nearly 500 cars, small trucks, motorcycles, mobile homes and modern cars from nine different manufacturers were on display at the 2nd Herald World of Wheels Nelson Mandela Bay Motor Fair held in Port Elizabeth on Saturday 2 December.

EPVCC, under the chairmanship of Hannes Geyer, organised this motor show which was held at the Newton Park High School Tech Sports Grounds. The Herald newspaper and their doyen of motoring editors, Bobby Cheetham, were the promoters of the entire show, which is destined to go from strength to strength in coming years, which PE certainly deserves.

Being held in South Africa's original motor city, it is only right that PE has a motor show featuring a cross-section of some of the vehicles that have been lovingly restored and kept in the family in the Border, Eastern Cape and along the Garden Route.

There were 47 different makes of cars and 16 different types of motorcycles. Cars were made in England, Germany, France, Italy, Japan, South African, Sweden and the USA. The bikes originated in England, Germany, India (former Royal Enfield), Japan and America..

Oldest on display were the three Model T Fords from 1911. An Austin from 1934 was there as well, and a 1931 Chev Roadster made just after GM set up shop in Kempston Road in PE. There was a 1925 car from the Dodge Brothers in Detroit, the original suppliers of components to Henry Ford when he first made Model Ts. A 1946 MG TC was in the line-up of no less than 43 MGs, which was the largest one make on show. Ford had 31 cars, Morris 22, Chev 17 and Mercedes-Benz 15. The famous South African Dart and Flamingo cars were represented as well as a '57 Goggamobil and a '47 Willy's Jeep.

Unusual was a '47 Austin 2-door A40 Dorsett and a goodlooking Hahn, the German car based on the Beetle but made in East London. An interesting car in the drive-past was the '57 Morris Minor belonging to Colin Stocks, which had recently completed a three-month trip up Africa to the Morris Minor Festival and then when it was over, back to South Africa. It was still covered in the authentic dust and mud of Africa.

Amongst the 72 motorcycles were a couple of names that have vanished into history. G. Sheard's 1917 Indian was the oldest. A flat twin Douglas, a couple of 1936 Ariels, a '37 Velocette, a '41 Matchless and a '43 BSA.

Auctioneer Damen McLaggan of Knysna's Home of Classic and Sports Cars, did a fine job of selling about half a million rand's worth of collectable cars.

By Roger McCleery



LAPPING UP ZIMBABWE

If the Lap of Botswana featured in our last issue got the juices flowing for some classic motoring adventures then be sure to sign up for the upcoming Lap of Zimbabwe hosted by Classic Car Events. The Lap of Zimbabwe 2013 is an adventure trip for vintage, classic and interesting cars, motorcycles and aeroplanes travelling through Zimbabwe and its surrounding countries. The event runs from Friday 6 September 2013 to the finish on 22 September, a total of 17 days on the road. Participants will get to see South Africa, Zimbabwe, Mocambique, Malawi, Zambia and Botswana and cover a total distance of approximately 5 000km. Entries are limited to 15 vehicles so it is best to check out www.afriod.co.za and book with Roger at roger@afriod.co.za.

BOOK THIS

If you are a fan of the Springbok Series and Kyalami 9 Hour you'll be more than aware of the Lola T70. These brutal purpose-built animals more often than not featured at the sharp end of the grid. And now there is a book dedicated to them. Written by John



Starkey and filled with outstanding period imagery, Lola T70 covers the design, development and history of the car. Each and every chassis that left the plant is covered in an amazingly researched and worded bit of motoring reference. Books can be ordered direct from Gryfon Publishers, St Petersburg, Florida. Telephone 727 384 1179 or email info@johnstarkeycars.com. Cost is \$150 excluding postage.

LOTS TO CHEER ABOUT

More and more visitors are being attracted to FMM's world-class exhibits.



RECORD VISITS TO FMM

Visitor figures to the Franschhoek Motor Museum for December 2012 broke all previous records. Although closed for two of the 31 days days. a total of 7 904 guests visited the museum during the month with no less than 903 people walking the displays in a single day – the 27th. The tour guides, deli and wine-tasting staff had a bumper month to remember – and at the time of going to print, the figures for January are similarly impressive. The display theme of 70 years of Fords, which starts with an 110-year-old Model A, has proven very popular. By comparison, when the museum opened in May 2007, a total of 16 519 walked the halls during the first 12 months...

MMMAGIC

A group of Triple-M owners will come together in April in the picturesque Franschhoek region to celebrate these pre-war classics. The name derives from the three main MG model classifications of the time: Midget, Magna and Magnette. Overseas, the Triple-M Register is a part of the MG Car Club and is said to be one of the largest and longest established one-make car clubs in the world, for over 50 years looking after the interests of the pre-war overhead-cam MG models and helping owners keep their cars on the road.

The gathering starts off with a 'meet and greet' on Friday 5 April

at the FMM before settling-in at the town's four-star Protea Hotel. The serious proceedings commence on the Saturday with a rally from the hotel to the Zorgvliet Estate situated five kilometres outside Stellenbosch in the Banghoek Valley. The rally will conclude back at the Protea with a sophisticated commemorative dinner back.

Another rally takes place on the Sunday, terminating at FMM where the MGs will be put on display as the participants enjoy a luncheon at the museum's delicatessen. This occasion will also be a tribute to the late Phillip Costa, his family and his MGs. A highlight of the weekend will be the display of Phillip's well-known MG race car known as Hoodoo. This car is one of a few survivors of the early Camps Bay Hill Climb events, the centenary of which was reported on in the last issue of C&PCA.

LIVE TO RACE

Late last year the second ten/ten Live to Race event got under way at FMM, when ladies and gents from around the Cape brought along their special sportscars and offer those who are battling cancer and other illnesses the opportunity for a ride. The museum was again chosen as the starting point, with everyone enjoying a tour of the displays followed by a cup of tea or coffee before heading out over the spectacular Franschhoek Pass. FMM was honoured to be involved once more.

NEW WEBSITE

FMM is proud to introduce its new-look easy-to-navigate website. No less than 20 of the museum's most prestigious cars have been added to the gallery section and there is lots more information on the museum's events and associated matters plus the monthly newsletter. Logon to www. fmm.co.za and check-out the very best of FMM.

L'ORMARINS QUEENS PLATE

Happening too late for inclusion in this issue of C&PCA, a report on one of South African sport's most prestigious horse racing events, the L'Ormarins Queens Plate held at the Kenilworth race course can be found on the museum's recently upgraded website. FMM combined with Mercedes-Benz to put on an impressive display of three-pointed-star thoroughbreds as an alternative display of horsepower.

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.

SARRA FIRESTONE LEGENDARY REGULARITY RALLY SERIES 2013

ith the

By Dave Hastie

Drivers' section decided b v mere 5 points between winner and runner up, and 2nd and 3rd places tied on 40 points apiece, the 2013 Firestone sponsored SARRA Regularity Rally series was won on the final rally of the 8 event series. The scoring system allowed for competitors to drop one event from their total which gave rise to many permutations leading up to the final rally. Scoring works opposite to the norm, with the lowest score taking precedence over higher scores.

Equal points were earned in each of 4 Classes. Classes are defined by the experience of the crew with Class A being for the most experienced down to the least experienced in D. A total of 36 drivers contested the Drivers' Series while the Navigators had

35 contestants.

The Navigators' section was equally hotly contested with the exact same score allocation as the Drivers' section deciding the podium positions. This was more remarkable as there was shuffling between the crews during the year.

The TOTAL sponsored Blind Navigator section was contested over 7 events and Bonita Blanckenberg scored a runaway win. Such was her lead by the halfway stage of the series that she and regular driver Jerry Paice agreed to swap drivers to inject some competition into their category. 29 drivers contested the Series while 25 navigators vied for the Blind award.

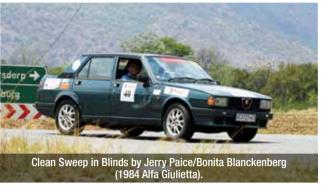
There was a good spread of Classic MG, Alfa, Jaguar and Fiat derivatives that added spice to the series. The organisers are trying to encourage the return of dormant classics to join these Sunday morning events.

Firestone Driver Standings		Navigator Standings		
1 Robin Ross	35 points	Greg Pridgeon	35 points	
2 Laurie Steyn	40 points	Syd Brett	40 points	
3 Schalk van Niekerk	40 points	Susan van Niekerk	40 points	
TOTAL Blind Series Drivers		Navigators		
1 Jerry Paice	7 points	Bonita Blanckenberg	9 points	
2 Gerhard Korf	28 points	Susan Webber	28 points	
3 Ralph White	38 points	Jessica Grib	38 points	

Class Champions

Class A Schalk and Susan van Niekerk
Class B Llewellyn Barnard and Joe Smith

Class C Nick and Melanie Jacobs Class D David and Thomas Beard











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No collection of mid '60s giant killing saloon collection is complete without a Renault. A look at old race records reveals that the French firm's Dauphine and R8, especially in Gordini format, were successful racers and dissevered of some recognition. But following some time in an R10, which had the local Alconi treatment, **Stuart Grant** feels that this model could be the classic Renault to have.

- Photography Stuart Williams -

enault launched the RIO (called IIOO in a few other markets) in 1965. In essence it was a slightly more posh version of the R8 with a bit more overhang and the resultant box aesthetic had people joking as to whether or not it was coming or going. All jokes were put aside however as the twisty bits arrived and the rear-engined R8 or RIO blew away the competition with unbelievable handling and, thanks to discs all round, above average stopping power. There is no talking RIO without refreshing the R8 story.

The R8 hit the shelves in 1962 and was based on the Dauphine so you got the same rear-engine layout, but this time clothed in a more modern and very square 3-box profile. Initially motion came from an all-new 44 horsepower engine of 956cc. It was cutting edge stuff with five main bearings, alloy cylinder head, wet cylinder liners and a sealed and pressurized cooling system. The braking system too was class leading with discs at all four corners.



Renault upped the game in 1964 with a fancier R8 called the R8 Major. This boasted better standard equipment such as chrome exterior trim, upholstered boot area, vinyl seats with adjustable backrests, front door arm rests, rear ash trays and the all important interior mirror light. Oh yes, and the engine grew to 1108cc and produced 50bhp. Power drove the rear wheels via either a standard 3-speed manual or 4-speed manual option. If 50 horses on tap weren't enough, a buyer could go the Gordini route from 1964. Fettling by tuning guru Gordini saw the capacity remain unchanged but the power jump to 90hp. Suspension was dropped a touch, Delta alloy wheels could be had and the Gordini only ever left the showroom in French racing blue.

For 1965 Renault developed the RIO, a more upmarket version of the R8, which therefore meant no need for the R8 Major. They canned the R8 Major but kept the standard R8 (956cc) and R8 Gordini on the market. It doesn't take a draughtsman to realise that the RIO front and rear differ from the R8. While the middle remained unchanged the RIO measured in 20cm longer, which increased luggage space by 30%, from 240 to 315 litres. Interior equipment levels equalled the R8 Major but got

a stylistic redesign, while the 1108cc power unit remained.

1966 was a quiet year from a development view point as Renault again looked at making a dent in the VW Beetle's American market domination - they had tried with the Dauphine already. For 1967 the R8 Gordini got a bigger 1255cc 103bhp, five-speed gearbox and twin round headlights. Single round headlights had been the norm on both R8 and R10 until 1968 when the firm swapped them out for rectangular units. At the same time the R8 finally lost its 956cc engine, replaced by the 1108cc from the RIO. The RIO dashboard also made its way into the R8. A larger 1289cc (52bhp) engine sourced from the 1969 R12 found a home in the 1970 R10 before all production of R8 and R10 models ceased in 1971.

In total 1.3 million R8 and 690 000 R10 units left the factory – 2 626 Gordinis in 1108cc format and 8 981 in 1255cc guise. While these numbers aren't shockingly bad they didn't meet the goal of American market domination. Although the R8 and R10 could run circles around VW's Beetle in performance, the Beetle's unstressed motor, which handled the expansive roads better than the perky Renault

in terms of reliability, combined with better build quality and a brilliant dealer network to make the Beetle king. Not many Americans hold the Renaults of yesteryear in a good light. Most will tell you that they remember seeing them sold from the back end of dodgy dealerships, that once it broke you couldn't get spares. and that the fondness for corroding meant that the easiest way to dispose of a Renault was to hit it with a broom and sweep it away.

South Africans, on the other hand, speak of Renault with fondness — ok, not the Ford guys! We seem to have had reputable dealers moving the product, our roads (other than perhaps the Karoo) were not flat out stretches of enginebreaking nothingness, and the little Renaults raced with some big success.

Paging through South African motorsport archives, the names Eric 'Puddles' Adler and John Conchie crop up on many occasions. More often than not because, under the banner Alconi and as part of the Ecurie Aquila team, they managed to make everyday cars into giant killers. Fiat, Simca and Ford Taunus list up alongside their names but the real action starts in 1966 with an Alconi R8 winning the South African Group 2 title for saloon



cars. So impressive were the results and reliability that Alconi and Renault South Africa teamed up to offer clients road-going Alconi R8 and Alconi Rros fully backed by Renault head office and sold through its dealer network. 'Alconi' was a play on the combination and shortening of Adler and Conchie.

In '68 Alconi set the local Group 5 racing scene alight with an R8 blown by a supercharger. With legendary Renault man Scamp Porter joining the party, the men used a 1296cc unit and

added a Rootes-type

with very little budget

Marshall Nordic cabin pressure blower from a Viscount aircraft. Yes, you read it right - the blower came from an aeroplane cabin pressure system, showing how resourceful one can be

and a good set of brains. Fuel came via an Alconi-tickled single 45 DCOE Weber. On debut at Kyalami Adler qualified the R8 in second place, just behind Peter Gough's Escort but in front of Arnold Chatz's Alfa GTA. On the old Kyalami straight the Group 5 Alconi R8 clocked a top speed of 228km/h, an impressive speed in any car.

For the 1970 season Jody Scheckter's joins the tale. Off track commitments meant that Adler was unable to compete in the national championship. He removed the engine and did a deal whereby Jody could slot it into his previous Class X R8 body. Rules allowed for a bigger bore so the lump was increased to 1400cc which, coupled with the locked diff on the Scheckter car, gave rise to some spectacular tail-out driving and earned Jody his 'Sideways Scheckter' nickname. Scheckter competed and won occasionally against the likes of the Gough Y151 Escort (turbo-charged) and Bobby Olthoff 5-litre Perana Capri.

We digress, but I think the point is clear: these guys at Alconi knew how to make Renaults go fast.

Alconi got the RIO basics spot on with a lumpier than standard cam (ground by Piwie Buys), branch type exhaust and a twin-choke downdraft Weber carburettor. Initially the conversion was done by removing the engine and swapping out the camshaft but when it was discovered that the camshaft lined up perfectly with the rear number plate, Alconi starting punching a hole through the bodywork to extract/install the item.

Like Gordini, Alconi did offer

On debut at Kyalami Adler qualified the R8 in second place, just behind Peter Gough's Escort but in front of Arnold Chatz's Alfa GTA.



Only the subtle badge (a snake wrapped around a conrod/piston) gives a hint as to the improved performance.

optional Delta alloys but for those wanting an under the radar performance saloon, the steel/hubcap option seen on the 1966 Alconi pictured, it was the way forward. Only the subtle badge (a snake wrapped

around a conrod/piston) gives a hint as to the improved performance. A period modification, although not Alconi, done to our photography car, was the addition of Gordini twin headlights.

Inside the cabin the RIO is surprisingly

flashy (if you're comparing to a Mini or VW Beetle) with padded dash top, wood veneer facia and matching gearknob. Individual front seats sit so close together you wonder why a bench seat wasn't used and the lack of gearbox tunnel (remember the engine is in the back) takes some getting used to. Cramming as much as you can into a small space seems to have been a theme and the result is that the front

wheel arch protrudes into the cabin giving a slight off-set pedal position.

Firing it up is a simple case of some choke, a few stabs on the accelerator and a swing of the starter motor. With the car warm and choke back in, the Alconi sounds crisp and the engine responds to pedal inputs immediately. Acceleration feels brisk, you get into top quickly and look for the next mountain pass – this is where the car comes alive. Steering response, feel and feedback is brilliantly direct with only a Mini anywhere near matching the smiles per hour it delivers. Stopping power is good and so too is the handling (even with the engine behind the back wheels). While the R10 looks ungainly against the R8 it actually handles better, with better weight distribution. And you can fit more luggage in so it's a win-win motor car.

One drive on the right road and you'll understand why the humble Renault R8 and R10 were such obvious motorsport entrants and victims of local tuning. And you'll want one.



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165	R	15	86H
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185	R	16	93H
205/70	R	15	96V

FURTHER SIZES AVAILABLE ON REQUEST



MULTI-CYLINDER MULTI-CYLINDER MIADNESS

So you think Grand Prix bikes are complex now? **Gavin Foster** says that in order to see some really trick kit, you need to go back in time to the 1950s and '60s!



oday the manufacturers and outside sponsors all pay super-fit young professionals millions of dollars to ride their remarkably similar machines as fast as they can in circles around ultra safe racetracks. Top racers a few decades ago battled to scratch out a living, and often rode in three classes on a single day, just to earn enough start money to survive upon. There were no outside sponsors, and the works teams poured most of their cash into developing exotic machines, rather than paying their riders decent money. The tracks, many of them public roads, were extremely dangerous, and half-a-dozen

good GP riders died every year simply trying to pay the rent.

Before 1969 there were no restrictions on the number of cylinders or gears

used by GP machinery, so some extraordinarily complex racing machinery saw the light of day. The Italian MVAgusta and Gilera threes and fours did battle with single-cylinder British thumpers that acquitted themselves surprisingly well in

the '50s, but the Japs upped the stakes considerably in the '60s by bringing

Before 1969 there were no restrictions on the number of cylinders or gears used by GP machinery, so some extraordinarily complex racing machinery saw the light of day.

An in-line six, the Italian reasoned, would be too wide, but a V8 with four small cylinders per bank mounted across the frame could be narrower than an in-line four with bigger bores.

all sorts of astonishing toys into play. In November 1963, at the very first Japanese Grand Prix at Suzuka, Honda surprised the opposition by rolling out their RC114 - a 170km/h twin-cylinder 50cc four-stroke that used ten gears and more than 2000orpm to deliver 15bhp to the tar – at 300bhp per litre, that's perhaps 15% more efficient than a modern MotoGP machine. This was followed by the fabulous 250cc Six, and, in October '65, a marvellous little five-cylinder 125cc four-stroke that could top 220km/h. The other Japanese factories were just as innovative, with Suzuki developing their water-cooled 14-speed 5occ two-stroke RK67 twin in '67, and a remarkable 125cc V4 that produced 42bhp and needed a 12-speed gearbox to keep the revs in the 500rpmwide power-band. Yamaha stuck with two-stroke twins until it became obvious that they'd have to play catchup, and in 1965 produced race-winning 125cc and 25occ two-stroke V4s. But with the complexity came huge costs, and the door slammed shut in the late 1960s, when regulations limiting the number of cylinders to one, two, or four, depending upon the class, and gear ratios to just six per box, were imposed.

But the prize for the most ambitious project of all must go to Moto Guzzi, for the 500cc V8 Grand Prix racer they built in just a few months before the '55

season – the Otto Cilindri. With both MV Agusta and Gilera racing four-cylinder machines, Guzzi's 500 single had passed its use-by date, and designer Giulio Carcano wanted to crush, not just match his Italian rivals.

Carcano started scheming after the Spanish Grand Prix on 3 October 1954, where Australian rider Ken Kavanagh slotted his ageing Guzzi 500 single in between two MV fours for second place. An in-line six, the Italian reasoned, would be too wide, but a V8 with four small cylinders per bank mounted across the frame could be narrower than an in-line four with bigger bores.

Moto Guzzi's racing department consisted of just 11 people, but the new engine ran for the first time just

three months later. The 500cc water-cooled four stroke V8 boasted twin overhead camshafts for each bank of cylinders, eight sets of points, four ignition coils, two six-volt batteries, eight 20mm Dell'Orto

carburettors, and eight open exhausts, sans megaphones. The engine used a four-speed transmission, but could accommodate another two ratios if necessary, and the rev ceiling was set at 12000rpm. Initial output was 62 horsepower, which grew to 80bhp over the next three years. The bike weighed in at 148kg.

Considering that there were no computers available in 1954, Carcano's achievement was remarkable. According to an article in a 1972 *Cycle* magazine, the carburettors were finetuned by running the engine in a darkened room and observing the redhot glow of the exhaust pipes. Moto Guzzi's success in the machine shop did not, alas, translate into racetrack success, due to endless reliability problems, but the V8 was certainly quick. It achieved 300km/h on the Mira test track, and was clocked at 285km/h

during the 1957 Belgian GP, where Keith Campbell took the lead, smashed the lap record time and again, and then retired when a battery cable broke. The same year, Dickie Dale finished 4th in the Senior TT, with the bike running on seven cylinders, and won a non-championship race, the Imola Gold Cup, on the Guzzi. But in the Grand Prix races water pipes burst, wires came loose, and victory remained elusive. The end came after the '57 season, when Moto Guzzi retired from racing, perhaps a year too soon.

Current MotoGP regulations allow competitors to use any number of cylinders, but with weight penalties. The bikes raced today produce more than enough power, and nobody wants to be lumbered with extra weight, so

Moto Guzzi's racing department consisted of just 11 people, but the new engine ran for the first time just three months later.

we're unlikely to see or hear another V8 howling down the straight. You can still listen to the Guzzi, though – pour yourself a stiff drink and Google 'Moto Guzzi V8 sound' - you'll come across a number of websites with video and audio footage of the old racers.







Jaguar – the name that to many represents the quintessential classic British motor car. It wasn't always the case though, but thankfully the Jaguar SS100 set the title rolling and it stuck.

he rakish, almost flamboyant Jaguar SS100 you see here is the first model to bear the name 'Jaguar'. It was preceded by the SS90 model - an SS, which stood for Standard Swallow, or was it Swallow Sports? It suited William Lyons to have the engine supplier, the Standard Motor Company, think it was Standard Swallow, whilst his employees at the Swallow Sidecar Company Ltd thought it was Swallow Sports.

William Lyons and William Walmsley founded the Swallow Sidecar Company in 1922 in Blackpool, initially manufacturing motorcycle sidecars before moving into coach building motor cars. The first car they

re-bodied was an Austin 7 and this was followed by further Swallows based on Standard, Swift and Fiat chassis. In 1929 Lyons teamed up with Captain John Black of Standard and created the first SS (Standard Swallow) followed by the SSI and SSII coupes. William Lyons formed SS Cars Ltd in 1934 and the company name was changed to Jaguar Cars Ltd in 1945.

"I immediately pounced on 'Jaguar' for it had an exciting sound for me," said Lyons. "An old school friend had joined the Royal Flying Corps. He was stationed at Farnborough and told me of his work as a mechanic on the Armstrong Siddeley 'Jaguar' engine. Since that time the word 'Jaguar' has always had a particular significance to



one each side.

me and so SS Jaguar became the name by which our cars were known."

William Lyons may well have been an autocratic and tight-fisted individual, but he was a gifted stylist. He created some of the most beautiful motor cars in automotive history. From the initial Swallow, to the SS100, XK, XJ, C-type and D-type racers, all his motor cars were absolutely perfectly styled, from sports cars to large saloons.

This 1936 2¹/₂-litre Jaguar SS100, chassis number 18033, proves the point. From every angle it looks

superb. Some of the old perpendicular school thought the SS100 was a bit too rakish and caddish but it was a pure sports car priced at just £395 when new, undercutting everything else on the market.

The Jaguar SS100, first launched in 1935, evolved from the SS90 which ran a Standard side valve engine of which William Lyons commented, "It just wouldn't pull the skin off a rice pudding!" A bit cruel, but the great engineer Harry Westlake was tasked with designing a new overhead valve

cylinder head for the 2663cc Standard straight six which upped the horsepower from 75bhp to 105bhp at 4500rpm. Westlake considered the cylinder head as one of his best achievements and Lyons remembered the occasion as 'one of the best breakthroughs we ever had'.

Now the SS100 not only had the looks but it was also a properly fast sports car capable of 95 miles per hour and a 0-60mph sprint in 12.8 seconds. This speed is effectively shed by Girling rodoperated Millenite ribbed drum brakes, which do not suffer from fade. Burman











Douglas worm and nut steering helps keep the Jaguar accurate and the solid axles are suspended and damped by both hydraulic and friction dampers on the front axle but only Luvax CMP hydraulic dampers on the live rear axle which is something of a weak point.

The 18-inch wire wheels are shod with chunky 5.50X18 Blockley tyres and it's interesting to note SS100s had Lucas QK596 headlamps fitted originally, not the more well-known Proos, and only one 'fly's eye' rear lamp is mounted on the off-side rear wing on British models

whilst the export models had one each side. Lyons penny pinching again?

A larger 31/2-litre engine was offered from 1938, which produced a claimed 125bhp and cost £445. In total just 198 of the 2¹/₂-litre cars were manufactured and 116 larger capacity cars, making them very rare examples of the marque. A Jaguar SS100 3¹/₂-litre was sold for £670 000 in 2010 by Gooding and Company auctioneers but prices are generally around the £300 000 mark.

So what is this very attractive Jaguar like to drive? Ingress is through a rather flimsy suicide door. The cockpit is very tight and the large Bluemel steering wheel does not leave much space for your thighs. Seating position on the blue leather-covered Dunlopillo cushions is typical 'arms out' of the period although there is plenty of legroom but not much space for large feet. The view along the long louvered bonnet and widely splayed front wings is special, while the dash is literally covered in cream-faced Smiths instruments with blue markings.

The heavily tweaked Harry Westlake



engine fires instantly and sounds like a much larger mill than just $2^{1/2}$ -litres capacity sucking through twin $1^{1/4}$ -inch SU carbs. The clutch is light and the gearshift lever movement into the nonsynchro first only requires a short wrist action. From rest the steering is heavy via the large and flexible rim but the SS100 moves off easily thanks to 167lb ft of torque at just 2800rpm.

The gearshift is synchro'd from second but best to take it a bit slow. The lovely little straight-six engine is eager and reacts quickly to accelerator pedal increments even if the rev band is limited to about four and a half thou'. On smooth tarmac the SS100 gets up and goes with intention, steering quickly lightens and the brakes, which are not full of feel, certainly work effectively and inspire confidence. Gearshift is remarkably neat and tidy and soon you are bowling along at quite a clip, the sensation of speed enhanced by the very open cockpit.

When you start to push the Jaguar it responds in a benign manner. Going a bit faster into corners the Blockley

tyres allow the separate chassis to ease into a drift. You feel the old car settle its weight onto the outside tyres, sit down, then you unwind a bit of steering lock as the grip gently lets go. All very satisfying and all at legal speeds! The SS100 comes apart a bit when the road gets rough. It really does not like transverse ridges, which can cause that under-damped rear axle to jump and lurch the car.

So some regard the SS Jaguar 100 as being a bit dandy but this is dispelled when you drive it. It is a pure vintage sports car and this is backed up by its competition record. One of the SS100's first successes was its underrated victory in the 1936 International Alpine Trial, where Tommy and Elise Wisdom won a 'Glacier Cup'. Then in 1937 Jack Harrop won the RAC Rally and various wins followed at Brooklands and Goodwood Circuits. In 1948 Ian Appleyard entered his nine-year-old SS100 in the Alpine Trial and came away with a 'Coupe des Alps' trophy and first in class.

A proper bit of British kit.

1936 JAGUAR SS100

ENGINE

2663cc straight six, ohv, twin SU carbs

POWER

104bhp @ 4600rpm

TORQUE

167lb ft @ 2800rpm

TRANSMISSION

4-speed manual non-synchro on 1st gear

STEERING

Worm and nut

SUSPENSION

Front: solid axle with semi-elliptic leaf springs and friction dampers

Rear: underslung live axle with semielliptic leaf springs and friction dampers

BRAKES

Girling rod-operated drums

WEIGHT

1 200kgs

PERFORMANCE

Top speed 95mph

0-60mph 12.8 secs



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The Austin-Healey turns 60 this year and Mike Monk drives a Le Mans-spec version of one of the original four-cylinder models.

hen it comes to defining the quintessential post-war British sports car, the Austin-Healey will figure high in most people's minds. The long bonnet, short tail, lusty engine, basic and robust drivetrain is typical of the Bulldog breed, the whole culminating in a grininducing, bugs-in-the-teeth, seat-of-the-pants driving experience made all the more pleasurable when wearing a cloth cap and string-back driving gloves. That the car went on to achieve success in such romantic and iconic events as the Monte Carlo Rally and Le Mans merely added glitz and glamour to the car's persona – not to mention pride of ownership.

The Big Healey (as it became known) was the brainchild of Donald Healey who set up his own motor company at the Cape Works in Warwick, England at the cessation of hostilities in 1945. Five years later, engineer and stylist Gerry Coker joined Healey and they began work on a car aimed at fitting in between the dated but cheap MG TD and the fast but (relatively) expensive Jaguar XK120. Donald's son Geoffrey designed a box-section chassis and the Austin A90 powertrain was adopted, the 2.66-litre inline four-cylinder engine left standard but the four-speed gearbox was modified by blanking-off first and fitting overdrive on the top two ratios.

At the 1952 Earls Court Motor Show the Healey Hundred — so-called for its ability to reach 100mph — was unveiled and immediately pounced upon by none other than Leonard Lord, the head of the Austin Motor Company and who was in need of a sports car to supplement his company's model range. A deal was struck immediately and the car — designated BN1 — was renamed overnight as the Austin-Healey 100 with full production slated for starting in 1953 at Austin's plant in Longbridge, Birmingham — the first 19 cars (all left-hand drive) were made in Warwick with bodies built by Jensen.

Versions of the car soon began establishing speed records. To herald its US launch (exports were vital to Britain's economy at the time), a modified version went to the famous Bonneville Salt Flats and averaged 122.91mph (198km/h) for 12 hours, 104mph (167km/h) for 24 hours and covered the flying mile at 142.64mph (229.5km/h). In 1954 the 24-hour average was raised to 132.29mph (213km/h) and a supercharged 100 covered the flying kilometre at Bonneville at 192.74mph (310km/h).

From such exploits the 100S (for Sebring) was developed featuring Weslake-designed cylinder heads that helped raise peak power from 67 to 98.5kW, a four-speed gearbox without overdrive and a lightalloy body shell. Five cars were hand built specifically for development and racing by the Donald Healey Motor Company back at Warwick. Stirling Moss raced one in the Sebring 1954 12-hour race where he placed third, and the car finished 6th in '55 and 11th in '56. Other cars were entered in the Mille Miglia and at Le Mans. A production version was introduced in 1955 and was the first production car to be fitted with disc brakes front and rear. Only 50 were made with most exported to the USA.

In turn, the 100S led to the 100M, a term denoting a performance upgrade that could be fitted ex-factory or by the dealer. The Le Mans Engine Modification Kit (to give it its full title) included twin SU H6 carburettors linked to a cold air-box to increase air flow, a high-lift camshaft

with stiffened valve springs, a modified distributor and different pistons that raised the compression ratio to 8.1:1. The motor produced 110bhp (82kW) at 4500rpm and 217Nm of torque at 2500. A stiffer anti-roll bar was applied to the front suspension and the bonnet gained louvres along with a Le Mans-compulsory leather strap. The 100M could reach a top speed of 176km/h.

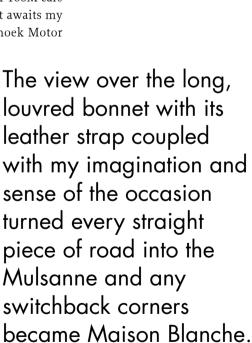
The rooM's running gear consisted of a simple ladder-frame chassis with a suspension set-up comprising wishbones and coil springs up front and a rigid axle affixed to semi-elliptic leaf springs at the rear, with drum brakes all round. Wirespoked wheels with spinners were *de rigueur* sports car fare of the time.

Later in 1955 – a busy year in the big Healey's history – the BN2 version was introduced with a proper four-speed 'box with overdrive, a different back axle, bigger brakes and the option of two-tone paintwork. The front wheelarches were slightly larger, too.

It is one of the few late-BN1 100M cars (one of only 1 159 built) that awaits my arrival outside the Franschhoek Motor

Museum's workshop. The black paintwork gleaming in the early summer sun, it certainly looks the part - low, wide and handsome. The doors have no handles - reach over and pull on the leather pull cord and step down into the cockpit. Down is the operative word here and I recalled the first time I ever sat in one. I was a nipper and managed to get into one at a motor show stand and was totally amazed at the legs-out-straight seating

position, which was a far cry from that of my Dad's Hillman. This time it was not so unnerving and actually put me right in the mood, the upright, large wood-rimmed wheel positioned period-typical close to my chest, all the better for heave-ho-







ing the cam-and-lever steering. Pedals are slightly offset to the right but not awkwardly so.

The view over the long, louvred bonnet with its leather strap coupled with my imagination and sense of the occasion turned every straight piece of road into the Mulsanne and any switchback corners became *Maison Blanche* (White House)*. Firing up the throaty engine sends tingles through the body – both the car's and the occupants'. Being so low slung, the exhaust system passes just below the seat pans so its rorty sound effects are felt almost as much as they are heard – both being sensory delights.

Being able to look through rather than over the windscreen made for comfortable top-down progress but eventually I could not resist the temptation to use the rather clever folding mechanism to lay the glass down horizontally – not very safety conscious I know – and the glass simply directed air flow straight into my face. But the car looked far more sporty and the revised aerodynamics actually contributed to a higher top speed (by around rokm/h it is claimed).

The undersquare (bore 87.4mm x stroke 111.2mm) 'big four' engine may have commercial origins but perhaps partly explains its tractability – it pulls without fuss from any speed in any gear. Adapted from a column shift, the gear lever sprouts from the passenger side of the transmission tunnel with a gate that is back to front: remembering the proper first is blanked-off, 'new' first is dog-leg right and back below the easily-engaged reverse, with second and third to the left and overdrive for these activated by a toggle switch on the dashboard. Engagement is easy, not that there is much need once up and running.

Put your foot down and the 100M feels really quick — 0-100km/h in less than 10 seconds — despite it having no energy once the three-bearing crank is rotating past the 4500 peak power r/min. Being so low-slung, the ride is hard (the grab handle for the passenger is not there for show) but there is little obvious body flex or scuttle shake and barely any roll either. Rolling on fairly skinny 15-inch tyres, steering is quite direct and effort lightens up with speed. There is a kind of post-vintage feel to the driving experience, the tail ready to step-

out with boyish enthusiasm with little provocation. Brakes need a firm shove but are effective enough.

In 1956 the four-cylinder Healeys gave way to the 100-6, which had a lengthened wheelbase, altered bodywork, a fixed windscreen, +2 seating and BMC's C-series six-cylinder engine with a four-speed 'box with overdrive. Later versions went on to become rallying legends in the hands of Don Morley, Pat Moss, Rauno Aaltonen and Timo Mäkinen. The sixes were a step up from the fours but there is a rawness and sense of purpose about the earlier cars that is hard to ignore. With wind buffeting your face, the 100M has that priceless smile-on-your-face quality - it just feels so right, not so much in what it does but rather the way it does it. A truly classic British sports car. @

* Anorak note: Along with the Mulsanne Kink and the corners at Mulsanne, Indianapolis and Arnage, the right-left-right White House corner is one of the few aspects of the Circuit de la Sarthe that has changed little since what is essentially today's Le Mans track layout which was created in 1921.

GO PLAY



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Side Skirts	MS34418002
Rear Boot Spoiler	MS34218002
Rear Under/Bumper Spoiler	MS34318002
High Response Muffler	MS15318001
Muffler Garnish	MS34318003
Rear Diffuser (to be ordered in conjunction with High Response Muffler)	MS34218003
TRD Push Start Button*	MS42200003
Shift Knob (MT)	MS20418001
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BOW-TIES AND BOULEVARDS

It was the car that introduced the iconic small-block Chevy V8 to the motoring world, but as **Mike Monk** discovers, it was more than just an engine.

Images by Mike & Wendy Monk



el Air - the name alone suggests the good life, an affluent residential area in the hills on the west side of the city of Los Angeles, California. Together with Beverly Hills and Holmby Hills it forms the Platinum Triangle of Los Angeles neighbourhoods. In the 1950s, together with Ford and Chrysler, General Motors formed part of America's 'platinum triangle' of motor manufacturers and when it came to introducing a truly all-new model to a nation – especially the youth market - revelling in postwar affluence, the '55 Chevrolet Bel Air was the right car at the right time. The models were a breakthrough in styling, performance and refinement that set the stage for Chevrolet's starring role in American life for decades.

The '55 was actually the secondgeneration Bel Air, the first of which appeared in 1950 and represented Chevrolet's premium model. Advertised as being 'Entirely new through and through', these cars were, in fact, built on the underpinnings of existing models so the claim was somewhat tongue in cheek. But the scene was set, and

when its replacement was launched in 1955 it really was a 'road to roof' redesign. One of the new features was a small and lightweight overhead-valve 265ci (4 342cm3) V8 engine that went from drawing board to test bench in just 15 weeks. So good was the concept that

Chevrolet's chief engineer Ed Cole commissioned a manufacturing plant and machine tools before the first engine had even been fired up. It was to become one of the automobile world's greatest engines and the combination

One of the new features was a small and lightweight overhead-valve 265ci (4 342cm3) V8 engine that went from drawing board to test bench in just 15 weeks.

of Bel Air and small-block was to herald a renaissance for Chevrolet.

But back to the car itself. Bel Air was Chevrolet's premium model (over the 150 and 210 derivatives) and six body styles were on offer - two- and four-door saloons, two-door hardtop and convertible plus two-door (called Nomad) and four-door station wagons. (A pillarless four-door Sport Sedan joined the line-up the following year.) Two in-line sixes were also available, a 3.5-litre and a 3.9-litre Blue Flame. Depending on the model, engines were mated with a three-speed manual, a two-speed Powerglide or a three-speed Turboglide automatic transmission. It sure was a head-turner in any of its many two-tone colour schemes set off with strips of chrome that added sparkle to the design from every angle. Little wonder that the '55 was soon dubbed the 'Hot One'.

The styling was crisp and clean and while continuing the first-generation model's wardrobe of chrome accents, the overall effect was elaborate yet tasteful with only a suggestion of the 'make it then plate it' excesses of American automobile design - not to mention fins – that were to follow. There was a suggestion that the radiator grille design was inspired by a Ferrari – the 212 perhaps? – but whether true or false it did possess a slightly European look, an aspect that apparently did not meet with universal favour: The following year it was replaced with a full-width design. Another step forward was the wraparound windscreen that in one stroke of the stylist's pen made the curved screen of the previous model look dated. Chevrolet's trademark bowtie emblem appears in the front and rear badging and in small emblems under each tail-light, adjoining the Bel Air script on the body sides, and in a ring around the centre piece of the full wheel covers. And that is not all ...

Just looking at this convertible model makes you want to rush to the open road and drive down to the coast with the substantial power-operated roof (release two header-rail levers first) stowed away behind the back seats. Slide onto the two-tone upholstered split-bench front seat – the backrest hinges forward to allow access to the rear - and it feels like sitting in a sun lounger, the expanses of body-colour metal and bright trim making the cabin quite airy. It is less so in the rear, the design of the hood closing-in the rear three-quarters and the folding mechanism impinging on elbow room. But the whole point of a convertible is to drop the top, right?

Switch on the radio, move the column shift into D and go cruisin'. The big steering wheel is hardly sharp-acting - I lost count of how many turns lockto-lock - but at least it is light. Engine response is easy and strong – the base 265 with its two-barrel carburettor put out 121kW at 440or/min and a strong 348Nm of torque at 2200, which explains why the two-speed Powerglide was a feasible option. A Popular Mechanics road test reported acceleration as being o-60mph (o-96km/ h) in 12.9 seconds, and commented on the car's comfortable ride and good viability. Motor Trend magazine gave

the Bel Air top marks for handling. A Power Pack option soon became available that included a four-barrel carb and delivered 134kW at 4 600r/ min and 352Nm at 2 800. It did not stop there, as the Corvette-

spec high-compression Super Power Pack option that upped peak power to 145kW at 5 000 could also be specified. Vacuum-assisted 11-inch drum brakes all round provide effective enough stopping power.



Just looking at this convertible model makes you want to rush to the open road and drive down to the coast.



No sissy wind deflectors here - just turn the operating handles and open out the doors' quarter-lights and let aerodynamics do the rest. My mind conjures up Hollywood-like images of a cloudless blue sky, distant horizons and Chuck Berry singing Maybellene on the car's radio. Yes, the good life for sure... and it is no less an enjoyable sensation today. The surroundings may be different but travelling around and about the Franschhoek Valley vineyards in the local motor museum's stunning dual-blue example provides the perfect backdrop to experiencing and enjoying this landmark Chevrolet.

Despite the longer wheelbase, new ball-joint steering and revised springing set-up (dual wishbones/coil springs up front, live axle on leaf springs at the rear), the suspension bangs and crashes a bit over road irregularities but the soft springing and heavy body (around 1 600kg) combine to cushion occupants from feeling the jolts – the boulevard is its home.

More Chevrolet bow-ties are to be found on the steering wheel boss, radio faceplate, in the quadrant instrument housing and lots of the shape punched out of the bright finishes stretching across the dash. Was this some kind of cunning subliminal promotion of the brand, or what? But the Bel Air deserves to be flashy – it conjures up an era of rock 'n roll, poodle skirts and Bermuda shorts, crew cuts and pony tails, sneakers and penny loafers and when rebels did not yet have causes. The fitment of seatbelts on new cars was being legislated, the

first McDonalds was erected and Coca Cola became available in cans.

It appears as though some right-hand drive versions of the 1955-1957 Bel Airs were shipped from Chevrolet's plant in Oshawa, Canada, to Australia (in CKD form), New Zealand (as SKD) and South Africa. Some 770 955 Bel Airs were manufactured in 1955 so little wonder that Chevrolet could afford annual facelifts - the 1957 model is hero-worshipped today. But it was the '55 that set the standard for future generations and stands proud as one of the best of Chevrolet's numerous ground-breaking automobiles. Little wonder then that America went wild for the 1955 Chevrolet Bel Air.

Acknowledgement: Franschhoek Motor Museum for the use of the car.



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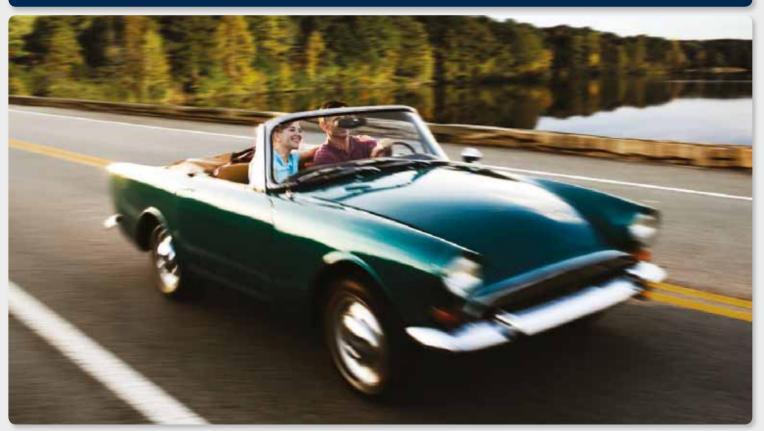
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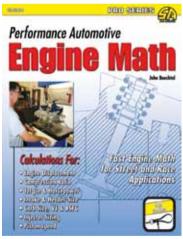
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EXECUTIVE

Styled by Michelotti, powered by a silky smooth inline 6-cylinder and riding like a magic carpet the Triumph 2000 revolutionised the luxury mid-size saloon market in 1963. **Stuart Grant** looks at why it fell off the desirability map and reckons it could be the ultimate classic bargain.

Images: Colin Brown

nly the similarly styled and capacity Rover P6 could really compete in offering real balance between performance, style and economy. 3-litre models from the competition became the dinosaur and any middle-manager driving one felt hard done by. Eventually others came to the party, politics came into play and the Triumph was gradually relegated to hand-me-downs, 'skorro'korro' status and forgotten.

A sad tale but there is light at the end of the tunnel. Triumph 2000s (in both MkI and MkII format) are on the comeback as classic car owners realise how versatile, dynamic and usable they are. And that they don't cost the earth makes some sense too. The time is right to make a decision and that decision is to go forth and Triumph.

Behind the wheel of the pictured Mkr 2000 is a sumptuous place. Well cushioned seats, although offering nothing in terms of lateral support,

Wood trim dash inserts and window trim combine with chrome highlights for that much desired classy feel.



DECISION

are extremely comfortable. Wood trim dash inserts and window trim combine with chrome highlights for that much desired classy feel. For the rest it is all about function with everything falling easily to hand, except for the bright light dip switch which is conveniently placed next to the clutch pedal.

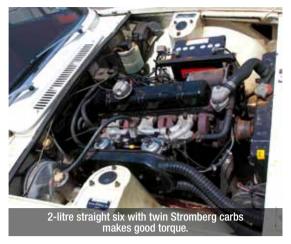
But the real joy is how it drives and the silky smooth exhaust note that the 1998cc straight-6 produces. At 89bhp performance isn't rocket-like but the torque figure of 158Nm at 2500rpm makes it a brilliant cruiser. Once on the open road you can hit fourth (or even better overdrive in fourth on the Laycock de Normanville) and easily meet the national road speed limits and still have enough in hand to overtake without stirring the gearbox.

Ride, which comes from an independent set up all round, borders on wallowing but again offers the comfort an executive wants. Steering via rack and pinion is well weighted for feedback without making turning

akin to going to the gym. Four turns from lock to lock though did leave me wondering if the Triumph motorsport programme changed this ratio on its race and rally cars.

All in all the Triumph 2000 is a perfect vehicle for crossing South Africa and soaking up the scenery and sometime suspect roads.

The 2000 story goes back to 1959 when Standard-Triumph sold their profitable tractor-making subsidiary to Massey-Ferguson. With the cash







in hand they set about replacing the rather dreary Vanguard Mark III saloon. Codenamed 'Zebu', the concept featured radical lines, a 'reverse-rake' rear windscreen and was intended to remove the staidness found in Standard's range. Harry Webster felt 4-cylinder engines weren't smooth enough for the market so had a 6-pot unit designed.

Unfortunately the wheels fell off 'Zebu' before it hit production. The first contributing factor to its demise was when Motor magazine's editor Christopher Jennings had an early viewing of the prototype and responded by telling Webster that a competitor company had also designed a car with the reverserake screen and it'd be on sale well before the Triumph. Although he never mentioned which firm, he was obviously talking about Ford and its 105E Anglia. The second death-knell for 'Zebu' came in 1960 when Standard-Triumph suffered financially owing to credit restrictions and a massive decrease in export sales. Standard-Vanguard production was cut in half, 1 900 production staff retrenched and when, at the end of the year, Lord Tedder stood down as Chairman, the firm had an overdraft equivalent of over a quarter of its net assets.

Truck manufacturer Leyland stepped up to the plate and bailed out Standard-Triumph in 1961. A total rethink about the executive saloon took place. Any 'Zebu' thoughts were disregarded and widespread changes across management and the board of directors saw Webster rejuvenated. Strict costing requirements by Leyland's director of finance Donald Stokes meant a number of 'Zebu' developed parts were carried over, but gone were the styling cues and the idea of a body-mounted chassis and transaxle system.

Now designated as 'Barb' the planned saloon featured monocoque construction, conventional gearbox layout and because the Triumph brand

In fact the Triumph offered such value, economy and good road manners that it went on to dent the more famed luxury saloons like the 2.4-litre Jaguar Mk2

name was climbing with the successes of the Herald and TR4, Leyland decided to drop Standard from the title. 'Barb' development went along at a rapid pace thanks to the basic mechanics like engine, gearbox and suspension being tried and tested. Because of a tight time frame Michelotti drew a miracle out of the bag and within three months had finished the design. It was all new and showed no hint towards 'Zebu'. Webster made some minor tweaks and gave the go-ahead for production. Miles of testing were completed before the car was

launched (as Triumph 2000 because of its 2-litre classification) on 15 October 1963 at the London Motor Show.

Press and public alike found the car to be a winner. In fact the Triumph offered such value, economy and good road manners that it went on to dent the more famed luxury saloons like the 2.4-litre Jaguar Mk2. Only the Rover (which launched at the same time) could really compete with the 2000 as an all round package. When the 2000

hit the shelves in January orders were enough to see production reaching 350 units per week.

Decent sales and exports continued through to 1965 and Triumph released an estate version. This proved a wise move as none of the competitors had such in their arsenal. Leyland had also managed to miss the industrial strike action that had plagued the other British car makers. On a good wicket, they pulled the carpet out from under the Triumph 2000 competition by buying Rover for £25 million. This

meant that the Leyland Corporation held 10.6% of the UK car market.

1968 saw a merger between Leyland and British Motor Holdings, which resulted in management moving to BMC in Longbridge – the spiritual home of British motor industry strike action. Politics aside, Triumph 2000 continued and a 2498cc version was launched in 1968. Then came a Lucas fuel injection 2498cc 2.5PI model, PI standing for Petrol Injection. Although it gave the Triumph class leading performance the unreliability of the







Side profile shows the practical side with enough legroom and boot space for all occupants.

injection system damaged public perception somewhat. But that wasn't all the bad news. The summer of '69 was a killer for British Leyland with a 5 week workers' strike halting 2000 production. Once resolved, the chaos continued with an II-week delivery drivers' strike and a stoppage at the body pressing plant. All in all, the loss in production cost £II million.

Triumph had rapidly evolved from a company with peaceful industrial relations to an 'also-ran' in the volatile British Leyland empire where focus and finances were directed at the loss- making Austin Morris division. While the '60s saw Triumph establishing themselves as a premium quality brand, the strikes and British Leyland-induced mediocrity of the '70s all but killed the brand. There were the odd highlights like the Stag, TR6 and MkII Triumph 2000/2500.

With the MkI not yet outclassed by the competition it was of little surprise that the MkII project (codenamed 'Innsbruck') was basically a facelift. Again Michelotti put pen to paper, but while it was a definite visual progression, the MkII was significantly more aggressive in appearance. He carried through the styling cues he'd included in the Stag and the hairy-chested TR6. Although rave reviews followed the launch of the MkII, political upheaval and almost continuous striking meant British Leyland had to tighten its belt. In the luxury saloon department this meant either Rover or Triumph, but

In 1971 board members were shown clay scale models of the proposed replacements for the Rover P6 and Triumph 2000/2500. Rover called their project the P10 while Triumph showed the project named 'Puma'. It was decided that Triumph's Puma was too conventional in style so the honours of British Leyland luxury saloons went to the Rover P10 – which

1968 saw a merger between Leyland and British Motor Holdings, which resulted in management moving to BMC in Longbridge – the spiritual home of British motor industry strike action.

became the SDI and was launched in 1976. The Triumph brand remained for smaller premium saloon cars and the controversial TR7/8 sportscar. South Africa was one of the last to sell the MkII in 1978 and true to our penchant for local specials, a number were called the Triumph Chicane. The Chicane was basically the same as the English 2500TC (more luxury spec than standard 2500) or 2500S (twin SU carbs replacing the erratic injection system) with a badge. It did however differ with unique trim, special suspension, Girling brakes (instead of Lockheed)

and Motorola charging equipment. In Chicane guise the Triumph was said to produce a healthy 101bhp and 185Nm at 2200rpm.

A great car then and even now, but the somewhat iffy Triumph products and reputation of the late '70s and early '80s are partially responsible for the relatively cheap prices paid for Triumph 2000s today. But that's a good thing for those in the know. It means you can get a luxury saloon that measures favourably against some of the more traditional luxury saloons in performance for less

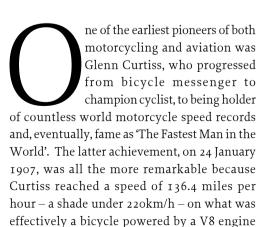
cash. Cars to compare include the Mk2 Jaguar, Mercedes-Benz W108, BMW 3.0S and Citroen DS.

DERIVATIVE	YEARS	QUANTITY
Mkl 2000	1963 –1960	120 645
Mkl 2.5Pi	1968 – 1969	9 029
MkII 2000	1969 – 1977	104 580
MkII 2.5Pi	1969 – 1975	49 742
MkII 2500TC	1974 – 1977	32 492
MkII 2500S	1975 – 1977	8 164
MkII Chicane	1973 – 1978 (South Africa)	Approx. 5 000

PURSUING FREEDOMA

They just don't make them like they used to any more — bikes, planes or people that is. The machinery has become increasingly complex, and most of today's riders and fliers have difficulty telling a spark plug from a camshaft. **Gavin Foster** looks back about a hundred years, when motorcycles and aircraft were coupled on the tote. A time when both required a degree of skill to maintain equilibrium in motion; demanded mechanical ingenuity to keep them running; and attracted do-or-die personalities pursuing the freedom offered by wheels and wings.





he'd designed and built himself. Interestingly, Curtiss won the Gordon Bennett Cup speed race for aircraft in Rheims, France, two years later, at a rather more pedestrian average speed of 74km/h. His motorcycle land speed record (also an unofficial absolute land speed record) was only surpassed by a car in 1911, and it was to be 1930 before another motorcycle went as quickly.

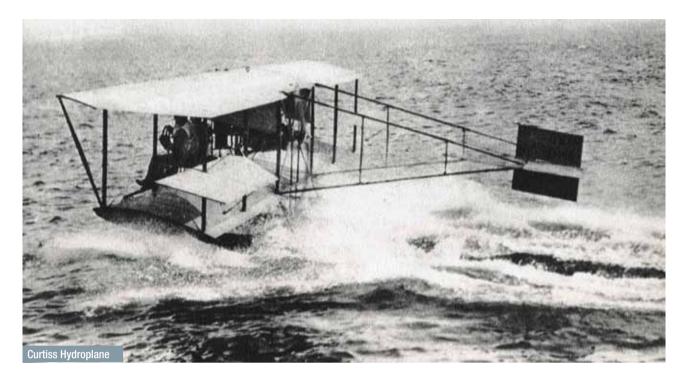
Curtiss, who ran a bicycle repair business that evolved into a motorcycle factory when he started manufacturing his own engines,





arrived in aviation more or less by accident. He was in direct competition with both Harley-Davidson and Indian, both of whom he beat regularly on the racetrack, and his engines gained a reputation for being both light and powerful. In 1903 an aviation pioneer, Thomas Baldwin, bought one of the Curtiss V-Twins to use in a dirigible, or blimp. The combination was a success, and dozens of aviator wannabes flocked to buy Curtiss' engines. He developed a more powerful four-cylinder engine, and then the 44 litre eight-cylinder monster that found its way into his record bike. This 90° V-Twin with bore and stroke of 82.55mm each used a billet steel crankshaft and pushrodoperated exhaust valves - the inlets were actuated by atmospheric pressure.

Curtiss-designed twin carbs fed the fire provided by the jump-start ignition that was energized by dry cell batteries, and the whole lot was shoehorned into what was, in effect, a mightily beefed-up bicycle frame with a 1.63 metre wheelbase and extraordinarily long handlebars. The bike weighed a reasonable 124kgs, mainly because it was so simple - it had no clutch, one gear, a shaft drive, and nothing at all in the way of brakes. His record didn't make it into the official record books, unfortunately, because he didn't complete the return run. A universal joint broke at 145km/h,



flailed around ferociously, and bent his motorcycle's frame.

Curtiss attracted so much attention with his engines that inventor Alexander Graham Bell approached him to form an Aerial Experiment Association with Bell and three others. Curtiss agreed, and within a few short years his motorcycle business fell by the wayside as Curtiss became one of the most famous of the aviation pioneers. He became embroiled in a massive lawsuit after the Wright brothers accused him of infringing on some of their patents, but his reputation continued to grow with his list of inventions and aviation 'firsts'. Curtiss, it is claimed, invented the motorcycle twistgrip throttle, and to have been the first to stuff a V-twin engine into a motorcycle in the USA. He was the first, in America at least and possibly the world, to build a V8 motorcycle, and one of the first to build a V8 engine for any application whatsoever in the USA. He is reputed to have invented the aircraft aileron, and tricycle landing gear, and he certainly created the first successful floatplane. He designed the US navy's first aircraft carrier, and was

the holder of Civil Aviation licence No. 1 in the USA. During WW1 his company, Curtiss Aeroplane Company, built 2 000 seaplanes for the USA, Britain, Italy and Russia, and knocked together 7 000 of his JN-4D 'Jenny' training aircraft that were used by 95% of American and Canadian student pilots during the war. With 20 000 employees kept busy building aircraft and engines, Curtiss was recognized as the father

of the American aircraft industry.

Glenn Curtiss walked away from aviation soon after the end of WWI, when men in suits on the board of his company took control. He then developed a camper van that he planned to sell

across America. After years of setting speed records on motorcycles and in aircraft, he died inauspiciously of complications following an appendectomy in 1930, at the age of 52. Who knows — if he'd returned to motorcycles after the end of his career in aviation, the American motorcycle industry would possibly be more than the one-horse show it is today.



Eugene Ely launches the first Curtiss pusher from the deck of 'carrier' USS Birmingham on November 14, 1910

He became embroiled in a massive lawsuit after the Wright brothers accused him of infringing on some of their patents.





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WORKIN' ON THE CHAIN GANG

Work is almost complete on the restoration of one of motoring's more unusual cars — a chain-drive Frazer Nash — believed to be the only example in SA and one of just 348 ever built.

Words and pictures: Mike Monk



n the early days of motoring, horseless carriages of all shapes and sizes were developed to satisfy the ever-increasing demand for affordable transport for the masses. One such concept was the cyclecar, perhaps best defined as a light automobile, open like a motor cycle but having three or four wheels. Cheap and cheerful, one hundred years ago cyclecars were very popular and two men, Archibald Frazer-Nash and Henry Ronald Godfrey, got together in 1911 to create the GN, which had a two-cylinder engine in a basic chassis frame and used a chain rather than a shaft drive because it was simpler and

cheaper to manufacture. The car was a success, offered excellent performance albeit only basic weather protection; it was even manufactured in France. Its demise — and that of cyclecars in general — came in 1922 when the Austin Seven appeared, which offered far more sophistication and comfort (in relative terms, of course!). The Seven was the death knell for GN: Godfrey left the company, leaving Frazer-Nash to build two-seater sportscars on his own from premises in Kingston-upon-Thames.

Unsurprisingly, his cars carried numerous GN features – including the chain drive – but were much more grown up and became an instant hit. Powered by a four-cylinder 1.5-litre engine - initially a Plus-Power, then soon thereafter by a side-valve 40hp (30kW) 1.5-litre Anzani – the oddball chain drive helped give the Frazer Nash (without the hyphen you will note) a weight advantage over the Hotchkiss drive arrangement of its rivals - the Frazer Nash weighed around 66okg. Early cars were known as Fast Tourers or Super Sports and 149 were produced before the company ran into financial difficulties in 1929. It was then that H J Aldington of dealers Aldington Motors took over control, quickly joined by his two brothers who collectively set about revitalising the company as Frazer



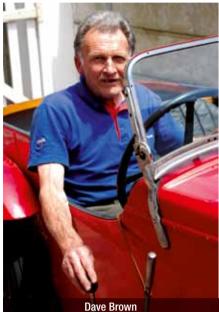
To maintain customer interest in the marque, the business-savvy Aldingtons continually made minor alterations to the car's specification.

Nash Cars (AFN Ltd) in new premises at Isleworth.

The 'new' Frazer Nash was fitted with an overhead-valve 50hp (37kW) 1.5-litre Meadows engine (a supercharged Anzani was retained for some competition cars), and the car featured a painted aluminium or fabric-covered steel body called the Sportop. To maintain customer interest in the marque, the business-savvy Aldingtons continually made minor alterations to the car's specification and introduced new model names in celebration of some recent competition success, such as Boulogne, Colmore, Exeter and Nurburg. But probably the best-known

model was the TT Replica, named after exploits in the 1931 Tourist Trophy and Double 12, with its stone-guard-protected radiator, louvred bonnet, full range of instruments and the gear lever and fly-off handbrake both outside the bodywork, which did away with running boards and sported a 'bath-tub' style rear end including an exposed fuel tank.

Three different engines were offered in the TT Replica – the standard Meadows, a six-cylinder 75hp (56kW) I 657cm³ twin-cam Blackburne and a modified version of the Meadows with either a Cozette or Centric supercharger fitted. The latter was often referred to





THE CHAIN LINK

To describe how the chain-drive system works, combining Dave's explanation with that given in Ralph Stein's book The Great Cars (Hamlyn, London, 1967) the description goes like this: 'From the clutch behind the engine a short driveshaft led to a pair of bevel gears inside a cylindrical casing. From the sides of this casing protruded a shaft carrying two sprockets and a double-sided dog on each side. At the rear was another shaft joining the rear wheels and another set of four sprockets. Each sprocket on the front shaft drove a corresponding sprocket on the rear shaft by means of a roller chain. The four sprockets on the rear shaft varied in size and thus gave the four gear ratios. To select any gear – by means of the gear lever and a trick linkage - you merely had to slide one of the dog clutches in to mesh with the side of one of the sprockets on the front shaft, locking it to the shaft. You were then in the gear you wanted to be in. The rest of the sprockets and chains then turned freely. This sounds formidable, but it was really very simple. Gear changes could be made easily and with lightning speed. Furthermore, if you didn't like the gear ratios your car came with, or if you wanted special ratios for competition, installing new sprockets on the rear shaft was a cinch. Reverse had a small countershaft of its own.' The chains required oiling every 800km or so. A chain-drive transmission is light which helps to keep a car's unsprung mass to a minimum and thus provided the basis for many special racing cars of the 1920s and 1930s.

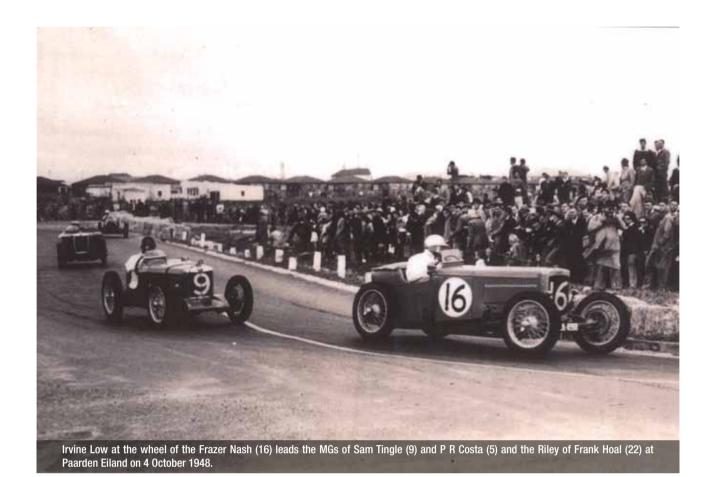




as the Frazer Nash engine, though it later became known as the Gough after Albert Gough, the man who developed it. A normal Meadows engine was good for 55bhp (41kW) at 450or/min and gave the car a top speed of 80mph (128.7km/h). The cars performed well in sporting events, in particular the Alpine Trial where in 1932 two cars were entered and both finished without losing any marks, and the following year eight cars took part, one of which (driven by Aldington and Berry) being one of only three crews in the entire entry not to lose any marks at all. In 1934, of the six cars entered four finished without loss but for the coveted team prize Frazer Nash finished second to BMW. Aldington was so impressed by the performance of the BMWs that he soon became the British concessionaire for that marque and by 1935 Frazer Nash-BMWs appeared and were sold alongside the chain-driven cars. But that is another story...

Dave Brown is a two-time Frazer Nash devotee (and, as an aside, a Morgan fan, of which he has a 1959 +4 which he raced at Killarney for some 12 years), having owned a 1931 Boulogne II Special in the UK before permanently settling in South Africa in 1966. He soon learnt of the whereabouts of a 1932 TT Replica – the second such car to be built - and although it had been fitted with a Ford Pilot V8, after a year or so of haggling finally bought the car in 1970. Dave used the car for a while until he retired, then set about a slow but steady restoration, including the complete ash frame, to take it back to close as original as possible for it has an interesting history.

The short-chassis – number 2050 – Compton-bodied car was fitted with a Meadows engine that featured special needle-roller bearings and a Shardlow crankshaft. It was purchased by a K M Hutchison on 6 May 1932 and registered (in the UK) MV 2429. It



took part in the Brighton Speed Trials with Don Aldington at the wheel then in 1933 it was raced by Phil Jucker described at the time as a 'splendidly wild driver' – at the first race meeting at Donington before being purchased by an L G Williamson and shipped to Durban in November 1934. The car was entered in the first South African Grand Prix – the Border 100 - at East London on 27 December. The handicap race was open to 'allcomers in stripped racing cars of any type' and attracted numerous overseas entries. The Frazer Nash's handicap time was 13 minutes 31 seconds. Sadly, Williamson went off the road at the Leaches Bay angled bridge and into the valley below - and thereby hangs a tale... The fuel tank of Dave's car has a unique, slightly asymmetric indentation around the filler neck, and Dave is of the opinion that this was caused when the car rolled in the accident damaging the protruding

filler in the process. Come on, who is to argue this one?

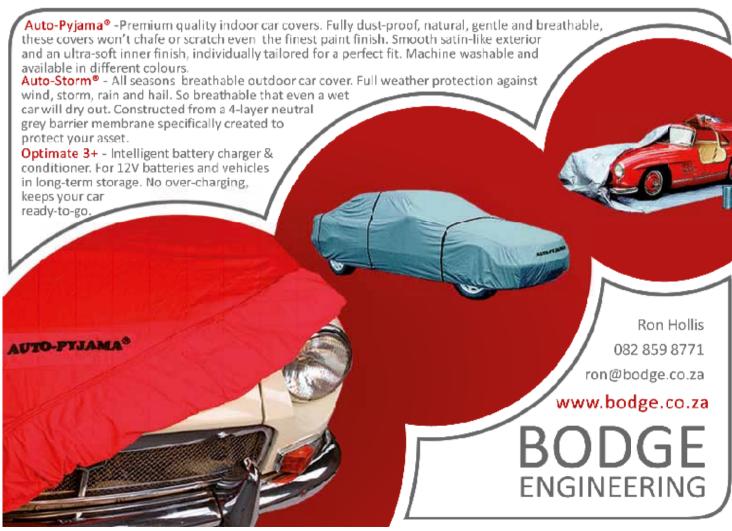
The car passed on to Irvine Low who also raced the car in the late '40s, but after a cam follower punched through the block, it was he who fitted the sidevalve Ford V8. Fritz Meissner owned the car from 1952-54 and then Bill Penberthy, from whom Dave bought the car after four years of 'negotiations'. The original engine – number 10116 – has been traced to a museum in Holland but to bring back some authenticity to his car, Dave purchased and installed an equivalent-spec Meadows engine from a 1929 Lea-Francis. However, he has fitted twin 13/8-inch SU carburettors instead of them being 11/4-inch. The exposed fourinto-three-into-one exhaust runs along the passenger side of the body and the cable-operated four-wheel drum brake mechanism is clearly visible below the chassis rails.

Driving a chain-drive Frazer Nash is a special experience and not just because

of its rarity. With the car focussed more on agility than comfort, quarter-elliptic leaf springs at each corner combined with the Hartford-type friction dampers ensure the ride is rock-hard, which was the ideal set-up for masochistic sportscar drivers of the period. With no differential, the 4.50x19-inch (original!) rear tyres simply slide in wet conditions and can be easily provoked in the dry via the ultra-quick steering.

That a car with such rarity value and a significant historical motor racing heritage is alive and well and living in Cape Town is a tribute to Dave's enthusiasm for the marque. His 'sentence' of 16 years working on the chain gang is almost over and the freedom of the road beckons. Enthusiasts can look forward to seeing this historically significant Frazer Nash at upcoming classic car shows – and perhaps even the occasional foray around Killarney – where it is bound to attract a lot of interest.





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GETTING THE FIRE COLORS

For the large majority, motoring enthusiasts are fascinated by the internal combustion engine. Without such a power unit, our rides wouldn't beat out melodic exhaust notes, emotive smells and entice us with mechanical fascination. Without a spark we'd be unaware of these pleasures. With this in mind Jake Venter tracks the history of ignition systems.



gniting the mixture was for many early pioneers a major problem. A flame-based system was often preferred because the batteries of the time were very unreliable and used nasty chemicals that people were not familiar with. Let's look at some of the different systems employed during the last 120 years.

COIL & TREMBLER

The first really successful internal combustion engine was built by Jean Lenoir (1822 – 1900) in 1860. It was a double-acting two-stroke gas engine that used a vibrating contact or trembler, i.e one that opened and closed continuously while switched on, connected to a coil, to supply a shower of sparks to the engine via a primitive spark plug. Karl Benz (1844 - 1929) worked as a Lenoir engine operator while he was a student, and he adopted the same system. On-board charging systems were only introduced very much later, so his wife charged the battery on their first car every night with her legs while operating a spinning wheel.

EXPOSED GAS FLAME

A few years later Nikolaus Otto (1832 – 1891) and (Eugen Langen (1833 – 1895)

introduced a free-piston engine that utilised a rack-and-pinion system to convert piston motion to rotation. It is a cumbersome arrangement but was a lot more efficient than the Lenoir, and was commercially successful. Ignition was by means of a gas flame that was alternately exposed or hidden by a sliding valve.

HOT TUBE

Gottlieb Daimler (1834 – 1900), whose first car ran in 1886, a few months later than the three-wheeler built by Benz, favoured a hot-tube ignition system. A long thin hollow tube was screwed into the engine so that the open end communicated with the combustion chamber. The tube was kept hot by a permanent external flame, and a small portion of the mixture was pushed into the tube by the piston on the compression stroke. As soon as the pressure reached a critical value the mixture started to burn. Both flame strength and tube length were critical settings, and only good for a particular combination of engine speed and load, with the result that erratic running was very common on these early engines.

LOW TENSION COIL

A low-tension ignition system was



High Tension coil





popular for some time. It consisted of a battery, a low tension coil, i.e. one that has only one set of windings, and an ignitor, which is a set of contacts inside the combustion chamber. These were opened at the right time by the exhaust valve mechanism.

LOW TENSION MAGNETO

The unreliable early batteries, usually dry cells, led to the use of a single-coil magneto. Early designs employed a coil rotating inside a fixed magnet to generate the current. The contact points were inside the combustion chamber, just like in the previous system.

HIGH TENSION MAGNETO

In 1902 Robert Bosch introduced a double coil magneto. The two sets of windings enabled a huge step-up in voltage so that an external set of contact points and a high-tension spark plug could be employed. The output of a magneto depends on its rotational speed, so that it cannot supply a very strong spark for starting. Many early cars had a switchable system that employed a battery and coil for starting and a magneto for reliable running at speed. Some cars even had dual systems with at least two spark plugs

per cylinder. One plug was sparked by a coil while the other was sparked by the magneto.

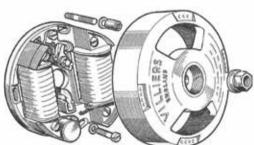
BATTERY & HIGH TENSION COIL

In 1910 Charles Kettering, of the Cadillac Motor Company, developed the coil-and-distributor ignition system that most of us are familiar with. It was made possible by the development of more reliable batteries. The complete system of battery, generator, self-starter, coil ignition and electric lighting first appeared on the 1912 Cadillac and eventually became just about universal until the arrival of electronic systems.

ENGINE MANAGEMENT SYSTEMS

Most modern engines employ a computer-controlled ignition system. It utilises one or more electronic processors to analyse the input from a number of sensors to determine the unique timing of the spark in every cylinder for every combustion event. If the previous combustion event was normal, the timing would be unaltered, but if it was not normal, a changed timing signal would be sent to the individual coils that are employed for each cylinder, or each pair of cylinders.





High Tension magneto showing double coils.



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Boxster 2.7 (987) 2008, 20,500 km, meteor grey, black leather, R449,000



Cayman S PDK 2010, 7,500 km, carrara white, black leather, R685,000



Cayman R PDK 2011, 9,500 km, platinum silver, black leather, R795 000



911 Carrera S Cab PDK (997) 2009, 10,600 km, arctic silver , black leather, R995 000



911 Carrera 4 GTS PDK (997) 2012, 5,300 km, platinum silver, black leather, R1 095 000



911 GT3 (997) 2007, 29,000 km, carrara white, black leather, R1 095 000



911 GT2 (997) 2008, 14,800 km, carrara white, black all leather/alcantara, R1 789 000



Panamera Diesel Tiptronic 2012, 7,000 km, platinum silver, black leather, R795 000



Panamera 4S PDK 2010, 15,000 km, yachting blue metallic, yachting blue/cream all leather, R995 000



Panamera 4S PDK 2011, 13,900 km, carrara white, yachting blue all leather, R1 095 000



Cayenne Tiptronic 2008, 80,800 km, sand white, black leather, R449 000



Cayenne GTS Tiptronic 2008, 72,800 km, basalt black, black leather, R675 000

THE RACE IS ON

When Karl Benz built the first petrol-engined car in 1886 it was not the only self-propelled vehicle on the road. In fact, by 1870 there had been at least a hundred attempts to build steam-driven vehicles of one kind or another. Some were more successful than others, so that by 1890 the few petrol-engined vehicles that did appear were only novelties because they were smaller than the steam vehicles, and didn't emit smoke, not because they were self-propelled. **Jake Venter** looks at the pioneering days and the first automotive competition.

t was early days for the car industry, so that these new contraptions were more often seen in difficulties next to the road, rather than chuff-chuffing along at a slow pace. Consequently, few people took these cars seriously, and those that wanted horseless transport usually settled for a steam vehicle. These were much more powerful and usually more reliable, but required at least two people to operate. In fact, the word 'chauffeur' comes from the French, and means stoker.

M Pierre Giffard, of the Paris newspaper *Le Petit Journal*, was determined to change this image and announced in 1893 that he would organise a competition for horseless vehicles in July of the next year. The winner would not necessarily be the fastest, but the one that conformed best to the requirement that it could be easily handled without danger

and at low running cost. Judges from the staff of the newspaper, as well as some prominent consulting engineers, would be given every opportunity to examine the vehicles entered, but a car would only be allowed to enter for the competition if it could cover 50km in three hours during the qualifying trials to be held some days before the main event. This time limit was later changed to four hours because most entrants felt that the average speed of 16.7km/h was too high.

When the entry list closed on 30 April there were 102 entrants. It makes fascinating reading because there were a number of weird motive powers. The descriptions shown in the table were taken from the entry forms, and it's difficult to decide whether we should be glad or sad that the 25 that turned up for the qualification trials were all either petrol- or steam-driven. Four were eliminated so that 21 were











eventually allowed to start.

There was a great deal of public interest in the event, and by 7am on Sunday, 22 July 1894, the day of the competition, vast crowds turned up at the Porte Maillot, where the cars were to gather for the start. We can just imagine the Gallic excitement with the crowds milling around between the cars and the car owners making last-minute adjustments. A number of car owners were to be seen frantically searching for suitable drivers since they didn't feel up to piloting a vehicle over the chosen route from Paris to Rouen, a distance of 127km. Each car carried an engineer who acted as an observer. One very interesting item of note was the fact that the low speed of the cars allowed newspaper reporters to follow the competition on bicycles!

At one minute past eight the first vehicle, a De Dion steam tractor (i.e. a mechanical horse with a swivelling trailer) was sent off, because it was the most powerful, and the other vehicles followed at intervals of 30 seconds. There were two compulsory stops before lunch so that the observers would be able to change cars and compare notes, followed by a lunch stop at Mantes.

After lunch the competitors were allowed to set off in any order. For some reason the De Dion tractor left last, but it was so much more powerful than the other 20 cars that it arrived first at the finish in Rouen at 18:20. Two Peugeots came in a few minutes later, followed by the other cars. The last car got home at 22:10, but only four cars failed to complete the distance.

The jury decided to award the first prize jointly to a Peugeot and a Panhard, but Gottlieb Daimler also got some credit, because he designed the V-twin engine that was fitted to both cars. The De Dion tractor got the second prize because it needed two people to operate. All three cars averaged just under 18km/h.

ENTRY LIST CATEGORIES		
Motive power	Number of vehicles entered	
Petrol	38	
Steam	31	
Electric	3	
Gravity	1	
Hydraulic	3	
Compressed air	5	
Weight of passengers	4	
System of levers	4	
System of pedals	1	
System of pendulums	2	
Gas and pendulum	1	
Mineral oil	1	
Automatic	3	
Electro-pneumatic	1	
Constant propulsion motor	1	
Self-acting	1	
Combined liquids	1	
Combination animate/ mechanical	1	



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AROUND THE WORLD MA-NA-T

Circumnavigating the globe in any car would be a major undertaking, but attempting it in a veteran Ford takes a special brand of courage and planning. One intrepid couple from Holland is already well on the way to such a feat.

Words and pictures: Mike Monk









ate last November Dutchman Dirk Regter and his wife Trudy arrived in Cape Town for a brief stopover as part of a global tour they are undertaking in a 1915 Ford Model T. Their trip is in support of the work of SOS Children's Villages around the world and arriving at the foot of Africa afforded the first break they had had since starting their epic journey. Just before the car was loaded onto a ship bound for South America, giving time for the undaunted travellers to fly back to the Netherlands to catch up on affairs at home, I had a brief opportunity to chat with Dirk about their exploits so far.

"We began our journey from Den Hague in Holland last June and the route will take us through all the continents of the world," explained Dirk. "We expect to cover over 85 000 kilometres in the process. "Crews of friends take turns to join Dirk and Trudy for sections of the journey, providing vital support in a Land Rover back-up vehicle. Prior to reaching Cape Town they had driven through Belgium, France, Italy, Greece, Jordan, Israel, Egypt, Sudan, Ethiopia, Kenya, Tanzania, Malawi, Zambia, Namibia, Botswana and down through South Africa. Once reunited in South America, Dirk and Trudy will travel along the west coast then through Mexico, the United States and Canada before moving across to India, China, Mongolia, Siberia and Russia, finally heading back to the Netherlands. They expect to arrive home at the end of 2014.

But this is not the first time Dirk has embarked on an epic fund-raising journey. In 2007 he drove the same Model T on a sponsored journey from Peking to Paris that covered more than 13 000 kilometres going through China, Mongolia, Russia and the Baltic states to Paris. The trip raised around €140 000 in sponsorship funds that was used in the construction of a school in eastern Mongolia and a centre for disabled children in western Mongolia. The experience that Dirk gained during this journey and the inspiration to help build a better future for disadvantaged children formed the motivation to undertake this new trip around the world.

Surprisingly few modifications have been made to the Model T to help it withstand the rigours of such epic journeys. Hydraulic brakes, dampers and a foot throttle were added for safety and comfort, and dual fuel tanks

> have been fitted along with a water pump and a 12volt generator to improve reliability. A broken wheel and a broken steering rod have been the only major breakdowns up to arrival in Cape Town, both of which were effectively repaired. Tyres are lasting around 20 000 kilometres.

"It is a great experience to travel with such an old car like the Model T through a continent like Africa," said Dirk. "It's a continent

with steep mountains and hills, bad roads and very hot temperatures in some places, with no or very little support from the local people when I had troubles with the car. I am proud of my wife, the crew of the Land Rover and, of course, my Model T. The fact we made it through this African leg of the journey gives me the power and the belief that we can complete the tour and be able to look back on the whole adventure and rate it a success."

During this unique round-the-world trip, by means of a world-wide sponsorship campaign Dirk and Trudy are raising funds for projects run by the international development organisation SOS Children's Villages and numerous sites are being visited in several countries along the way. Despite the economic downturn, it is hoped to raise around €400 000 for this cause. **C**

The Model T World Tour can be followed on the website www.TFordworldtour.org.

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ROCK LEGENDSJAM

With the intoxicating whiff of race fuel, boerie rolls, cooked brakes and tortured tyres combined with the amplified sounds of race engines echoing off solid walls **Stuart Grant** couldn't resist the temptation of racing on The Rock Raceway's tar oval.







riday nights at an oval, within close proximity to the action and vendors selling 'Spook Asem' are the memories that get one hooked on motorsport. I clearly remember going to Sturrock Park, Dunswart and Mayhem with my family, hearing cars so loud my ears rang, worshipping the drivers that got to do a lap of honour with chequered flag in hand and 'Dirty' Harry van der Spuij giving the finger to the hyped-up crowd after he'd won. I dare anyone who is of the opinion that going round in circles is boring, to go to The Rock on a race night.

The Liqui Moly Money for JAM event, although run on a different track format to 'normal' oval meetings, had all these factors and more. What made this night even better was that it was entirely in aid of charity and some of SA's biggest names in local motorsport pulled in for the occasion. Ian and Jaki Scheckter looked on the pace from the get go, as did former BMW superstar Robbi Smith. Current national racers Gary Formato and Devin Robertson showed up as did Ben Morgenrood and Roelf du Plessis. Although a tarmac surface, national off-roader Evan Hutchinson arrived determined to prove that a racer is a racer on any ground. The glamorous, but quick department was handled by top karter Naomi Schiff. A number of press representatives also shared the wheel as did some very brave souls who offered up their machinery for the summer eve action.

Kevin Hepburn of Legend SA and his crew, aided by Liqui Moly, put on a show to be remembered. In a first for South Africa they built a two-lane track (including crossover bridge) within the oval that saw two cars go headto-head in a number of 4-lap sprints. Each car crossed the bridge and went through the tunnel twice, ensuring no arguments as to who had the quickest lane. The cars were identical too - all being small but insanely quick and exciting Legend SA vehicles clothed in 1930s-looking bodywork. One might ask why in a charity event there would be some competitive niggling - but racers will be racers.

With a 1300cc Yamaha motorcycle engine and sequential box combining low mass, Legend cars are insane to drive. Wheel spin in third gear is only a stab of the loud pedal away and the short wheelbase unites with road tyres to make for spectacular sideways tendencies. And the sound filling the air as engines hit 10 000rpm is hair-raising. It's a brilliant formula that has over the years proved itself as a relatively cost effective and highly competitive series









worldwide. With set calendar dates, at both oval and road circuits, for 2013 South Africa has a lot to look forward to. Go to www.legendracingsa.co.za for more information.

Teams of three were devised with a pro driver sharing duties with a car owner and media pilot. Spectators were introduced to the teams before casting their votes for the winning team. A round robin format then saw teams garnering points (10 for a win and 8 for second). It proved a brilliant system with spectators on their feet shouting and waving arms, willing their choice to the finish line first. At the end of the night the team with the most points walked away with the honours and one lucky viewer who'd backed that team was pulled from a hat and took R10 000 home.

Because the racing was so tight and the races so short picking a winner was difficult. One slight error like locking up the brakes, missing a gear or getting onto the power too early was all it took to lose a duel. It was pressure like I've felt in no other form of racing, and the thought of letting the team down immense. One poor start, which was easy to do with either too many, or too few revs was all it took to drop off the leader board. Franco de Mateo spun at high speed and car owner Shaun Nel gently kissed the wall as he crossed the finish line - giving it his all but just losing out to Tim Stephens - perhaps the closest finish of the night.

And the pressure showed on all. Robbi Smith and Roelf du Plessis overshot the braking zone while Formato fluffed a start. Luckily for car #7 (maybe Stirling moss was onto something) Formato was thrown a lifeline when the car he was dicing then spun and he took the win. Formato and Devin Robertson remained the only drivers not to lose a heat.

With the maths done Formato and Shaun Nel's number 7 team

were placed at the top of the Liqui Moly Money for Jam standings and Jody Morrison went home ten grand richer as the lucky spectator. But the real winners were JAM. Joint Aid Management South Africa (JAM SA) is a South African-founded registered non-profit organisation with 28 years of experience in relief and sustainable development. Focus is put on nutritional feeding, school feeding, assistance to orphans and vulnerable children, the provision of water and sanitation, as well as skills development, community training in agricultural development, income generation projects and HIV/AIDS programming.

Believe it or not the RIOI 861.15 raised on the night will feed 282 children in the coming year. That works out at R360 per child per annum – think of that next time you order your 300 gram fillet and extra chips on the side.









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	Item	Part Number	Single Cab	Xtra Cab	Double Cab
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		PZN55X3010			•
	Side visors with a carbon fibre finish.	PZN67D0002	•	•	
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	Roof rack – aluminium cross bars allowing a maximum load of 85kg.	PZN61D0003			•
	Expedition basket that allows for neat storage of cargo which you can fit to your roof rack.	GTA61X4002			•
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	Tonneau cover designed to fit with oval styling bar.	PZN65D2028	•		
		PZN65D2029		•	
		PZN65D2027			•
	Stainless steel rear step (towbar compatible).	PZN58D2004	•	•	•
	Detachable tow hitch (rear step compatible).	PZN52D4061	•	•	•
	Stainless steel side step with moulded foot grips.	PZN58D5020	•		
		PZN58D5021		•	
		PZN58D5019			•
2	Dura coated rear step (towbar compatible).	PZN58D2005	•	•	•
	Detachable tow hitch (rear step compatible).	PZN52D4061	•	•	•
3	Stainless steel nudge bar.	PZN52D1046	•	•	•
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FORTUNER Accessories



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	Storage box that can be fitted with the roof rack cross bars.	GTA61X4004
	Bicycle carrier that can be mounted to the tow hitch – hang type.	PZN61X4005
	Stainless steel side step with moulded foot grips.	PZN52I5009
2	Number plate blackout.	PZN63I0012
	Rear bumper sill protector.	PZN53I0004
	Rear parking sensors* (standard fit).	PZN86X3001
	Fixed tow hitch.	PZN52I5010
3	Stainless steel nudge bar that provides strength and durability.	PZN52I1021
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LAZARUS RISES

South Africa's historic endurance championship, which pays homage to the greats of the 1950s, '60s and '70s with the fitting title Springbok Series, saw competitors in both saloon and sports cars taking to Zwartkops, Kyalami and East London Grand Prix Circuit during the months of November and December. Weather forecasts were watched, action was heated, reliability tested and the points chase went down to the wire with both big and small in with a chance of silverware.





or the big guns the 90-minute Round I at Zwartkops was thankfully a dry affair so the fat takkies and big horse power came to the fore. Franco Scribante swapped his regular GT40 for a Porsche 911 RSR to take the overall win from Ross Lazarus' GT40 and the nimble Chevron B8 of du Toit brothers Mark and Jonathan. Colin Ellison drove an immaculate race bringing his Alfa Romeo GT Junior home fifth overall and the first saloon to cross the chequered flag. Fellow Alfa ace Clive Densham secured the much coveted Index of Performance honours in a Giulia Sprint, just beating out Dawie Olivier's Mercedes-Benz 450SLC with a 97.195% versus 97.083% index.

In the class stakes, which are based on engine capacity, top honours went to Ferdi van Niekerk/Daytona Coupe (Class U), Franco Scribante/Porsche 911RSR (Class V), Dino Scribante/Porsche 911RSR (Class W), Colin Ellison/Alfa GT Junior (Class X), Martin Botha/Datsun GX (Class Y) and Wayne Plitt/Mini Cooper (Class Z).

Round 2 saw the crews heading to Kyalami for a 3-hour event, which, also in true endurance fashion, saw drivers sharing cars and having to base strategy on refuelling. Despite some heavy clouds and the odd bit of fine drizzle the track remained relatively dry and free of the dreaded safety car. As the historic fraternity acclimatise to the rigours of endurance racing so the reliability of their cars improves and the sight of a whack of both sportscars and saloons fighting for position into Clubhouse Corner has become emotive —







reminding one of the famed Kyalami 9 Hour.

The Ferdi van Niekerk Junior and Senior Porsche 917 initially looked like it had the race in the bag but gremlins struck and forced it into retirement twelve laps short of the finish. This left an extremely close battle between the Dino Scribante/JP Bredenhann Porsche 911RSR, Franco Scribante/Mike Maurice Porsche 911RSR and Ross Lazarus/Peter Lindenberg Ford GT40. At the flag it was the Dino Scribante/ Bredenhann machine at the front with the Franco Scribante/Maurice car in second but incredibly on the same lap. Lazarus held out for third while the Jesse Adams/Stuart Grant Mercedes-Benz 280E finished in fourth and the first saloon car home.

Class N honours went to Dino

Scribante/Bredenhann while Franco Scribante/Maurice scooped Class V. Adams/Grant nabbed Class W, Trevor Tuck/Denzil Bhana (Alfa Giulia) wrapped up X and the all-lady pairing of Paige Lindenberg and Michelle Scott (Ford Cortina) Class Y.

With the points tallied the third and final round at East London Grand Prix Circuit was a must-win title fight between Ross Lazarus and Dino Scribante. Again the weather looked ominous but held back enough to see the wet tyres remain in the shed. Dino Scribante teamed up with JP Bredenhann again but their race got off to a poor start when they had to return to the pit on lap one to have a body part repaired with duct tape. The time lost basically cost the race and the championship, as Lazarus (sharing with

Lindenberg) romped in victorious two laps clear of the Scribante/Bredenhann car. Colin Ellison (Alfa GT Junior) made perhaps the most strategic move of the season with a fuel tank allowing for a non-stop two-hour stint, to come in third overall and the first of the saloon department. It goes without saying that the Lazarus GT40 scored Class N laurels and Ellison Class X. Peter Jenkins/Dave Wray (Porsche 911RSR) notched up Class V, Dawie Olivier (Mercedes-Benz 450SLC) Class U, Lee Scribante/Ferdi van Niekerk (Porsche 911RSR) Class W and the Havenga/Kernick Ford Escort Class Y. Ellison's non-stopper meant he took the Index of Performance trophy.

After three-rounds, three-tracks and 865 kilometres of racing action, Ross Lazarus is the 2012 ACD Springbok Series Champion.

REMEMBERING WHAT WAS

Fifty years ago, on 29 December 1962, BRM clinched its one and only World Formula One Championship with Graham Hill winning the final GP of the season at East London Grand Prix Circuit. **Stuart Grant** witnessed the celebration of this on 15/16 December 2012, as the famed track played host to a very special race meeting with the running of SA's oldest ongoing race, the Border 100 and SA's newest historic formula, Wings & Slicks.



ou guessed it - Wings & Slicks, which coincidently for a historic formula shortens to WAS, caters for single-seater monsters that were raced between 1968 and 1986 with aerodynamic wings and gumball slicks. That means the likes of Formula 2, Formula 5000 and Formula Atlantic. Impressively for a new class of racing a dozen or so cars made the entry list, which held some famous names and marques. Brabham, Lola, Ralt and

Maurer topped the vehicle list while drivers like SA Formula Atlantic Champion and Daytona 24 Hour winner Tony Martin, Rad Dougall (FIA F2 race winner) and John Amm (raced F5000 and F2) were keen to see if the 'shoe still fits'.

Having only ever seen these sorts of machines in pictures and listening with awe as the older generation told tales of how fast and loud this sort of race car was, I set my alarm for an early morning start. And I wasn't disappointed. As the sun rose over the

And I wasn't disappointed. As the sun rose over the nearby Indian Ocean the silence was broken by a race-prepared rotary warming up.



nearby Indian Ocean the silence was broken by a race-prepared rotary firing up. Following the sound down the famed pit lane my eyes lit up as I saw a row of 'real' racing cars poking their winged noses out of the garages. It was time for early morning warm up; the rotary-powered car made the first move but soon East London resounded to the sound of more rotary power, the iconic BDA and hulking great V8s. Hats must go off to Greg Mills for dreaming up and co-ordinating the ground-shaking series.

I wasn't the only one celebrating, with spectators joined by local motoring royalty like Ken Stewart (author of *Sun on the Grid*), Eddie Keizan, Bruce Johnstone (former BRM racer), Neville Lederle and Rob Young.

Very little testing had been done prior to the event with cars literally completed a day or two before the race, which resulted in drivers having to acclimatise to these tricky machines. The weather threw in another curved ball with precipitation coming and going throughout the day - choosing

big slick tyres or big wets becomes a factor when you approach Potter's Pass or Rifle Range in a beastly machine.

Race I saw Mike Ward set the pace in his Reynard-Ford 853 Formula 3, which was campaigned in the day by FI driver and British Touring Car ace Julian Bailey. Opposition came from Peter Kernick's Maurer-BMW MM82 Formula 2, Roddy Mills (Pilbeam-Ford MP52 Formula 2000) and Graham Vos (Reynard-VW 863 Formula 3). Further down the field Fred Phillips (Lola T460 Formula Atlantic) battled the husband











1962 EAST LONDON GRAND PRIX

Although South Africa had staged *Grandes Epreuves* before, the 1962 event in East London was the first time the race carried World Championship status. In a season finale that even Bernie couldn't have scripted, the gritty Londoner won after the his oil pump while leading, retiring just 20 laps from the finish.

Two South Africans finished in the points in East London, then awarded only to the top six: Tony Maggs works' Cooper-Climax in third place and, remarkably, Johnstone in the third of the works' BRMs with countryman Ernest Pieterse's Lotus a who's-who of motorsport: Bruce McLaren, Jack Brabham, Innes Ireland, Richie Ginther, six-time SA Driver's Champion John Love, John Surtees, Roy Salvadori, South Africa's master constructor Doug Serrurier and Trevor Taylor.

and wife Ralt RT4 Formula Atlantic pairing of Barry and Michelle Scott. Phillips' car hails from the States, where it held the 1977 Watkins Glen outright lap record while the Ralt driven by Barry Scott is the Pretoria Brick car that George Fouche made his name in during the 1980s.Tony Martin (Sana-Buick Formula 500) suffered mechanical gremlins as did John Amm (Brabham BT38-Cosworth Formula Two).

One car baffled the spectators with a lack of both wings and slicks. This car, the Alfa-driven LDS of Dave Alexander, tagged onto the day's only single-seater













event to pay homage to the Hill/BRM victory as the only car still racing locally from the period. And it proved to still be a deceptively quick machine.

Glancing at the race 2 lap times shows the 'acclimatisation' process in full swing as lap times dropped a few seconds across the board. Ward, Mills and Vos led the way with Barry Scott, a recovering Amm and Phillips following. Unfortunately teething problems appeared resulting in the Pretoria Brick Ralt, Maurer and Sana-Buick not finishing.

The sight of these brutal cars was one not to be missed and with the promise of more cars coming to join the Wings & Slicks party local historic racing fans are in for a treat and trip down memory lane.

Talking about memory lane, it doesn't get much more emotive than the Border 100, with the title and venue first combining forces in 1934.

Nowadays the race caters for both sportscars and saloons of any era so we saw an eclectic mix ranging from a Pilbeam MP98-Cosworth prototype racer and modern Porsche GT3 through the likes of Lotus 7, BMW, Opels, Mazda, Golf and a spread of historic Alfas. MGs and Fords.

Fittingly the Pilbeam, designed by Mike Pilbeam, a BRM mechanic in the early '60s, came home victorious in the 90-minute endurance. Co-driven by Greg Mills and Eddie Keizan the Pilbeam finished 40 seconds clear of Sun Moodley Porsche GT3. Moodley started late after some rushed repairs to damage caused in an earlier race but was able to claw his way back into contention. Ben Havenga drove a beautiful Chevron B16 home to third while Colin Ellison came in fourth and wrapped up the first saloon car honours as well as first on Index of Performance, C



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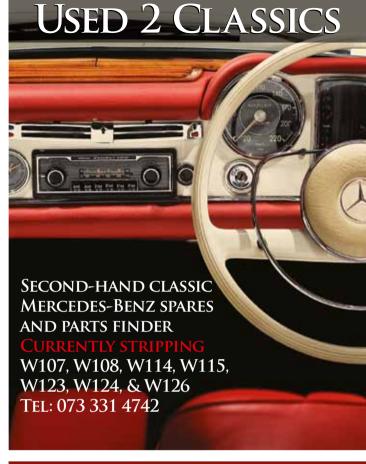
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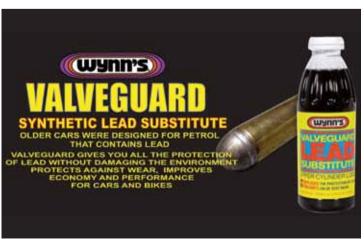




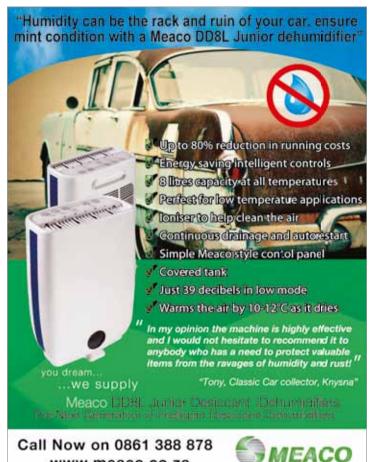


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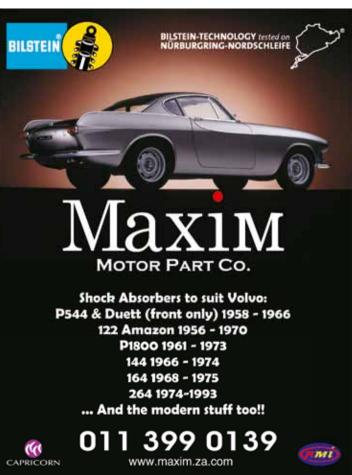


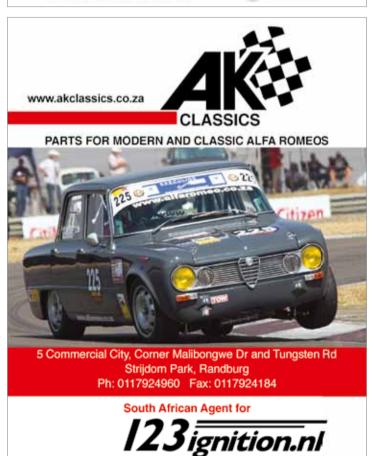




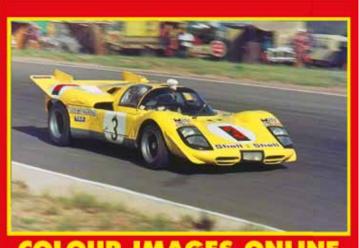


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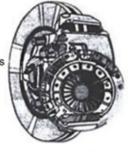
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RESTORER EXTRAORDINAIRE

Bob Hopkin gets to meet a shy, perfectionist car restorer with enviable accomplishments.





or some reason the southern Cape seems to be a magnet for dedicated automotive restorers. In barns, lock ups, industrial units and private garages often the most unassuming people keep their secrets: either pristine better-than-new restorations or meticulous work-inprogress. Encounters with many of these reveal an interesting common motivation apart from a passion for classic vehicles. The common factor in many cases is the all-consuming concentration required to complete a task to perfection which denies the brain the ability to worry about day to day stresses.

One man who fits this description perfectly is George's Fanie van Wyngaard, a modest character who began his restoration hobby as an escape from the 24/7 demands of a make or break two-year company start up in the 1960s. Picked by the UK's Concrete Utilities/ Phosco Company to create from scratch a local lighting manufacturing facility, he realised that unless he found an outside interest, the all-consuming demands of his work would soon begin to affect his health.

"I was looking for a way out of my dilemma and I let it be known among my friends that I would like to restore an old car. Soon after, a pal mentioned that a 1934 Morris 15/6 was looking



for a good home and needed a lot of work to get into running order. I went to have a look, liked what I saw, found R500 to buy it and got to work," he said. The restoration took three years of day

said. The restoration took three years of day and night effort, which gave him the escapism he needed, and was rewarded when the car cleaned up at the 1973 Piston Ring Club concours, winning every category in

which it was entered. Encouraged by his success he found another candidate for restoration in the shape of a 1927 Buick Roadster Sport, the only one of its kind in the country and only one of 271 exported out of the USA.

Subsequent restorations included a 1959 Rolls Royce Silver Cloud, a 1937 Rolls with Park Ward body, 1932 Morris Major, 1957 Daimler Conquest, 1928 Chevrolet Phaeton, 1933 Ford 4-door sedan, two Ford Model A convertibles, a Ford Phaeton convertible, 1928 Ford Model A 2-door convertible and a 1946 3.5-litre Jaguar sedan. Throughout this whole period Fanie avoided the trap of outsourcing and taught himself the intricacies of bodywork, engine repair, gearbox rebuilding and the rest.

After succeeding in creating a thriving industrial lighting company – 'Phosware' – thoughts of retirement

He realised that unless he found an outside interest, the all-consuming demands of his work would soon begin to affect his health.



appealed and, in 1984, he left the stresses of industry and gave up full time work to relax in his home in Springs. By this time the restoration bug had settled in and he was determined to continue. A later move to a custom-built house in Wilderness with plenty of garage space enabled him to continue his passion. Downsizing in later life to a house in George did little to inhibit his restoration work as, conveniently, his son-in-law had an industrial unit near the airport with spare capacity for him to use for car refurbishment.

Later, at seventy-three, Fanie decided

'Jack of all trades', Fanie used his hands-on abilities to fabricate a multitude of pieces including badges and tail light clusters. to slow down and treat himself to one 'final' restoration – a 1959 Austin A 105 Westminster automatic. This car is one of the last of the big Austins before BMC went into the Pininfarina

era. Although it had been stored for most of its life and had just 400 miles on the clock it had deteriorated badly and needed extensive renovation. "I liked this car because it was the peak of this particular design with a powerful motor shared with the Austin Healey 3000, and a stylish extended rear end to increase boot capacity." Although youthful in terms of mileage, this was one of the hardest jobs he had tackled, taking four years from start to finish. Unfortunately its rarity meant that, unlike popular classic sportscars, there were no replacement 'new' parts available from UK sources. Having become a 'Jack of all trades', Fanie used his hands-on abilities to fabricate a multitude of pieces including badges and tail light clusters. Luckily he came across an unserviceable equivalent Pininfarina model for R300 that he was able to cannibalise for the common parts between the two models. By far the most troublesome assembly was the infamous Borg Warner 35 automatic 'box' - the weak point of many automatic cars of the period.

The Westminster restoration is now complete and due for registration soon. Will this be the end of Fanie's car restoration work? Maybe, maybe not. When I mentioned a classic Ford Capri Ghia I had seen mouldering behind a shed just down the coast, his eyes lit up but he said, "I shouldn't, I really shouldn't." Only time will tell.



1981 MGB Roadster. Bare metal respray in British Racing Green (by state of art panel shop). New black leather seats/ New tyres/No expense spared. A super example of this sought-after sports car. R130 000. Contact Brian on 082 9555 843 or info@robowdev.co.za



1959 Bedford Pick Up. In original condition with H. P. papers from the first owner. Sold to vegetable farmer in Franschoek. Amazing bodywork and mechanical condition. A great run around advert for business or classic race team. R85 000. Contact Brian on 082 9555 843 or info@robowdev.co.za



1980 Porsche 911 Targa stripping for spares. Motor and gearbox already sold. Fuchs rims with fairly new Bridgestone semi's. Car in good condition, complete interior (black) with full leather seats, body panels and fenders, boot with Carrera Tail, front bumper and skirting/trim, lights, glass: front and rear rollover bar. Hubs. brakes, rotors, shocks, fuel system, oil cooler and hoses, etc. Enquire if there is something specific not mentioned. Call Donovan on 072 747 6685.



1957 MG Magnette. Matching numbers, engine and gearbox overhauled, all rubbers and parts from overseas complete, waiting to be assembled. Genuine new hood lining fitted. Plus two complete but rusted Magnettes also available. Price R25 000. Contact 0824108266



1981 MGB GT. Immaculate condition inside and out. Yellow with black interior. Excellent mechanics. Ex TVL car/no rust. R75 000. Contact Brian on 082 9555 843 or info@robowdev.co.za



1968 MGB GT. Red with black interior. chrome bumpers with chrome wire wheels. Nice example for its age. Rust free, R58 000, Contact Brian on 082 9555 843 or info@robowdev.co.za



Pilbeam MP58, with Rover 3.9 motor and FGC, R270 000, Contact Grea Mills on millsg@eoson.co.za. The car can be viewed in Johannesburg.



SANA F5000. Eligible for Tasman series. As raced competitively at 2011 Oz GP curtain-raiser. Not for the faint hearted. With John Eales 400+bhp V8, and Hewland FG. R550 000. Contact | Greg Mills, millsg@eoson.co.za. The car can be viewed in Johannesburg.



Reynard 863-VW. Ex-Perry McCarthy. As raced by Graham Vos at inaugural WAS races. R200 000. Contact | Greg Mills, millsg@eoson.co.za. The car can be viewed in Johannesburg.

WANTED

Dino 246 GT - RHD if possible. Must be in excellent condition with proper supporting documentation. Please call Brian at 082 495 0005 or email at briandavidson@vodamail.co.za.

BMW E28 M5 rear rubber spoiler. Please contact Stuart on 071 152 7608 or stuart@thefloatchamber.co.za

Protea Sports Car body or complete car in any condition. Any information, memories or photographs about the locally built cars would also be appreciated. Contact Ian on 082 219 6930 or Alan on 083 325 2938



TRIUMPH SWAGG

I would like to write a response to the article, National Triumph, written by Fred Phillips. I am up for the holidays from varsity in the Cape and I like to take this chance to catch up reading the CPCA mags that my Dad has finished. While browsing through the June/July issue, I found an article on the Triumph Nationals that had taken place in Plett earlier this year. In the article it was mentioned that the TR club is trying to get the younger guys into the club. Now, I know that these types of clubs tend to house the slightly older people, my Father included so this is true.

The article then went on a bit, and this is where I got really confused. The writer told a story, which I imagine to be mythical, about some girls asking to get photos taken with his old TR and that this car was the coolest car they had seen! Now I suppose that this is possible, I mean it could happen right? It is after all, a really cool car. The article then ended with the line: "Be advised young men. These cars work." I had to draw the line between fact and fiction right there.

I am 23, I love classic cars and bikes and I am fortunate enough that my dad has a TR 3 that I may, if I am good, take for a drive now and then. Imagine yourself at 18 driving down the road in such an awesome car for the first time. In my mind, and seemingly my mind alone, I thought that Girls would come flocking! Waving, calling and asking for a photo opportunity, or maybe, if I was very very lucky a phone number. Not so. It has been 5 years of driving it around, trying my utmost to get a girl to so much as wave. Nothing.

So I thought I had better tell you how it really is driving an old Triumph around as a young guy, with a few of my experiences: The average person to come and chat, wave, smile, point or flash, is a 60 plus male! The conversations range a little but a few are like this: "Triumph, you mean an MG?", "What year is that? Looks like the 1960.", "No, it's a 58.", "Oh yes of course, the 1958, yes, yes... I thought it was the MG."

"Aah yes, that is such a cute car, reminds me of the MG I had, oh it must have been 40 years ago now!" (This one is often followed by a slow look at the car and a gentle sigh as they reminisce about the 'Good old days'.)

Occasionally you get a really young boy asking, "How many gears does it have?" There is definitely a stage where that holds the highest importance, so to keep the street cred up, I say 7! To an amazed response. This isn't really a lie if you count overdrive on 2nd to 4th, I should even include reverse and bump it up to 8!

It is a shame really as it is an awesome car, fun to drive and really comfortable. What did MG do so well in their marketing plan that Triumph didn't? Maybe this unicorn of a story could be explained by having taken place in Plett and not in Johannesburg where I have been trying my best. Or perhaps Mr Phillips just has, as the rappers would say, some Swagg! Because "Pimping ain't easy" in an old Triumph.

But just to be clear, I would buy myself one in a flash if I wasn't living off 2 minute noodles. They are really cool cars and will kick the pants off any new car that you buy for the same price. Thanks for the cool mag.

Cheers Rob Craig

Thanks for the heads up Rob. Unfortunately the young ladies took the photo with their own cell phone so there is no real proof. If it is true it must be the 'Swagg'. I'm only a bit older than you and my father has owned TR 2,3 and 3As since I can remember. So I've driven them on numerous occasions and have yet to be asked for a picture. Maybe the location is a key - as I have also been cruising up at Highveld altitudes. That said they are brilliant, reliable and driveable classics and well worth having in any collection. Hopefully you are mixing up the 2 minute noodle flavours for variety.

- Stuart

STUDS KEEP COMING...

Nice follow up in this month's mag with even more info coming to light. I remain convinced that Flip and Radcliff's cars are one and the same for, as far as can be ascertained, it was the only Stud Special to have its steering gear 'outside' of the bodywork.

I now also wonder if the caption



accompanying myself behind the wheel of a racing car described as being the 'Boffin Studebaker?' was a journalistic error-I know for a fact that it was very definitely

Radcliff's car that I was in but it would now appear from your very thorough and what I believe to be correct research that Radcliff's car was not the so- named 'Boffin Stud'.

Amazing how a possible journalistic error some 56 years ago have led us to this. Be that as it may perhaps some mysteries are best left unsolvedotherwise what would we have to argue and bicker about in pubs or at braais? I look forward to more of your interesting articles in future editions of Classic and Performance Car Africa.

Kind regards Mike Napoli.

I'm amazed at how many Studebaker Specials seem to have been around at the time. The Studebaker brand must have been exceptionally strong and the vehicles delivered decent performance for so many to choose them as the basis for their race cars. Errors and fading memories are going to happen, which can unfortunately become the 'truth'. But like you said it makes for interesting banter and debate. Mike has researched this era of Studebaker Specials in detail and followed every possible lead so far – but by the looks of things more information is sure to crop up later.

- Stuart

AND COMING...

I have just received the latest copy of Classic Car and found the article on Studebaker Specials very interesting.

A few points: the Indianapolis Studebaker was one of a works team of about 5 built for the Indianapolis 500 under the 'Junk' formula of the depression years. It was imported into South Africa pre-war. There was a full article about the car in the original Classic Car Africa some years ago. If you don't have it, I'll try to find it and send a copy to you. Doug van Riet drove it in a race in the Kimberley area and was very rude about its lack of handling and brakes. As a child I remember it as a regular spinner at the old Killarney Cape Town Corner so I don't imagine its roadholding improved with age. It probably had either a large 6 cylinder engine or maybe a straight 8. I don't think Studebaker had a V8 until after WW2.

The Frewen Special always appeared in the programmes as a Frewen Special with no acknowledgement of its power unit. The car was painted pink. The driver wore pink overalls and a pink crash helmet. I seem to remember my friend's father saying that it had a 'pretty standard' Terraplane engine. I doubt if the version I remember had a Peugeot chassis as I am sure it had a beam axle at each end as did the Flip Viljoen car.

The Proctor Studebaker-engined Aston-Martin eventually became John Hanning's Aston-Nash which then became the Austin-Martin. There was a comprehensive article on John Hanning's racing cars again some years ago in Classic Car Africa.

Regards Peter Owen-Smith I have managed to locate a complete set of all the Classic Car Africa magazines and will ship them down to Mike to have a look at and see how and what vehicles tie up with his research. One can only imagine the size of a book local historians could compile on South African racing specials.

-Stuart

AND COMING!

On the Specials, I did not see my old friend Mike Monk's first article and would really like to get a copy of that issue (Oct/Nov2012) as I saw those cars in action from 1954.

The Dec/Jan follow up needs some clarification and correction: Peter Burroughes had three different Specials with Hudson or Studebaker engines.

- I. Hudson Special ex Bert Bruce, sold October 1948 to Wally Perry and became known as 'The Hudz'.
- 2. Viper Special with Wolseley chassis which became the Boffin Special, sold to John Radcliffe and became known as a Studebaker Special. Johnny Barata did not build the Boffin Special (he may have worked on it) and built his own Ford Special from scratch.
- 3. Aston Ulster chassis which ran with Hudson and Nash engines and later became the Austin Martin.

Regards, Ken Stewart

Hi Ken. Good to hear from one of the founders of our magazine. I will pop a copy of the Oct/Nov 2012 issue in the post for your perusal and of course comment.

-Stuart

FOR BOOKINGS

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CAN-AM CARS IN DETAIL

Author: Pete Lyons & Peter Harholdt **Publisher:** David Bull Publishing **ISBN:** 978-1-935007-11-1

Price: R1 590

Available: www.motorbooks.co.za

Simply put, this is a book to blow your motor racing mind. Peter Harholdt's studio- shot images of 22 of the most awesome machinery are descriptive, technically correct and truly artistic. Pete Lyons, regarded as the iconic Can-Am journalist, holds nothing back with specifications, history, reasons for each car as well as plenty of first-hand anecdotes about the short-lived but highly memorable formula.

We've all heard of Can-Am, which can be seen as surprising when you consider it only ever took place in North America and Canada, and even more startling, it only lasted eight and a half years. The reason we all know about it is because these cars represented real no-holds barred racing with the best drivers and teams going at it in the most beastly machines ever seen. On many occasions Can-Am cars were quicker than F1s around the same circuit.

Can-Am cars were big, brash, loud and fast. These factors came to the fore because in essence there were no rules governing technological development, size engine, type of induction or even tyre dimensions. If the designer wanted to test a new thought in aerodynamics, it would be slapped on and a brave driver would have to drive the machine. Can-Am saw the likes of wings, ground hugging fans, two-engines and the first successful turbo-charged road racer. It was mad, brutal and made onlookers see drivers as gladiators. This book captures the ground-shaking madness with flair and artistic style.

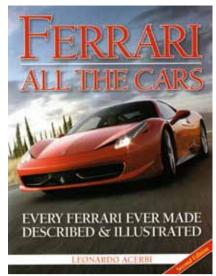
FERRARI ALL THE CARS

Author: Leonardo Acerbi **Publisher:** Haynes Publishing **ISBN:** 978-1-84425-581-8

Price: R385 Available:

www.motorbooks.co.za

Judge this book by its cover. It is exactly as the title says with an in-depth description and illustration of every single Ferrari model ever made, from the Auto Avio Construzionio of 1940 up to the 2012 Ferrari F12. This includes both road and



race cars. Archive images find a place but the real draw card is the specially commissioned sketches of each car. If you ever find yourself needing technical specifications, engine details, dimensions, weights and performance stats for your favourite 'Prancing Horse' then this is the book to have. It is the Ferrari bible and perfectly sized to find a place on the bedside table.

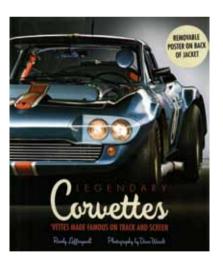
LEGENDARY CORVETTES

Author: Randy Leffingwell **Publisher:** Motorbooks **ISBN:** 978-0-7603-3774-5

Price: R465 Available:

www.motorbooks.co.za

Lethere is no denying that Corvettes are iconic classics. They might be simple sledgehammer technology clothed in fibreglass bodywork but they do symbolise the



American way on wheels. Randy Leffingwell pays homage to the great brand with his book. He does however do it in a fresh manner, choosing 18 of the most prized examples to have left the factory floor and made it into the history books via proven race results, movie or TV appearances.

With purpose-shot images by Dave Wendt, he tracks through the ages from the earliest production model to one-off racers like the SR Sebring Racer, XP-64 Super Sport and Lightweight Grand Sport Coupe, and the current Le Mans class winner. The likes of the Corvette used as the 1978 Indianapolis 500 Pace Car and the odd-looking Chevrolet Experimental Research Vehicle 1 are in the mix too.

If you are a Vette fan or even have a fascination for Americana then this book will be a decent addition to the library.















Marvel at the beautiful driving machines. Delight in the fine wine and food. Make today unforgettable with a trip to the Franschhoek Motor Museum.

A one-of-a-kind treasure trove of automobile history, the Franschhoek Motor Museum is located on the breathtaking L'Ormarins wine farm in Franschhoek, less than an hour's drive from Cape Town. Home to a vast and unique collection of vehicles dating from 1900 to 2006, visitors will find at least 80 on display at any one time, with new cars arriving often. Distract yourself from these splendid machines and you can sample some wine from the estate, as well as tuck into something delicious from the deli. No doubt your stay will come to an end all too soon, but rest assured the memories will last forever.

- The Franschhoek Motor Museum times:
 Now open 7 days a week. Mon to Fri: 10h00 17h00 (last admission 16h00). Sat & Sun: 10h00 16h00 (last admission 15h00). Open most public holidays (phone for confirmation).
- Admission fee:
 Adults R60, children under 12 years R30; Registered motoring clubs and pensioners R50 (proof of membership required).

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The Franschhoek Motor Museum

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