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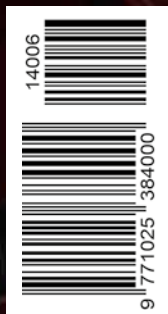
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FUN FLYING TIMES

In a blink of an eye half the year is done and dusted. I can only assume it's because time flies when we are having fun. Having fun is a no brainer for classic car owners though, with more and more events hitting the calendar and for the most part unrivalled weather and sublime locations. As we go to print the list of fun car events filling the weekends includes the Knysna Motor Show, Triumph National Gathering, MG Indaba, Pietermaritzburg Cars in the Park, Jaguar Simola Knysna Hillclimb and then of course the likes of the VVC and Piston Ring monthly meets. So there's no excuse to let your old car's battery go flat. Get out, enjoy and explore.

This month Graeme Hurst explores the 50 years of the Ford Mustang while I look at a more humble, yet equally iconic 1960s Ford offering from the other side of the pond – the 105E Anglia. Mike Monk gets dirty with a Jeep Wagoneer and looks at a freshly cleaned up Auburn Speedster.

Our focus on South African cars

continues with the blitz executive BMW745i, and Roger McCleery talks to Doris Roberts – a local lady who promoted Outspan Oranges in Europe, driving around in an orange-shaped Mini. Gavin Foster chats to bike racing ace Greg Dreyer, whose list of broken bones is well worth reading for the *grit* factor, and Greg Mills continues his series on South Africans at Le Mans.

In order to offset my carbon footprint created by driving gas-guzzling classics I do a stint on a 1967 Rudge Sports bicycle complete with Sturmey-Archer 3-speed hub. It was a blast but did bring home the point that I need to hit the gym or run around the block a bit more.

Roger Houghton covers the 2014 D-J motorcycle rally, and as usual historic racing gets a look in, and your letters and classified adverts fill the back end. Feel free to drop me a mail with any letter, or car, bike, spares or memorabilia you want sell – where possible include a picture.

Stuart

AN UNLIKELY WORLD CHAMPION REUNION

Greg Mills and Janet Wilson hosted a surprise lunch for Renault racing legend Scamp Porter recently and besides throwing a few local saloon-racing greats into the recipe, added some spice with a surprise visit from Jody Scheckter, one of Scamp's biggest admirers.

Archive photography by Ivor Hanes.



As South Africa's only Formula One World Drivers' Champion, one might expect Jody Scheckter's heroes to be among other F1 racers. Jackie Stewart perhaps, the three-time champion who preceded him as team leader at Tyrrell when the then 24-year-old novice South African racer joined the Surrey-based team for his first full season in 1974. Maybe one of the Ferrari driving greats, Scheckter winning his championship for the Maranello *scuderia* in 1979; or Denny Hulme, the



Jody Scheckter sharing his 1975 Grand Prix victory with the Kyalami faithful.

New Zealander nicknamed ‘The Bear’, whose father was awarded the Victoria Cross with the bravery to match, and a World Champion in 1967 who was McLaren team-leader when Scheckter joined for select F1 races in 1972.

Or perhaps a business or technology leader, given that the one-time motor mechanic from East London has gone onto two further hyper-successful careers: first as a high-tech entrepreneur establishing a virtual weapons training business in the US after he retired from racing in 1980, and second in setting up one of the world’s most advanced

organic farms in England which he has run for the past two decades.

But, it turns out, none of the above.

Jody’s hero is a man known to few, probably only a handful of die-hard petrolheads. He is a man who disappeared from the sport 40 years ago after he was involved in a fatal accident in practice for the 1972 Kyalami 9 Hour – Scamp Porter. It was Porter, the competition manager for Renault and ace race and rally driver in his own right, whom Jody looked up to and provided the advice to get the wild and woolly-haired East Londoner into the big time.



Porter, Scheckter and Gough seated.



Rounding Leeukop in the 1975 Tyrrell 007.



Scheckter today.



Scheckter McLaren M19A at Kyalami - 1972.

“My father ran a Renault agency in East London, and at school I was always supporting Scamp and the Renaults, sometimes even getting in fights because of it,” remembers Jody. “And when I built my own Renault to race, I would ask him for advice and for parts to make my car go faster. At first I was too intimidated to do so, and used to get other people in the garage to call him.”

Thus the scene was set for a surprise reunion at the sleepy seaside town of Pringle Bay earlier in the year. Joining Scamp and Jody were three other saloon-car contemporaries: Denis Joubert, Koos Swanepoel and Peter Gough.

Scamp arrived early with his son Colin. For the private man, who picks his words with care, there was a moment of total disbelief on the 77-year-old’s face at the sight of Scheckter’s arrival.

Stunned silence quickly gave way to banter as the global superstar

immediately romped into a mock argument about who was the faster driver, and how much help Scamp did or did not give the admittedly impetuous younger Jody. “He helped me until I got too fast,” said Scheckter.

“No,” said Scamp, so named by his mother after youthful indiscretions. “I helped Jody just like I assisted all the other drivers. That was my job after all.”

He stood his ground also when Scheckter pointed out the only time there had been tension between them was when his attempts to help team-mate Geoff Mortimer win the championship in 1969 went wrong, and Jody passed him on the line.

“I stayed behind Geoff,” remembered Jody.

“No,” corrected Scamp, “you passed him on the line, and lost him the championship.” And he quietly hit back. “Jody had wonderful car control,” said Scamp. “Not for nothing was he

known as ‘Sideways Scheckter’. But he needed to learn to get sideways *after* not *before* the corner,” he grinned.

And so the banter and reminiscing went on, over pudding, photographs and beyond. Swanepoel, the 1964 SA Saloon Car Champion, brought his scrapbook and showed when he, along with Jim Clark and other Ford drivers, was invited to drive a Ford Cortina down the infamous Cresta toboggan run deep in the European winter. Clark’s throwing of a snowball in Italy inadvertently helped to launch the career of his fellow Scot, Stewart. “Jimmy slipped on the ice while throwing a ball at Ford’s Walter Hayes,” said Koos, “and slipped a disc in his back. Jackie was sent out to South Africa for the first Grand Prix as his substitute in the Lotus for that December’s Rand GP.”

Scheckter’s rise into Formula One was meteoric, even by the standards



'Sideways Scheckter' powering his Formula Ford to the Driver to Europe award.

of today. From Renaults in 1970, he won the best SA driver award in an international Formula Ford championship at the end of that year, which helped get him into the UK racing scene. Working 'as a bracket maker' at racing-car manufacturer Merlyn, he got a few drives in a previously unsuccessful and unloved Formula 3 car lingering the workshop. A lap record or two followed and he was into Formula 2 with McLaren the following year. In between he came back to South Africa to race in the end-of-year Springbok Series when, first, he drove one of the earsplittingly noisy early Mazda Rotaries.

Peter Gough, who was one of the *main manne* in a Meissner Escort and the 1969 Saloon Car Champion when Jody appeared on the scene in his Renault, held the group spellbound about his encounter with the Mazda and the risks of racing at the time,

when he received his career-ending burns in 1971 in the Bulawayo 3 Hour. "I had just taken over driving the car. The mechanics had failed to do up the fuel cap properly. It was so hot in the car I had removed my flame-proof underwear which was, well, with hindsight, not a good decision. As the rotary engine spat flames out of the exhaust on overrun, the car exploded with the fuel sloshing around on the floor. I opened the door to get out, but in my haste had forgotten to undo the seatbelt. When I undid the clip and went for the door handle a second time, it was not there anymore. It had melted." Gough was rushed to hospital in Bulawayo "where they did not know what to do apart from placing me on a table and cutting my overalls off me. They just waited for the specialist to arrive from Harare." Many months of operations and pain followed.

But much about the sport and the

high-octane-driven personalities remain the same. "Modern F1," says Scheckter, "is in some respects just as it was for the driver. Understeer into the corner, too little grip, and oversteer out. Otherwise everything else," he notes, "pretty much has changed." He has enjoyed two drives in contemporary cars recently, via Red Bull and Mercedes. "I spent a session in the simulator at Mercedes just learning the ergonomics and buttons on the steering wheel," he laughs.

The pinnacles of sporting achievement, as in other careers where fans and hangers-on go with the fame and sometimes fortune, invariably go hand-in-hand with personal doubt about the sincerity of relationships. Occasions like this remind us of the importance of *being* rather than just of *doing*, of people remembering one another for who they are and not what they did. 📌



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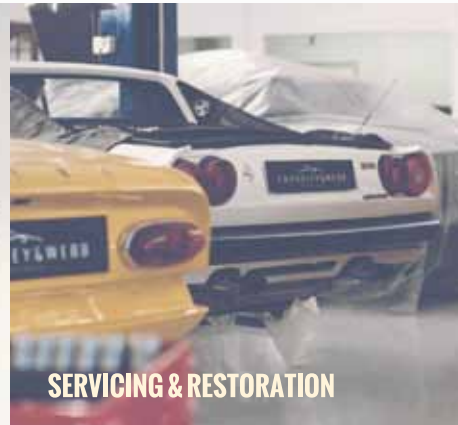
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GOODWOOD GETS BETTER



The Earl of March, who owns the sprawling 12 000 acre Goodwood Estate in West Sussex on the south coast of England, is regarded as hosting the best motoring events in the world: the Goodwood Festival of Speed and the Goodwood Revival Meeting.

Over the last two decades these great events have become incredibly popular attracting 150 000 and 60 000 spectators respectively. And that's the problem. Too many people. But Charles March has come up with another event, which was held 29-30 March. Named the 72 Goodwood Members' Meeting, it was first staged in 1966 for members of Goodwood circuit. Now, after a 48-year break, it has been put back on the summer season's calendar and proved to be another Goodwood hit. In fact, you could argue it is the best of the three motoring events.

As usual, March got the best of the British weather and amid glorious spring sunshine the sufficient crowd witnessed some fantastically exciting racing. With 12 races in the programme the grids were excitingly varied, ranging from a vintage Bugatti-only race, to '70s saloon cars, sports cars and GTs as well as Grand Prix racers. Group B rally cars did a timed sprint and demonstrations by low drag Le Mans cars and Turbo era F1 cars added to the spectacle.

Saturday morning was taken up with practising and the first race, the Gerry Marshal Trophy, started at 2.45p.m. This race was for saloon cars that raced between 1970 and '82 so, a very different grid to those normally seen at the other Goodwood meetings, where grids are restricted to pre-'66 cars.

With brightly coloured Camaros, Capris, Rover 3500s, Triumph Dolomites and even a Mazda RX7, this

race was always going to delight the genteel crowd. Emanuele Pirro's (ex-F1 driver and five times Le Mans winner) pole position Capri 3.0S suffered a starter motor failure on the line so he had to start from the back of the grid. Undaunted, he charged through the field and finished a spectacular second behind a dominant Rover SD1. A very different sort of car he's used to racing, but the best remain the best no matter what they are driving.

The Moss Trophy for closed, 1959-'62 two-seaters was initially controlled by the Ferrari 250GT SWB Breadvan but was chased hard by an E-type Jaguar and Jackie Oliver (F1 driver and Le Mans winner) in the yellow and often sideways Ferrari SWB. Further down the field another 'breadvan', the tiny Lotus 11 GT Breadvan, was a joy to watch. Oliver suffered a blowout in the SWB and after the driver change the Ferrari slipped back down the

As if there aren't enough motor racing meetings at Goodwood Circuit, Lord March has restarted the Members' Meeting after a 48-year hibernation. **Robert Coucher** puts on a jacket and tie and enjoys the spring sunshine and full grids: the right crowd and no crowding...

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



field, with the race going to an Aston Martin DB4GT with the Lotus 111 in an incredible second and the E-type third.

As with all Goodwood events, the Members' Meeting was a smart affair. Race goers were properly dressed in jacket and tie and the most overhead comment was: "Isn't it fantastic, there's no crowding." The meeting allowed access to all areas and the cars could be observed up close and personal, being prepared and warmed up in the pits.

As with the other Goodwood events a lavish party was held at sundown on the Saturday night. Situated in and around the main restaurant called the Great Hall, a good supper and an evening of entertainment finished with a fireworks spectacular.

The first race on Sunday morning was the gripping Tony Gaze Trophy for 1950s Production sports cars and GTs. The front of the grid was taken up by a Jaguar XK150, a Ferrari 250GT

Tour de France and an Aston Martin DB2/4. The XK150 took the lead and was chased hard by the Ferrari and an AC Ace-Bristol. Unfortunately a Rochdale GT tipped over onto its side so the race was red flagged and had to restart. The increasingly sideways and exuberant TdeF took the lead but finally spun it on the last lap, handing victory to AC Ace.

Another highlight was the Grover-Williams Trophy for pre-war Bugattis. No less than 28 Bugs lined up for the start. Watching these mostly French racing blue vintagists sliding around the fast circuit was a delight. A Type 35B dominated from the front in very neat driving style. The Peter Collins Trophy for 1948-55 was won easily by a powerful Kurtis 500 with an Aston Martin DB3S finishing a fine second, and a C-type Jaguar in third place.

These are some of the results in the memorable races, but the overall

impression of the event was the quality of the driving and the quality of the cars on the grid. There can be few race meetings in the world where you will see a grid full of vintage, French Racing Blue Bugattis charging around a 2.4-mile circuit that's known to be very fast and very challenging. This was counter pointed with more mundane but ever well-liked production saloon racers or Tin Tops as they are known in Britain.

The popularity of historic motor racing continues to grow and more are taking part in more racing all the time. Sometimes this can lead to events becoming too big and overcrowded. So next time you are at a meeting at Killarney, Kyalami or Zwartkops with a cool Castle in one hand and a Boerie roll in the other, enjoy the fact that there are a number of other enthusiast race goers along with you, but not thousands of others who are there just for a day out. 🏁

MUSTANGS AT THE CASTLE

As part of a global celebration of the 50th anniversary of Ford's iconic and trend-setting Mustang pony car, Sunday 13 April saw around 60 examples assemble at South Africa's oldest building, Cape Town's Castle of Good Hope. In blazing sunshine, a continual stream of spectators took in the sights – and sounds – of the numerous models on display that represented every generation of the car's history. The Ford Mustang was publicly unveiled on 17 April at the 1964 World's Fair in New York, and within a year it was shown to the South African public at the 1965 South African Grand Prix in East London. The Cape Town gathering, arranged by the Mustang Club of South Africa's Western Cape chapter and sponsored by local dealer Novel Ford, included derivatives dating from 1965 to the present day.

Many of the examples on view were sold in South Africa and were combined with some special imports including Abel Martins' Shelby GT Super Snake that starred in the movie *Need for Speed*. Apart from the glistening paintwork of exhibits vying for *concours* awards, spectators were treated to a V8 'sound off' by some of the more powerful machines. Cape Town's Mayco Member for Transport, Councillor Brett Herron, gave a short speech on how he became a Mustang enthusiast. And by coincidence, three previous owners of Ben Kotlowitz's 1967 Fastback were in attendance and the four were able to recount the car's history back to 1972. Not only that, when a buddy, Barry, and his girlfriend were standing next to the car, Ben was asked if they could go for a ride (it was pre-arranged) and on the trip Barry proposed to her and sealed the deal with an engagement ring. Wonder if her new nickname is Sally...?



AUTOGLYM SHINES



Europe's largest community of vehicle detailing professionals and enthusiasts - That Detailing World - has voted Autoglym Super Resin as Polish of the Year in its annual awards for the third year running. The flagship product, Super Resin Polish, has been the UK's best-selling polish for over 20 years and trumped ten other member-nominated polishes to win the category. The online poll saw the forum's 50 000 mobile valets, detailing businesses and car cleaning enthusiasts vote for their favourite for 2013. Three wins in a row in this hotly contested category is a massive achievement and something they can be extremely proud of.

DISCO PARTY

Land Rover has unveiled a new Discovery XXV Special Edition as a celebration of the 25th anniversary year of the original launch of its versatile, iconic family SUV. First launched in Plymouth, UK in 1989, the Discovery revolutionised the 4X4 landscape. Its combination of contemporary design, spacious and user-friendly interiors, unflinching capability and extreme versatility made it an instant hit. With the release of each new generation, the Land Rover Discovery has cemented its position as the most capable, versatile SUV in the world. The Special Edition vehicle comes in a choice of four exterior colours, has distinctive badging and a sophisticated premium interior lined with Windsor leather.



POMC BRITISH DAY

At the height of the British Motor Industry the world was fed with numerous manufacturers and models. All but a handful of these names have since expired or been taken over by the Europeans and even the Far East. To see the real deal and the best of British, hordes of classic car lovers flocked to the Pretoria Old Motor Club last month. Parking was at a premium as some of the Rolls Royce and Bentley cars required more than one allocated parking spot. Others like Kyle Brink's 1970 Mini Mk3 took up only half a spot. The matric student has grown up in a rich motor heritage and learnt to spin a spanner in his family engineering business. He has a love for anything Mini, and this car is his daily school transport. The 998cc motor is in fine condition that belies the 50 000 miles on the clock. Hidden below the skin are a few minor mechanical improvements such as a 1000S head, and more obvious are the genuine Cooper S rims.

"These provide a slightly wider wheel track," grins Kyle. A magnificent 1967 MG MGBGT greeted visitors and the typical wire spoke wheels and spotlights saw a lot of admirers. It wasn't all sportscars though, with a prime example of the only car to have supposedly been sold with a guarantee that the rear window would never get wet, the Ford Anglia earned praise from Ford and Harry Potter fans alike. Other now defunct models seen were a pair of Triumph TR7 models and a few Spitfires, a few of which had undergone the 'Blue Bull' modifications. But the car best summing up the spirit had to be a Jaguar XJ6 convertible painted with a Union Jack spread.





BMW LEGEND RETURNS

The BMW 2002 set new standards in dynamics and design and established the BMW tradition of sporty coupés in 1968. Today, it's a timeless icon for automobile fans and the German giant is pulling out all the stops to relive the past with their latest model offering, the BMW 2 Series Coupé. The new car builds on the brand's tradition of compact models offering a satisfying degree of driver engagement. And the presence of the two in the model designation creates a close link to this heritage.



MORGAN CELEBRATE

2014 marks 100 years of Morgan production at the world famous Pickersleigh Road site in Malvern. As part of celebrations for this incredible milestone, the Morgan Motor Company has commissioned a line of special edition vehicles, the first of which is the Morgan Plus 8 Speedster. The anoraks out there will be shocked to hear it will be the first Morgan to feature flappy-paddle gearshifter. Visit www.morgan-motor.co.uk for more information and while you are there, watch the awesome *Inside Morgan: 100 Years of Pickersleigh Road* short videos to see what makes Morgan so magical, from the people behind the scenes at the oldest privately owned car manufacturer in the world.



SAMCA QUIZ

It is almost time for the annual SAMCA Inter-Marque Quiz, which takes place on 3 July at the Sunnyside Hotel. So pull out the books, start studying and make sure your chosen brand is in with a fighting chance. For more information visit www.samca.co.za.

HAMPTONS ON

THE MOVE

Johannesburg classic car sales expert Hamptons Exclusive Cars has moved to new premises. Now situated at 5 Main Road, Bryanston, it not only offers a wide range of quality stock but also a convenient stopover or meeting point for classic runs. Information can be found at www.hamptons.co.za.





ANGELA'S PICNIC

When Angela Heinz first opened the Morgan Club's gathering at Delta Park to all SAMCA members, she could not have imagined how the event would grow in popularity. The gathering is billed as a Sunday morning picnic, and the venue in 2014 was filled to capacity with limited space for blankets and picnic baskets on the damp lawns. The wanderings of regular fauna and flora lovers, walkers, joggers, dogs and children who enjoy the Park certainly added the desired atmosphere as making this one of the top gathering places for all shapes and sizes of classic cars. The rules imposed this year by the City Council required that every marque stand have a safety officer with a huge fire extinguisher taking control of everything that took place by ensuring that they did not have any open fires, and law and order was enforced on each marked off stand. On the plus side, donations were freely given to SAMCA officials who manned the entrance gate on behalf of the Cancer Association.

SEASIDE ATTRACTION

The next Scottburgh Classic Car Show will be held on Sunday 21 July at the Scottburgh Country Club. This will be the fourth show put on by the Scottburgh Classic Car Club in aid of local charities and public service organizations. More than twenty classic car clubs have booked space at the Show, but there will be plenty of room for owners of other pre-1975 cars and motorcycles who arrive to show off their pride and joy. Gates open at 07h30 for exhibitors and 09h00 for visitors. This is not a static car show. The 'History of my Car' parade and the marque club parades will give every classic car owner the opportunity to drive their car around the perimeter of the enormous soccer fields for all to admire. Each year the Show features a different marque and this year it will be the turn of Jaguar. KZN Jaguars are expected to provide an historical evolution and more Jags are expected from Gauteng. The Country Club offers a large bar and restaurant but added to this will be a variety of food stalls, a beer tent and a tea garden. There is a large public parking area with free shuttle buses to ferry visitors should they not wish to walk the short distance. For regular updates about the Show visit the website at www.scottburghclassiccarshow.co.za.

BMW MONTE

The BMW club will hold its *Concours* on Sunday 31 August at the Piazza at Monte Casino. As one of the biggest events on the club's calendar and at a venue that encourages the whole family thanks to a plethora of restaurants and activities at hand, it is a must do.

ANTIQUES FAIR

The 2014 NAADA Faire which takes place from 25 - 27 July at the Sandton Convention Centre will once again set the trend in showcasing the full spectrum of antiques, collectables and decorative arts, together with expanded pavilions of specialist collecting in the art, book, stamp, tool and decor genres. The 2013 event was a feast for the eyes, with an outstanding array of investment pieces for those who love antiques, an expanded art pavilion showcasing

both SA masters and collectable contemporary art and a library section. But the breath of fresh air that delighted younger collectors and fed into the growing international trend of collectable collecting was a classic car and a retro pick-up truck that formed part of a fantastic collection of 1920s to '70s collectables – from Gatsby-inspired Art Deco accessories and clothing to '50s gas pumps, motorcycles and old advertising boards.



GLEAMING BUICKS, OLDS & CADILLACS



The Johannesburg Country Club in Auckland Park was the chosen venue for the 3rd Annual Buick, Caddy and Oldsmobile *Concours* on 4 May 2014 for the showing of the best of the General's Classic Collection. 43 cars represented the three brands, many seen for the first time at a Highveld classic car or club meet. Cars like Ty Terblanche's restored 1904 Cadillac, Chris Palk in his 1970 Riviera and Matthew Greef's immaculate 1948 Buick Super, with its purring straight eight motor. The Best of Show award went to Paul Koski, for his 1913 Cadillac, while runner up honours

went the way of Dr Pieter Neethling, owner of a 1959 Cadillac Eldorado Biarritz convertible. Terblanche earned the Longest Distance award for trekking from Pietermaritzburg to Johannesburg while the man taking home the Most Cars on Display trophy went to Kobus Mostert for bringing 5 superb Buicks, 3 of which were Rivieras and 2 wonderful 1957 items. Awards for Best Buick went to Brian Hart (1927 Buick Tourer); John Jacobs (1951 Cadillac Coupe de Ville) took the Best Cadillac win; and the Best Oldsmobile went to Dave Katz (1970 performance model 442).

Peter Manelis scooped Best Pontiac with his extremely rare and magnificent 1958 fuel injected, fully optioned Bonneville. A collection of pre-Second World War cars on show included Ty's 1904 Cadillac being the oldest, Brian Noik's 1913 Buick, Paul Koski's 1913 Cadillac, Brian Hart's outstanding 1927 Buick Tourer, Eric McQuillian's always immaculate 1935 Buick Special, Godfrey Berry's wonderful 1936 Oldsmobile sedan and Alex Duffey's extremely rare right-hand drive 1930 Dual Cowl Buick Model 60 - the oldest Buick in South Africa.

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GERMAN MARQUES ON VIEW

Currently on view at the Franschhoek Motor Museum is a new display in Hall B consisting of a varied selection of German cars down the years. Ranging from a tiny Messerschmitt bubble car to the magnificent 1928 Mercedes-Benz Type-S, the display features many favourites including a VW Beetle, Borgward Isabella, DKW/Auto Union and an Opel Olympia (later named Rekord). In addition, a number of more sporty models from days gone by are on view such as a 1930 BMW 328, early Porsche 911 and a Gullwing Mercedes-Benz, together with some more recent saloons and high performance machines featuring such rarities as a Porsche Carrera GT and a Brabus Mercedes-Benz.

GETTING IN TUNE

The Museum has been the delighted recipient of a Churchill automotive test and tuning bench that was designed for workshop use in the mid-1940s. The unit was donated by Charles van der Spuy of Darling, and is in excellent condition – a real time machine.



CHARABANCS & BIKES



As mentioned very briefly in the last issue, visitors to L'Ormarins and the Anthonij Rupert estates can now experience a touch of nostalgia with a ride in one of FMM's custom-built 'trams', a form of public transport popular in South Africa a century ago. The new versions are based on an Isuzu light-truck chassis, and link the Museum, Terra del Capo and Anthonij Rupert wine-tasting centres, each picturesque journey between the estates lasting around 30 minutes. Hop on/hop off conditions apply. In the last two issues of the magazine there has been correspondence in the Letters page regarding non-admittance of motorcycles to the L'Ormarins Estate. The ruling was explained but the tram service now allows for motorcycles to be safely parked at the Anthonij Rupert wine-tasting venue on the old Graham Beck estate, which is now part of the group. Riders can then travel on the trams to L'Ormarins/FMM through the winelands, taking in areas that previously were not open to the public.

AUSTIN-HEALEY VISIT

As part of its week-long schedule, the Austin-Healey National Tour recently visited FMM with 20 examples of the classic British sports car, calling in for a look around the Museum's displays that had FMM's own two 100/4s on view. Taking part in the Tour were examples of Big Healey 100/4s, 100/6s and 3000s plus a Frog-eye Sprite and even a couple of the excellent Knysna-built Cooper-Healey reproductions. The Tour visit was concluded with lunch at the Deli in warm sunshine.



WHERE, WHAT TIMES AND HOW MUCH

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

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



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**1960 Mercedes Ponton 190
R58 000**



**1968 Wolseley 16/60
R55 000**



**1948 Chevrolet Fleetline
R128 000**



1967 MGB GT – R90 000

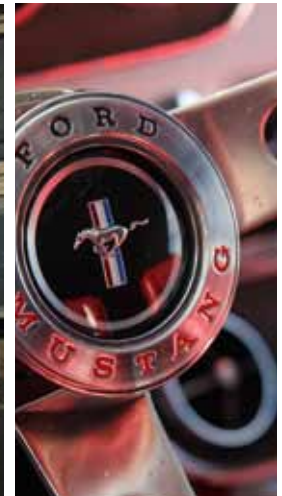
**ALSO AVAILABLE... 1973 Rover 3.5 V8... 1986 Porsche 924S... 1957 Ford Fairlane... 1936 Chevrolet Sedan...
1955 Ford Customline... 1948 MG TC... 1964 MGA... 1958 Ford Fairlane... 1985 Mercedes 280SL... 1969 Rambler Rogue
1941 Chevrolet Panel Van... 1956 Riley 1.5L... 1974 Volvo 164... 1958 MGA Coupe... 1958 Austin Healey Sprite... Plus.**



FINE DECADES ON THE TROT

“Musstannggg!” It may be 50 years since the name was launched but the sight of the chrome Pony badge still evokes an enthusiastic ‘thumbs up’ on the street. Even from a dockworker clocking off the night shift early on a public holiday in Cape Town. Truth is, four-wheeled brand recognition doesn’t come much stronger than the moniker for Ford’s famous Pony car; it’s arguably up there with Maranello’s Prancing Horse and Rolls-Royce’s Spirit of Ecstasy. The motoring equivalent of the Coca-Cola label, if you like. But that’s no surprise as few cars in automotive history have enjoyed such phenomenal success post launch. Or looked quite as cool, either.

By Graeme Hurst
Photography: Darren Epstein





Launched following much publicity at the 1964 New York World's Fair, Ford's sports-cum-personal car exploded onto a buoyant American car market. And with eye-catching styling, a massive range of options and a cut down price, it had buyers queuing up at showroom doors.

Fast forward five decades and several generations and the badge kudos is as strong as ever as Ford launches the 2015 model. But it's arguably the first four Mustang model shapes that we have here that laid the foundations for the brand's meteoric rise and its passionate fan base.

The Mustang story is largely down to one man: Lee Iacocca. A gifted marketer with a track record of innovative marketing and an intuitive sense for what the customer wanted. Newly installed as vice-president and general manager of the Ford Division, he convinced Ford's board that they needed a product to capture the post-war baby boomers who were hitting

driving age and starting families. It needed to seat four people comfortably, weigh less than 2 500 pounds and come in at under \$2 500.

With a name inspired by America's WWII P51 Mustang Fighter plane, and boasting crisp, long-bonnet-short-trunk styling, it looked all new. Only it wasn't. Underneath the Mustang lay Ford's trusty Falcon floorpan, with pushrod engine options mated to a live axle located by semi-elliptic leaf springs – a stock arrangement for any Yank car of the time. But it allowed product planners to fast-track the car into production and hit the target price. Of course, Ford famously made money on the extras. With 23 eye-catching colours (such as Tropical Turquoise and Champagne Beige), nearly 50 interior finishes and a host of options – from air-conditioning and disc brakes to wire wheel hubcaps and a Rally-Pac rev counter – Ford was rightly proud of its 'designed to be designed by you' advertising tagline.

And they made sure everyone

knew about their product. America was bombarded with television and broadsheet advertising for weeks before the 17 April New York launch back in '64. The night before, the automaker effectively 'owned' television advertising across three major TV channels. They even assembled a convertible Mustang on the top of the Empire State building and put one on display at a dozen airports across the land – no surprise then that both *Time* magazine and *Newsweek* featured Mustangs on the covers. This was marketing saturation like never before in the automotive industry. And it worked: some 22 000 excited buyers put down deposits on the first day. Dealerships were overrun with customers, one of whom famously slept in his on the forecourt while his cheque cleared.

So what did he get for his \$2 368? Well, an entry-level, 170ci straight-six powered Hardtop but he had the option of a 164hp 260ci V8 for \$150 while a base spec drop-top 'Stang retailed for \$2 614. From September (the '65 model year),



buyers could opt for the now-hugely desirable Fastback. Earlier (and now much coveted) Mustangs are considered 641/2s, after the mid-year launch date.

The car was an unprecedented success with more than 400 000 rolling off the lines in the first year alone. Another twelve months on, Ford hit the million mark with a total of 2 000 'Stangs a day coming out of its Dearborn, San Jose and Metuchen plants – the latter assembling purely for the export market.

The hype of the launch was no sooner over when Ford pursued the 'win on Sunday, sell on Monday' racing philosophy with their most famous performance venture: a tie-up with Cobra creator Carroll Shelby. Homologated for SCCA production class competition, the GT-350 was a 306hp street variant boasting various engine and suspension tweaks – along with a lighter body and less chrome – to deliver stonking performance. Launched in January '65, it famously came (initially) only in Wimbledon White with blue stripes in Fastback guise.

It was at the track that South Africans got their first taste of the Mustang when Ford SA displayed three at the South African Grand Prix in December '65. Ford SA then fielded a pair at the hands of Koos Swanepoel and Basil van Rooyen in the South African Saloon Car Championship, which the latter won in '66 and '67.

Back then, this '66 289 Convertible in white with red interior belonging to Dave Lyons must have been quite a sight on SA roads. Bought as a holiday home car more than 20 years ago, it fits with the 'iconic sports, two-door theme' of his well-known 26-strong classic car collection. "The Mustang is as symbolic as the E-type and the most iconic American car. People identify with it more than they do with a Ferrari," explains Lyons who is a fan of the original design. "It's a pretty style that's weathered fashion for 50 years which is a tribute to the original designers. And it's very simple, unsophisticated and – dare I say it – very reliable," says Lyons who is mindful of its limitations.

"It's got a 289 engine and drum brakes but as long as you drive it within the boundaries of its design, it's an easy-to-live-with comfortable car," he adds.

The eye-catching looks aside, it's an endearing car to drive with simple, almost playful road manners. *Road & Track* recorded a 0-60mph time of 9 seconds and a top speed of 110mph for the 289 4V but this more common twin-choke variant probably isn't far behind, although the live back end and narrow rubber makes it skittish if your right foot's too heavy, while the lack of a roof means scuttle shake takes the edge off the handling. But the Convertible was always more of a poser's car and it's arguably the most recognisable and desirable variant: classic motoring doesn't get much better than being behind the wheel of one with a few friends on a fine Cape day.

Iacocca's team didn't get distracted by the success of their prodigy; the '67 model offered fresh looks with a more imposing body, albeit one instantly familiar to owners of the first



generation car and boasting the same 108-inch wheelbase.

It was more luxurious inside, thanks to a more sophisticated-looking dash, while Ford upped performance with a \$264-option of a 390ci V8 and, a year on, the 428ci 'big block' unit. And there were plenty of new options: Fingertip Speed Control and a Tilt-away steering wheel being just two items to make life on the black top easier for Americans.

With a little over 60 000 miles on the clock, Mustang Owners' Club Western Cape chairman Lindsay John Curran's stunning Lime Gold Hardtop is a time capsule that takes you back to September 1967, when it was bought by Victor and Charlotte Marcus in San Francisco. "They owned it until 2002 when it was shipped to their nephew, Kenneth Marcus, in Cape Town," explains Curran, who worked for him. "He didn't have space to garage it and sold it to me eight years ago." Mindful of its incredible originality and long ownership, Lindsay embarked on a sensitive professional restoration by Leon de Villiers from Absolute

Classics to refresh the paintwork and suspension components. "Every bush, bearing and seal was replaced but the engine was never opened. We just removed it and painted it. The carpets, roof lining and vinyl top were replaced but the seats and dashboard are original." The result is utterly superb: his 'Stang looks exactly – down to every engine sticker – as it did when it drove out of Hughson Ford Sales on Larkin Street nearly five decades ago. And it drives like it did then too, with a softer ride and more refined feel than the Convertible, thanks in part to power steering. In standard 2V form, performance isn't electrifying but the engine is super smooth, with oodles of lazy torque.

The changes for the 1967 model kept the Mustang at the top of its game: the 472 121 produced that year outsold Chevrolet's Camaro, Pontiac's Firebird and Plymouth's Barracuda together. But those rivals were set to close the gap, so Ford beefed up its offering with the '69 model, featuring an even more imposing, shark nose silhouette and

three new model monikers to reflect the pecking order of performance across the ten engine options: the luxuriously appointed Grande, the Bonneville-inspired Mach 1 and the famous Boss series – Ford's race-derived, all-out performance response to the Camaro Z28.

Also new was the 351ci Cleveland engine (named after the city where the unit was made) and dual-circuit brakes. The marketing terminology evolved too and the Fastback was listed as the Sports Roof model. Owner Matt Scher's example looks particularly cool in green. "It's one of the best-looking muscle cars around – the shape is just spot on," says Scher who's owned it for the last 12 years. "My Dad is an anorak 'Stang enthusiast and owned five or six."

A manual 'box combined with that punchy 351ci lump means his Mustang is the quickest of the four here, delivering a proper kick in the back when you bury your right foot. Being a three-speed amplifies the effect (and keeps you focused since first is where you typically expect second gear) as



you hang on longer before changing up. Power-assisted disc brakes up front – a step change from the earlier drum-braked models – gives you the confidence to enjoy it while the deeper dash and recessed instruments make for a more modern feel. Overall it feels a lot more brutal in its persona: a true prodigy of America's Muscle Car era for Trans-Am wannabees.

Those '69 'Stang drivers pretending to be Parnelli Jones got a shock with the next Mustang generation in '71. With a more bulbous and lardy shape, complete with flush door handles and recessed wipers, it shouted luxury with enough vinyl and nylon inside to rival the finishes of a Las Vegas hotel room of the time. With a longer wheelbase and another 500lbs of bulk over the '69 model it was probably more suited to the roads of the Nevada gambling capital, but the performance options were as strong as ever with the \$531 429ci Super Cobra Jet option guaranteeing 375hp, although the long running 'six' (now in 250ci form) was still hanging in as an entry option.

Ford got even more creative with the accessory options: Feizel Gierdien's desirable Mach 1 is an original Surfer, sold with a matching surfboard and fold-down rear seat panel to accommodate it. Owned for the last 25 years, Gierdien swapped a Toyota Hilux for it. "A farmer from Albertinia put an ad in the *Weekend Argus* saying he urgently needed a bakkie." Complete with factory fitted mag wheels, rev counter and heated rear window, his 351ci Mach 1 has 89 000 miles on the clock. "The interior is original but I had the car re-sprayed four years ago," adds Gierdien, who has owned several '68 examples and currently has a 1995 Mustang in his garage. With the added weight and an auto 'box, this Mach 1 doesn't have the boy racer feel of Scher's car. Unsurprisingly it feels more of a cruiser, happier surfing its engine's torque between the lights than laying down rubber.

What is so refreshing about all four examples is the lack of accessorising. Vast Mustang production runs have led to a wide range of affordable go-

faster goodies. As a result many local Mustangs sport aftermarket wheels, body kits and acres of chrome under the hood. But enthusiasts the world over are starting to appreciate the period looks of standard examples although their affinity doesn't extend to the four-cylinder '74 model, which Ford launched as a 'luxury sub-compact' to take on the fuel crisis. With little design link to the '64 original, Ford was regarded as having lost the plot although sales were strong. Two further generations appeared before the 1994 model shape brought back some of the styling (and character) of Iacocca's wonder. Fast forward twenty years and the recently-launched 2015 model looks set to do the same. Ford even lugged one up in bits to the top of the Empire State, 50 years to the day after that famous launch. And the best news is that it's going to be available in right-hand drive form here in South Africa. It seems the famous Pony moniker has every chance of being recognisable to the man in the street, 50 years from now. **Q**

WAGON

PIONEER

SUVs are one of South Africa's highest-selling modes of transport with applications ranging from dinky two-wheel drive soft-roaders to full-sized four-wheel drive machines bristling with dual range transmissions and diff-locks that are capable of conquering the world. **Mike Monk** looks at the first of the breed.



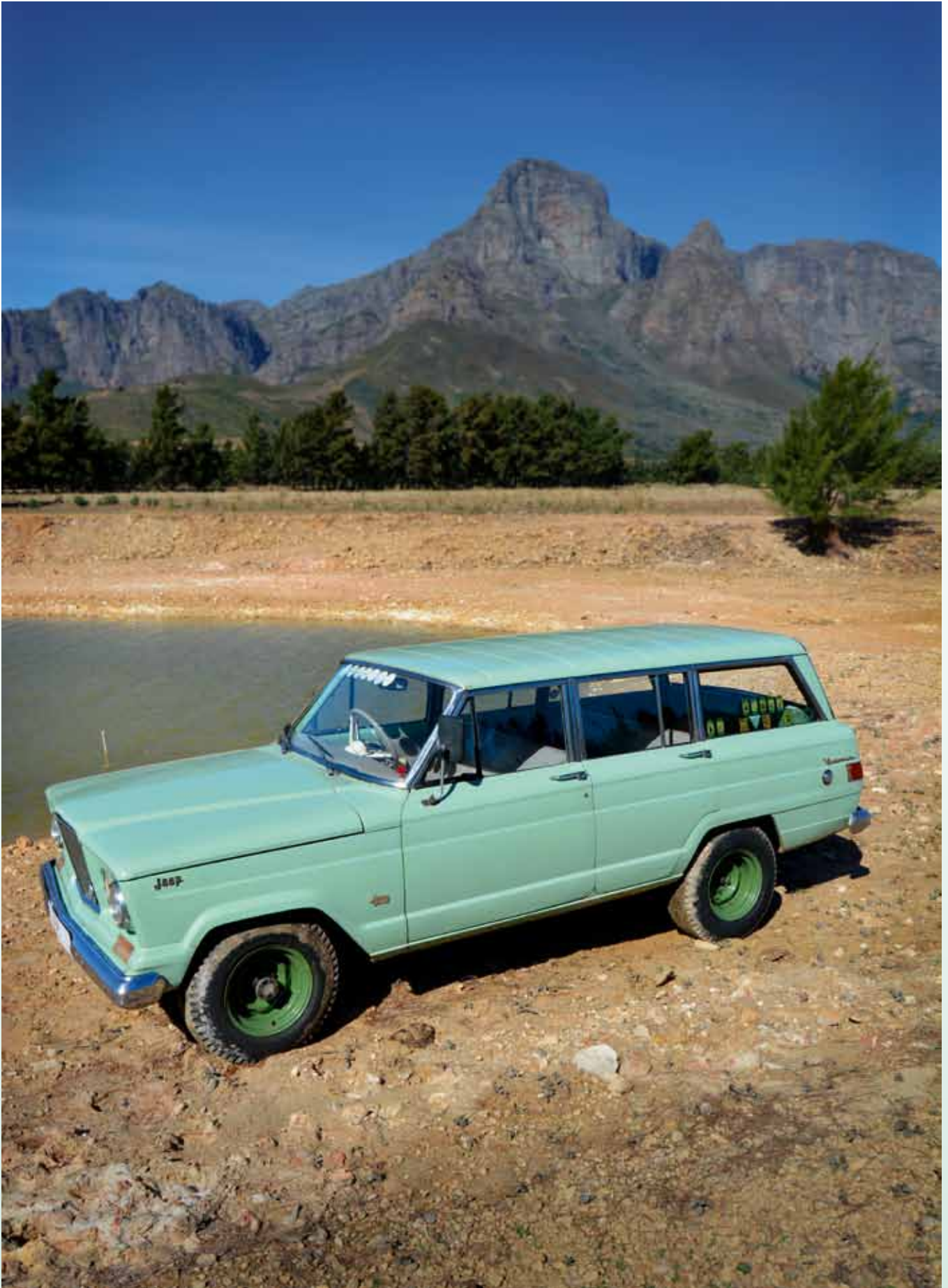
The origins of four-wheel drive 'all-terrain vehicles' began in 1945 when Willys-Overland produced a civilian version of its Jeep, the CJ, which had first appeared in 1941 as a military vehicle, coded MB. The CJ then led to the development of the Land Rover, which made its public debut at the 1948 Amsterdam Motor Show. But these utilitarian vehicles were hardly family or urban friendly in their appearance and operation. The first vehicles that came close to meeting these criteria were the International Harvester Scout 80, which arrived in 1961 but was rather crude in its make-up – essentially a pick-up with a hardtop, a trend used by Ford with its Bronco released in 1966. But in between these

two, Kaiser-Jeep – otherwise known as Willys Motors – had introduced the Wagoneer SJ in 1963 as a four-wheel drive station wagon designed to take advantage of America's growing interest in off-road capable vehicles, essentially making it the first pukka SUV by today's definition. The Range Rover, which is credited with kick-starting the escalating global sales success of SUVs, saw the light of day only in 1970.

Built in Jeep's Toledo, Ohio assembly plant, the Wagoneer was not exactly brimming with technology – it was basic but at least boasted a purpose-built body shell. And it is perhaps something of a surprise to learn that production of the Wagoneer started in this country only a short while after it began manufacture in the USA, local models first rolling

off the Willys-Afrika assembly lines in Bramley, Johannesburg in January 1965 following a R4-million investment in establishing a modern plant – including Martin spot-welders – by the parent company. With more than 40 per cent local content, build quality was claimed to be superior to that ruling in America. It sold locally for R3 390.

The Wagoneer featured here was donated to the Franschhoek Motor Museum by Mooiplaats (east of Pretoria) resident Joh Groenewald and is one of the first to have been assembled in SA. Purchased new in 1965, it is still in its original light-green paint and is fitted with a Tornado 230.5 cubic inch (3.78-litre) straight-six, America's first post-WW2 mass-produced overhead-cam engine. The





all-iron motor was offered in two states of tune: with an 8.5:1 compression ratio it delivered 140 SAE horsepower (104kW) at 4000r/min and 285Nm of torque at 1750 (as fitted to FMM's example), while the 7.5:1 version's peak outputs dropped to 99kW at 4000 and 270Nm at 2400 respectively. Running on standard 7.10x15-inch tyres and with a 4.09:1 final drive ratio, a period road test achieved a 0-60mph (96km/h) time of 18.2 seconds, a standing-start quarter-mile time of 20.4 seconds and a top speed of just over 140km/h. Steady speed fuel consumption ranged from 12.4l/100km at 48km/h to 17.3l/100km at 96km/h.

A three-speed gearbox was standard with (probably due to the conversion to right-hand drive) the column shift unusually mounted to the right of the steering column. The Wagoneer's all-wheel drive capability was not permanent, a four-position floor-mounted transfer lever selecting rear-wheel drive, neutral, four-wheel

drive and low range (2.03:1), with warning lights for neutral and 4wd engagement (which could be done on the move). Front hubs needed to be manually locked for 4wd use. Neutral offered power take-off options, such as the vehicle's versatile appeal. The combination of leaf-sprung live axles front and rear and a big, lofty heavy body offered a reasonable if somewhat lively ride over most terrains – ground clearance was 197mm – but handling quickly went from under- to over-steer during heavy cornering. The unassisted steering had 5.5 turns from lock to lock and the turning circle was 13.5 metres.

Hydraulic drum brakes had a hard task retarding the Wagoneer, which tipped the scales at around 1.8 tons. Prone to fade, the brakes needed sensitive treatment under hard going. The parking brake, which operated on the prop shaft – was foot-operated by a pedal awkwardly located to the right of the accelerator. Release was via an

under-dash lever.

While not exactly luxurious, the Wagoneer had bench seats front and rear, a padded fascia, good instrumentation with variable lighting, door-activated courtesy lights, windscreen washers and hard-pile carpeting. Overall sound proofing was said to be 'of the highest order' but wind and road noise intruded as speed rose. Luggage space was given as 1.4m³ and utility space an apartment-sized 2.8m³! From 1964, air conditioning and seatbelts were optional, and later a brake booster was also offered as an extra. These were all standard on the Super Wagoneer introduced for the 1966 model year, together with power steering with a tilting wheel, electric tailgate operation, tinted glass and some other cosmetic features. The '66 Wagoneer changes included a couple of minor styling tweaks but most noticeably a new full-width grille, improved instrumentation, more comfortable seats, and a floor-mounted gear shift.



In 1967 the Tornado motor was replaced by a 232ci (3.8-litre) overhead-valve Hi-Torque Six that produced 145hp (108kW) at 4300r/min and 291Nm at 1600. Final drive stayed the same but wheel size was increased to 16-inches and this adversely affected performance, 0-60mph now taking 19.7 seconds, the quarter-mile 20.8 seconds and top speed dropping to just over 136km/h, but steady speed fuel economy improved to 10.3l/100km at 48km/h and 16.1l/100km at 96km/h. Soon after, a 5.4-litre V8 was offered, delivering 186kW with a 200kW version mated with an automatic transmission fitted to the Super Wagoneer.


FMM's Wagoneer is a weathered example – 'patina on wheels'. The remnants of stickers on the nearside rear glass indicate that Joh and his family went here, there and everywhere – especially game parks – in the Jeep, and it is easy to imagine their adventurous spirit, sitting high-up and master of all they surveyed

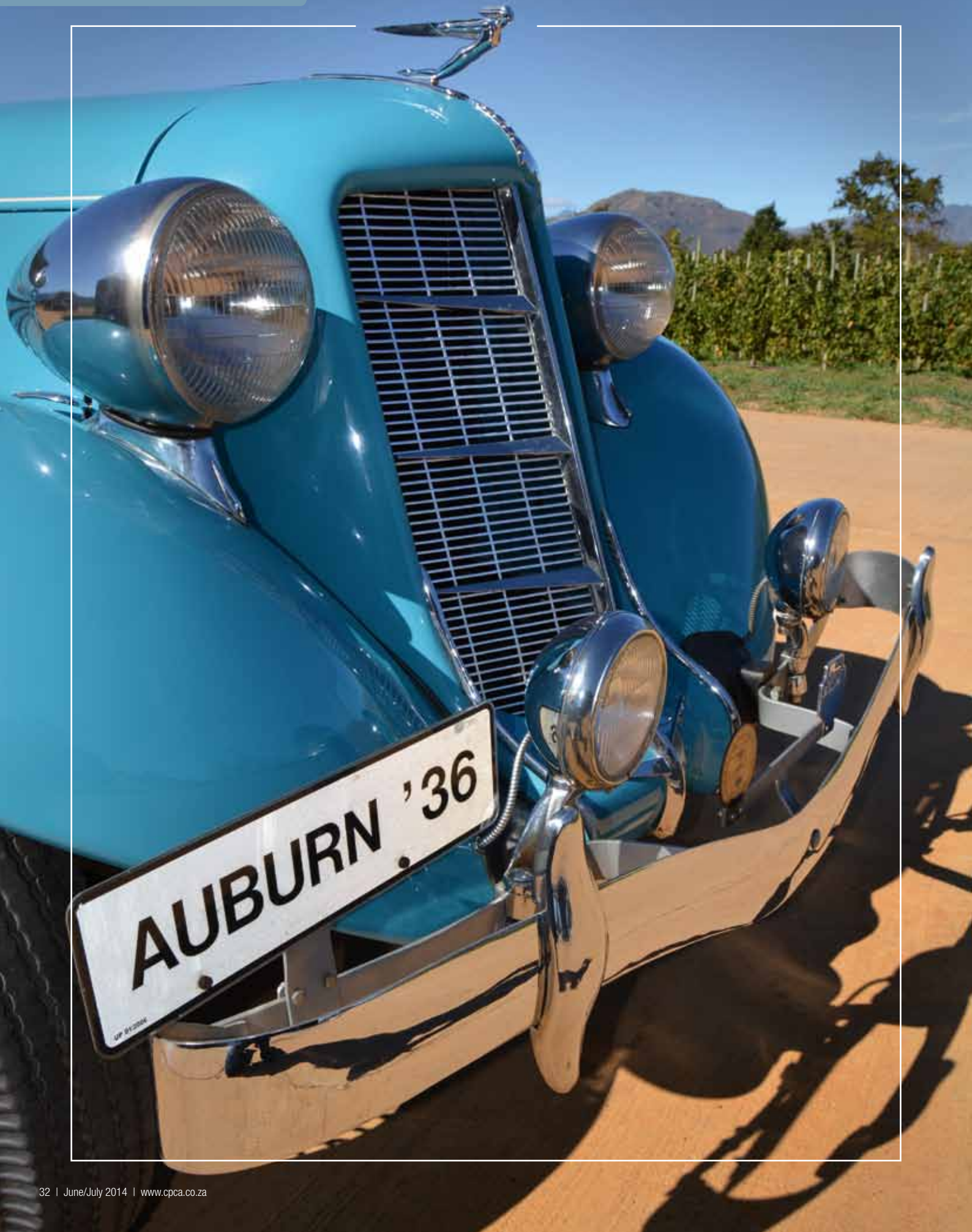
thanks to a generous glasshouse and slim pillars. Mind you, it must have been tiring travelling along because the ride is hardly cossetting and the steering both slightly heavy and requiring arm-straining control of the big, leather-sheathed two-spoke wheel. Keeping the Wagoneer in a straight line demands constant correction – rutted off-road tracks are particularly demanding but the trick is not to fight it: slightly wider wheels than original are fitted.

Minimalist instrumentation comprises a speedo, fuel and temp gauges and warning lights for oil, amps and indicators – a rev-counter was added later. The gearshift is a floor-mounted Fulray conversion and the ratios are such that the Tornado, while not raising a storm, pulls strongly in any gear. Driving around some hilly farmland I could not help but feel that the Jeep would pretty much trample its way over almost any terrain placed in its path.

The Wagoneer is cavernous inside

as the volume figures suggest, the rear bench folds flat and the horizontally split tailgate's window can be wound down for added convenience – and provide through-flow ventilation in the absence of any air-con! Fifty years ago the Jeep offered South Africans the opportunity to emulate the *Voortrekkers* and explore *Ons Land* with confidence – it was simple, rugged, reliable and full of character. A whole new world of adventure motoring was opened up.

After the American Motor Corporation (AMC) took over the ailing Kaiser-Jeep in 1970, the still-used (but much modified) Quadra-Trac 2wd-4wd system was developed but from then on, as the model range became more and more outdated, a series of different engines – including 5.9- and 6.6-litre V8s – and derivatives were introduced but by 1991, some 28 years after launch, the sturdy SJ was at an end. It appears as though the name is soon to be revived. Will it endure as long as its pioneer Wagoneer predecessor did? 



A GREAT STRAIGHT 8

Led by the enigmatic E L Cord, 80 years ago Auburn was on the crest of a wave but a sudden, post-Depression collapse left the automotive world short of a charismatic brand. **Mike Monk** tells the story and drives one of the last of the line.

Auburn is a name more commonly associated with luxuriant hair colour than automobiles but the motoring connotation applies to a relatively short-lived American manufacturer. The company's star performer was actually the last to carry the name, the Model 8, which garnered Hollywood idol-like popularity in the mid-1930s but failed to save Auburn from closing down, albeit bowing out in style. In particular, the elegant roadsters epitomised high society and had the go to match the show thanks to a powerful straight eight engine, but stunning looks and performance were not enough to ensure survival when America was still recovering from the 10-year Great Depression. Along with Cord and Duesenberg, Auburn

collapsed, yet its name is still talked about in revered tones.

First, a little history. The Auburn Automobile Company Incorporated emerged from the Eckhart Carriage Company founded in 1874 by wheelwright Charles Eckhart (who had worked for the Studebaker brothers) manufacturing wagons at a factory in Auburn, Indiana. Charles retired in 1893 leaving the business to his sons Frank and Morris, the offspring taking time out from wagon production to develop their own bespoke motor cars. In 1900 the Auburn Automobile Company was formed but it was only after the 1903 Chicago Motor Show that the company properly started business. The 1904 Auburn – a 2/4-seat touring car driven by a centrally-mounted horizontal single-cylinder engine and a two-speed planetary

transmission – sold for \$1 000, which was a substantial sum 110 years ago, and maybe why the company was not particularly successful.

A move into new, larger premises signified a modestly successful operation but a shortage of materials brought about by World War One forced the factory to a halt. Immediately after the war, the Eckharts sold out to a group of Chicago investors (including William Wrigley Jr of chewing gum fame) who re-started production, but sales – and profits – were not as anticipated and Auburn was in the doldrums again. In 1924 the group approached the maverick successful car salesman Errett Lobban Cord with a proposal for him to run the company with a clause that he could buy out controlling interest if he saved it. Cord accepted



and it appeared a shrewd move on his part as he freshened-up unsold stock and began aggressive selling to such good effect that by the end of 1925 he was able to take full control and became company president.

During the next five years Cord backed a successful record-breaking run by Auburns at Atlantic City Speedway and Pikes Peak and followed this by taking over Duesenberg, thus inheriting brothers Frederick and August Duesenberg's engineering skills, talent and the brand name in order to produce luxury cars. 'Duesys' were also successful in motorsport, which helped its image. Amongst other acquisitions, Cord bought engine manufacturer Lycoming to provide power plants for his products as he pressed on with his plan to produce a range of high-priced, high-tech luxury automobiles including the Model J Duesenberg. He even created a brand after his own name, the Cord L-29, which appeared in 1929 and was America's first mass-produced front-wheel drive car.

Cord's empire was on a roll, flying in the face of Black Tuesday, the Wall Street crash of October 1929, with

Auburn sales almost doubling by 1931. *US Business Week* described the brand as offering 'more car for the money than the public has ever seen'. The company even had an export programme for both six- and eight-cylinder models with 'Vanity excused' as an advertising tag line.

During this time Cord employed

Cord's empire was on a roll, flying in the face of Black Tuesday, the Wall Street crash of October 1929, with Auburn sales almost doubling by 1931. *US Business Week* described the brand as offering 'more car for the money than the public has ever seen'

Alan Leamy to design a new car and he came up with a range of models based on the company's rigid straight eight chassis that featured channel-section side members and cruciform bracing under the floor. The front axle was a forged beam and half-elliptic springs were used front and rear. Hydraulic dampers and Lockheed drum brakes were fitted to all four 16-inch wire spoke wheels. Body styles included a

two-door Brougham, a coupé, a four-door sedan, a Phaeton sedan and a convertible but it was the two-door, two-seat Speedster that captured the Hollywood spirit.

One of Auburn's strong points was its use of the Lycoming GG straight eight engine. The block was cast iron and the side valve flat-head made from aluminium. A five-bearing crank and a bore/stroke of 77.78 x 120.6mm gave a swept volume of 4 587cm³. From 1935 the single Stromberg downdraft carburettor was force fed by a Schwitzer-Cummins centrifugal supercharger (that spun to 24000r/min) helping to deliver a peak power output of 150hp (112kW) at 4000r/min. A three-speed manual gearbox took drive

to a Columbia two-speed rear axle, the ratios (a 'fast' 4.5:1 and a 'cruising' 3.1:1) selected by a steering-mounted control, effectively creating a six-speed transmission. Top speed was the magical 100mph (161km/h), a fact promoted to good effect in the car's advertising material. A Straight Eight Speedster driven by David 'Ab' Jenkins at Utah averaged 100mph for 12 hours to establish a US Stock Car record.



But there was a depression within the Depression and Auburn sales began to plummet. While Leamy's styling was elegant, Duesy designer Gordon Buehrig tweaked the model range's looks to create the Straight Eight's last hurrah, the 1935/36 Model 8 Speedster with a boat-tail version as the pinnacle of fashion. Known as the 851 for 1935 and 852 for 1936 (there were no significant changes), the cars were sold for a loss-making \$2 245 to attract showroom traffic to lesser, more affordable six- and eight-cylinder models but only around 500 examples were sold during the two years. Auburn experimented with a Cummins diesel engine but the writing was already on the wall. Under scrutiny of America's Bureau of Internal Revenue and Securities and Exchange Commission, Cord sold out his holdings and in 1937 Auburn – along with Cord and Duesenberg – went out of business.

Franschhoek Motor Museum's 1936 852 Speedster, one of the last of the line, was acquired from the Bertie Bester collection and has just undergone a mechanical refurbishment after the block became porous with resultant unwelcome mixing of oil and water. Replacement Lycoming engines are scarce but a standard straight eight block was located in White River,

purchased and together with the original engine sent to Antonio's Engine Rebuilders in Paarl for a rebuild. The new block's porting had to be modified in order to accept the supercharged induction system but the crankshaft, con-rods and pistons were salvaged from the original engine.

The result is a motor that delivers a deep-throat rumble from its exhaust system that features four flexible stainless steel pipes protruding from the left side of the side-louvred bonnet, dropping through the mudguard and running underneath the running board before merging into a single tailpipe. The word SUPERCHARGED in big script above the louvres adds significantly to the appearance. The set-up looks dramatic and the exhaust's *basso profundo* tone characterises the car's screen-siren looks and Oscar-nominated performance. Why, it even has its own spotlight...

Hood erect – the rear window can be taken out – climbing aboard through the rear-hinged door, the interior has a comfortable, airy and lavishly equipped feel. Bright metal trim, elegantly styled instrumentation, ivory-coloured steering wheel and knobs, and taut, pleated leather upholstery and door trim ooze style and quality. But this is a car to be seen

in, particularly in its striking sky blue paintwork, so after undoing a rather complex mechanism the substantial soft-top can be lowered and the thrill of *al fresco* motoring enjoyed.

Once the fiddly ignition/starter has been activated, the hefty 852 – it weighs around 1 700kg – purrs away with an assurance that only quality-built cars display. The long-throw gearshift prefers unhurried operation but together with the dual-speed axle – dip the clutch and turn a dial in the centre of the steering wheel to smoothly change ratios – provides ground-eating performance from an engine working well within its capabilities. Ride and handling are taut thanks to the stiff chassis, the steering is meaty without being heavy at speed and the brakes are pin sharp having just been overhauled. Simply put, the 852 offers a red carpet ride.

In 1974 the Auburn Cord Duesenberg Automobile Museum was established in Auburn's Art Deco headquarters built in 1929 in the city and four years later listed on the National Register of Historic Places. It houses over 120 vehicles and artefacts. Today we can only look back and wonder "What if?" and appreciate the survivors, of which this Straight Eight Speedster is a prime example. 📍

EXECUTIVE PRODUCER

BMW's international motorsport division has played and added more 'go' to almost every series of BMW car produced in the last 40 years. It started with the mid-engined M1, then came the likes of the M3, M5 and M6, but policy meant that the 7-Series never earned its M stripes. **Stuart Grant** reckons though, that if there was, however, a 7-Series that deserved the badge, it was South Africa's very own E23 745i.



BMW Germany launched a 745i in 1979 which derived its motion from a 3.2-litre (and later 3.4) 6-cylinder fed by a Borg Warner K27 turbo. Like the 2002 Turbo it was only produced in left-hand drive because, when the steering column was on the right of the engine bay there was not enough space to fit the turbocharger. Unperturbed, the South Africans applied the 'maak 'n plan' mentality that had paid large dividends over the years, and slotted the BMW M1-derived 3453cc 286hp (213kW) twin-camshaft 4-valve M88/3 unit under the hood. And of course,



like we always did, produced enough units (249) for homologation purposes to enter Group 1 and then Wesbank Modified racing. The sight of a massive saloon being muscled around the circuits by a bare-knuckled man who created the car, Tony Viana, remains entrenched in most motorsport fans' grey matter.

Put together from CKD kits at the Rosslyn plant, the local 745i came in both ZF 4-speed automatic and Getrag dogleg 5-speed manual format, but the vast majority stayed true to the luxury saloon ethos with the automatic. Only 14 manuals, which included the two race cars were made.

At daily-drive speeds and accelera-

tion the car is super quiet but hoof it and even the biggest corporate heavy would get his hooligan face on as the motor got louder, reaching the peak power mark relatively high revs, thanks to the 264° camshafts and crossflow heads. Fed by Bosch ML-Jetronic fuel injection system, the 1720kg behemoth was no slouch,



galloping in manual guise from zero to 100km/h in 7.14 seconds. Alfa's 3-litre GTV6 was said to have the highest top speed for a South African production car at the time at just under 225km/h but the big Beemer stole the thunder when *Car* magazine recorded it at 235.6km/h. Suspension was stiffer than the European 7s and thanks to a 25% limited slip differential the power delivery through the 16-inch BBS Mahle alloy wheels in the twisty bits was efficient.

Stopping was handled by vented discs with 4-pot callipers at the front while the rear got single-piston units squeezing down on solid rear discs. Super fancy for the day was the addition of ABS.

From the outside only the discreet 745i boot badge and 16-inch alloys really differentiated the monster from BMW's lesser-engined 7-Series offerings. Inside the cabin however it differed dramatically but not, other than gauges sporting a small motorsport M and marked to 260km/h,

with any go-faster accessories, rather touches of high-end class. Locally sourced hand-stitched leather was used in almost every conceivable part of the business class lounge, ranging from the seats, pillar trim, handbrake handle, gear knob, centre console to even the dash. All the bells and whistles were at hand so the buyer with the bulging

A silky smooth and docile daily driver with class-leading luxury and when the loud pedal was plonked, a seriously schizophrenic performance car

bank balance got everything from electric seats with memory function, electric windows, aircon, to onboard computer giving stats like average speed, ambient temperature, fuel range and fuel consumption.

Last on that list rings a big bell with today's petrol price. The 745i held 100 litres of juice but believe it or not, was reasonably economical when not

being stomped thanks to its engine's flexibility and gear ratios suited to South African conditions that gave it the ability to trundle along at normal speed with very little effort and revs. At 60km/h the drinking number came in at around 8.5 litres per 100 kilometres and just over 11 at 120km/h.

A silky smooth and docile daily driver with class-leading luxury and when the loud pedal was plonked, a seriously schizophrenic performance car. This dual personality didn't come cheap though with the 745i costing R73 550 in 1984. That was R20 000 more than its smaller capacity 735i stable mate, R5 000 more than the awesome 635CSi and R1 000 more than a Porsche 911 Carrera Cabriolet. By the time production came to an end in 1987 the price had increased to a whopping R125 410.

Despite the hefty price tag BMW South Africa, with perhaps a bit of arm twisting from Welkom's Tony Viana, were not shy to take the executive



saloon racing. Both the Group 1 and WesBank Modified cars were actually 745i models and not shells borrowed from the cheaper siblings. In fact, of the claimed manuals made by BMW, the two race cars are counted as production statistics.

Viana originally campaigned the Group 1 745i in the Gunston colours but the car really shot to fame when it took on the Winfield branding in 1985. Viana went door-to-door as the lone BMW against the Ford XR8s and 3.0-Litre GTV Alfas in the top class battle of the South African homologation specials, and wrapped up the title becoming not only the first 7-Series in the world to race, but also to be crowned a champ.

While the Group 1 car was similar to the road going versions, the Modified car of 1986 and '87 was not much more than a 745i shell and silhouette. As the name suggests the formula catered for plenty of modifying and Viana applied his years of track experience to get the best out of the big machine. Out came

the standard brakes and in went some bigger discs made from exotic Geralium and callipers to help lighten the mass and get rid of temperature faster. Lighter and stronger but featuring a shorter life-span, suspension struts, again made from Geralium, found a home and the engine got tweaked with an M1 crankshaft and damper,

... off the shelf 745i brake disc cost R1 500 at the time, the modded version R6 000, while the struts rang up at R2 500 for your road car and R30 000 for Viana

special con-rods, pistons, head, cam box, flywheel and more, to obviously increase the grunt and see the rev-limit increase from the 6800rpm of the road car to 8900rpm when battling on track. The amount of money thrown into making the Modified 745i competitive showed the seriousness at which racing was taken: off the shelf 745i brake disc cost R1 500 at the time, the modded

version R6 000, while the struts rang up at R2 500 for your road car and R30 000 for Viana.

With the introduction of the E28 M5 to the South African market it made sense to put the hulking great 745i into retirement at the end of '87 and build up a lighter but equally trick M5 for Modified racing, which Viana of course did. Both the Group 1 and Modified 745i racers survive today with the Group 1 restored and back on track while the Modified is undergoing a full rebuild.

Road going 745i, like so many classics, went through a dip in value a few years back with many people simply regarding them as big old thirsty BMWs, but that has all changed now and collectors are snapping them up. If you have one to pull the caravan very quickly then I'd think about buying a double-cab bakkie, retiring the executive saloon to a weekend car and giving it the package it deserves as a true South African classic. 📍



Ferrari servicing.



Carlo Viglietti.

THREE'S COMPANY

Ferrari! Personifying passion, pride and performance through one man's vision. In South Africa though, three names stand out as the carriers of the prancing horse flag: Viglietti, Cavalieri and Scheckter. And now all three have teamed up under the banner of Pablo Clark to offer a one-stop Ferrari shop in Johannesburg.

Situated in Wynberg, Sandton, Pablo Clark offers any generation Ferrari sales, service, race preparation, restoration and driving experience on local race tracks. Walking into the building is an awesome feeling because although immaculately clean, the environment is far from your usual sterile showroom. Ferrari race and road pictures line the wall; sitting alongside the race-prepped 250GTM is a set of tyres awaiting fitment; an open line of sight to the workshop allows visitors to see a 360 Challenge car up on the hoists; a Dino with bonnet open; and a row of Weber carbs being readied to find a home on a Daytona. There is a gentle buzz that wafts through the building, showing that this is a place of work. Of course the Italian pedigree means that the coffee is quality too.

Pablo Clark was the fictitious name that Paolo Cavalieri conjured up in 1980 to enter motorsport events and keep under his mother's radar. Following success in various local formulas, the name went into retirement only to be pulled out twenty-odd years later as the team name to Paolo's historic racing set up. While a few BMWs fill the Pablo

Clark *scuderia*, the real passion lies with Ferraris. The sight and sound of Paulo wringing the 250GTM around a racetrack is one not to be forgotten and then there are the more modern F360 Challenge machines at full chat. From time to time Pablo Clark has brought its rare F40 GTE out from Europe, and a Daytona Comp race car is under construction. Pablo Clark Racing was the only official Ferrari dealer team in SA, introducing the F430 to the GT challenge series with immediate success in 2008 on behalf of Rosso Sport Auto, the then Ferrari dealer in JHB and Paolo raced David Piper's 1965 9 hour winning Ferrari P2 at the Goodwood Revival on Mr Pipers invitation. Contact with overseas outfits like Corse Clienti see to it that Pablo Clark has access to plenty of racing know-how and the ability to source cars from the Continent. Paolo is not the only Cavalieri that rings a Ferrari bell, with his brother Giorgio owning some iconic cars and being synonymous with SEFAC – the Southern Equatorial Ferrari Automobili Club.

Viglietti branding comes in the form of Carlo Viglietti, the South African master of Ferrari mechanicals new and old. The Viglietti family immigrated

to South Africa in the 1960s with the intention of finding a better life. Carlo, being around six years old at the time, soaked up the motoring madness from his father, who was employed by Fiat South Africa. Mechanically inclined, the entire family went down the motoring trade path with his brothers too becoming mechanics. In 1972 Viglietti Motors was set up in Cape Town and known as the Continental Car Experts, where the family carried out servicing various European brands. In '83 they were appointed as Ferrari agents for the Cape district and eventually took over as the official South African Ferrari importers in 1997. As such, Viglietti sold, serviced and worked on all Ferraris.

Carlo served his apprenticeship and received a diploma in motor mechanics, but the real learning about Ferrari products was done via hands-on training at the Viglietti workshop under the skilful eye of his brother and mentor Luigi. In 1983 Carlo started working on Ferraris and received official training at the headquarters in Maranello during the '90s. True to Enzo's belief in Ferraris being driver's cars, Carlo has completed the Basic, Advanced, Evolution and Challenge

driving courses at the firm's official Fiorano test track. He worked his way up the Viglietti Motors ranks from apprentice to service advisor, service manager and eventually quality controller which, because everything barring bodywork is done under the same roof, means he has seen just about every possible aspect of all the Ferrari models sold in Africa, from grinding crankshafts in the kitted-out engineering shop to finer details like fitting upholstery.

As a partner at Pablo Clark he remains the hands-on man, quietly tinkering away with an eye for detail. At the time of our visit he'd just finished rebuilding a set of Weber carbs, was part-way through assembling an engine, and had just started fitting some refurbished suspension bits to a Daytona project. Testament to his valuable connections

earned over the years, he was about to jet off to Italy to fetch a wiring harness for the same car and to check up on the upholstery kit to be supplied.

Talking to him in his workshop it becomes apparent that he is the epitome of Ferrari passion. He literally eats, breathes and sleeps the prancing horse (with a bit of Ducati motorcycles thrown in for more flavour). Carlo is fully prepared to come out of the workshop and offer advice to other enthusiasts. He will call a spade a spade though but when it comes to the Ferrari brand, restoration and car maintenance authenticity and higher quality is paramount.

While the Scheckter name and Ferrari tie up thanks to Jody winning the 1979 Formula 1 World Championship, it is his nephew Jaki (Ian's son) who takes up residence

in the Pablo Clark stable. Jaki is no slouch behind the wheel, having won the South African Formula Ford title and Barber Dodge Championship in the States and often shows a clean set of heels to the competition with the Pablo Clark Ford Galaxie or F430. With this kind of experience and talent, Jaki heads up the Driver Experience programme offering track sessions in Ferraris, helping with race techniques and car preparation and setup options. Clients wanting a one-stop racing shop for their Ferraris need look no further.

To users of road-going Ferraris, Pablo Clark offers all the expertise under one roof and manages to make it a personal experience with the men in the know on hand and helpful. It is a place to buy your Ferrari, service it, restore it, race it, get advice or soak up the exciting atmosphere of a working *scuderia*. 🏁



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Carlo Viglietti Service

- Ferrari Service
- Sales
- Restoration

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Racing

- Driving Experiences
- Driver Training
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Paul Gerber: 082 904 8407 - paul@pabloclark.com

THE CONUNDRUM

In his penultimate instalment into South Africans competing at Le Mans, **Greg Mills** looks at local drivers of the modern age and asks the question: “Where have all the *Sefricans* gone?”

Was there more of an aspiration to compete overseas – or perhaps money in Europe was more plentiful and they were able to choose drivers for reasons of talent rather than cash - more than they are forced to do today?

“**W**hen one driver is there, it shows others,

I guess, that there is the possibility,” reflects Graham Duxbury. “At that time our aspirations were all to race

overseas, though my peers had different routes to get there: Sarel via the States, George through his successes in Japan, and so on. I think the commonality was that we did get exposure via the Nine Hour and other international endurance events in South Africa. Perhaps,”

he asks, “was there more of an aspiration to compete overseas - or perhaps money in Europe was more plentiful and they

were able to choose drivers for reasons of talent rather than cash - more than they are forced to do today?”

Jack Gerber reckons the paucity of numbers in South African drivers “has something to do with the cost (due to the sophistication of the cars these days) and the far greater number of drivers that you have in motor racing worldwide (making it more competitive).”

Despite coming into motorsport late at the age of 63 in 2008, Gerber has quickly got to grips with the sport at the top level. He says the Le Mans circuit is “very challenging and unforgiving. Rookie drivers seldom do good lap times. In most of the critical zones, if you go past the limit, you’re in the wall. The speeds are high, so you lose a sense of how quickly you are going in the slower section, for example, in the Porsche curves, you come down from a very long sixth gear to fourth, and it seems really sedate, through the



Jack Gerber on his way to third in class at the 2013 Le Mans event.

right, double-left, right, and tighter left (negative camber) on the exit, then there's an unhelpful couple of metres of grass, and a concrete wall on both sides. I checked the data, and we were at somewhere around 180/190 km/h!

"There are unexpected challenges," says Jack. "The LMP1s are not a problem, precisely because the speed differential is so great, but also because you know the drivers are so good. You just have to check your mirrors every 3-4 seconds in most parts of the track, and be clear about when and which side you are letting them through. The LMP2s are however the problem, because they have the same top speed as we do, some of the drivers are poor (you don't know who's in the car), and as they are lighter and allowed more down force than the GT cars, their braking is later, their cornering speed higher, and therefore their line in the corners is quite different."

INTO THE 1990S

Grant Orbell participated in the 1999 event race for Kremer in a Rousch V8-engined Lola, retiring on lap 46 with gearbox maladies, in an event made famous by the flips involving the Mercedes CLR of Mark Webber and Peter Dumbreck. But he had started his career in world sportscars earlier, in 1998, with the last of the BRMs, the ill-fated Nissan-engined Pacific Racing Type P301, itself (confusingly) a derivative of the Weslake-powered P351 which Wayne Taylor had unsuccessfully driven at Le Mans in 1992.

Orbell got there via his victory in the Sports 2000 series in South Africa in 1995, during which time he met Neville Jordan of Vodacom. "As a newcomer, and through a mutual friend, we began helping Neville," recalls Grant over 15 years later, "with setups and assistance and the sort. I then went onto Formula Ford in 1996, and finished second in the

SA Championship, and won Rookie of the Year award. The following year we won the Championship, and went over to the UK Formula Ford Festival. Neville came over to watch the Festival with us, and at the end of the weekend, invited us to go take a look at the BRM.

"We did that, and upon returning, Neville offered me a drive in the BRM for the 1998 season, as part of his plan to get a development driver ultimately all the way from Sports 2000 to international racing.

"However, 1998 was," says Grant, "in all aspects, a total disaster. I got to drive the car only twice in the year, once at Misano (where they sent me out with insufficient fuel to complete a lap – DNQ), and once at Donington, where a wishbone pulled out of the tub, and that was that. It did a further ten laps at Mallory Park, and 10 laps at Snetterton. So, for the last two races, we took what was left of the budget from Vodacom,



Orbell powering the Kremer Racing Lola at Le Mans - 1999.

and went to Kremer Racing, to drive their B-Spec K8, for Nurburgring and Kyalami. We were fairly competitive in the car at both events, and even managed to out-qualify the A-Spec car at Kyalami.”

Based on the success of the Kyalami event, and with a further commitment of money from Vodacom, Orbell was invited back to Kremer Racing for the 1999 season, in their newly acquired Rousch-powered Lola B98-10. “In the meantime, I also went to France with Gary Formato, to test the Riley & Scott of *Solution F*, which was also successful, and I was competitive with their works drivers.” However, Orbell elected to remain with Kremer Racing and part of the package was the Le Mans 24 Hour.

He remembers Le Mans as “something spectacular: just the vibe,

the people, the big name drivers, the equipment, the vehicles, the production – all awe-inspiring. I went in the preceding weeks to pre-qualifying, and nailed it, but was in no doubt about the magnitude of the

The car locks into these ruts, much like a Scalectrix car would. Then you have GT2 and GT3 Porsches, and the like, that max out at 250km/h. My car was doing over 330km/h, and so, as you can imagine, the car was locked into a rut, closing at over 80km/h...

undertaking. Between pre-qualifying and the main event, I got onto my PS1, and played the Le Mans game flat out, as well as adding a huge amount of mileage onto my BMX, so when I got to the start, I felt I was well prepared.

We arrived on the Sunday, before the main event, and took the time to set up shop, install the engine – which was imported from Rousch for every event, etc. Most of my time was spent in the pits, however I did a morning

and afternoon jog around the track to prepare. It was during these daily jogs that the actual scope of the Le Mans 24 Hour began to impress. Things like the camp areas quadrupled overnight, every night, during the build-up. By Wednesday, we were doing some testing, a couple hours in the day, and a couple hours in the night. My first run, in the night,

was a real eye-opener.

“By far, the biggest thing I experienced was driving on the Mulsanne. The road is an everyday road, and so has ruts where the trucks drive. The car locks into these ruts, much like a Scalectrix



Formato (19) Riley & Scott at Kyalami 1998.



Formato and Luigi D'Ovidio at Spa in 2000.



Grant Orbell Kremer - Kyalami 1998.

I wish I had taken more time to experience the atmosphere and the occasion, as I had been so driven to perform well, that much of it went unnoticed.

car would. Then you have GT2 and GT3 Porsches, and the like, that max out at 250km/h. My car was doing over 330km/h, and so, as you can imagine, the car was locked into a rut, closing at over 80km/h on the slower cars, who were in the racing line, and now you needed to cross lanes. At some point, the car would do a little fish tail as it left a rut. Quite off-putting – to say the least. Factor into this some drizzle, and quite a lot of buffeting, and it becomes a special sort of memory!

“During the test phases the car got quicker and quicker, and I got quicker and quicker in it. Soon, I was matching Didier de Radigues, the team leader, and was some seconds quicker than Tomas Saldania, my other co-driver.”

Orbell and his team-mates qualified towards the back of the LMP1 grid “due to a little bit of bad luck, and a little bit of team strategy. We had been informed, the morning of qualifying, that Lola themselves did not expect the gearbox to last the full 24 hours,

and that there was only one gearbox on hand to replace with. My team, and the other Lola customers, got together, and agreed to boycott the purchase of the spare gearbox, and that we would all take our chances. During the race we played the waiting game, running consistent lap times, and keeping out of trouble. We progressed up through the field, running eleventh overall at one time, and were the leading privateer. Didier and I did the bulk of the driving, due to our pace, and things were going well. I had done a couple of evening runs, in the rain, on slicks, as only the back straight was wet. Yes,” he adds, “it was frightening. Then the gremlins began to settle in to the gearbox. By this time, we were the last remaining Lola team, by some margin. Around the same time that the gremlins crept in, one of the leading Toyotas had an enormous accident, and so, for a long time the track was at a full course yellow under safety cars.

“We used this time to come into the

pits and work on the gearbox. Lola themselves changed the selector barrel, and the ratios, and after quite a lot of lost time, Tomas went out in the car. He managed a handful of laps, and had to return, with the car stuck in gear. This time, the team changed all the internals of the box, and sent the car out again. By now, it was dawn, we were some hours behind, and so we had no option but to retire the car. Although this was a real let down, I guess it didn't sting as much as it could have, as I always believed I'd be back the following year to do it again. But, as the gods of racing and sponsorship would have it, my sponsorship went elsewhere, and that closed the curtain on my World Sports Racing Series career. Looking back over it,” reflects Orbell, “I wish I had taken more time to experience the atmosphere and the occasion, as I had been so driven to perform well, that much of it went unnoticed.”

Gary Formato got to Le Mans almost by accident and has (so far) raced there



Duxbury/Martin/van der Merwe Porsche 956 during 1983 Kyalami Castrol 1000. (Image: Roger Swan via www.motoprint.co.za)

three times: 1999 with Riley & Scott and the big Ford V8; in 2000 with the Judd V10-powered Courage C60; and in the Panoz-Zytek in 2001.

“The road to Le Mans for me started in Indianapolis where the Riley & Scott factory is based. We were using their components on the Trans-Am car (WesBank V8) in SA and developed a good relationship with them. At the end of 1998 Kyalami hosted the final ISRS round and their European car was without a driver, as Phillippe Gache was doing *Trophee Andros*. Bill Riley suggested that I should talk to the team, and we managed to do a one-off deal for me to drive the car.

It turned out to be well prepared and I was on the pace immediately. We won the race, which provided great satisfaction as it was the first time the European and American trams had competed against each other. That led to my being offered a drive in Europe and Le Mans for the following season. The team had tried to reinvent the Ford V8 but it was a disaster. At Le Mans we got through one stint each before the engine went. The eye opener was how quick the manufacturer teams were. You had to have a better car and also a lot of experience. It was not just another race.

“For the next season Phillippe had done a deal to run the new Courage with the Judd V10. The car was fantastic and we were the top privateer behind the Audis. No doubt we would have finished fourth in the race. After an excellent evening we had made our way through the field after an early spin from Phillippe and were on target. Unfortunately, at 05:30 or so, I had a massive blow out on the left rear at the end of the Mulsanne. It was violent enough to destroy the gearbox. Although I had managed to get back to the pits, our race was done. The positive was that I knew I could be quick at Le Mans.”

Le Mans was never on my radar but circumstances led me there three times. But did I fall in love with it? Absolutely!

For 2001 Formato was offered “a deal to drive one of the works Panoz from Dave Price who had seen me beat his car at Monza earlier in the year with Mauro Baldi as my team-mate. The car was the new LMP07 which was built at great cost by Don Panoz to beat the Audis. Unfortunately it was an under-powered dog! My team-mates Klaus Graf, Jamie Davies, David Brabham, and Dave had bets going as to when the car

would pack up during the race. It was disappointing,” says Formato, “to have the opportunity in a top team only for it to have its worst ever car. The event was positive in that I had really quick drivers to compare myself to and my stint in pouring rain during the night was one of the scariest but also my best in a racing car. I did not realise the job I was doing until I got out of the car to a lot of back-slapping and a big smile from Price. I missed out on a factory deal with Riley & Scott the next year, who had a sponsor pushing for Didier Theys. He turned out to be far off the pace of Marc Goossens and although an attempt was made to get me into the

car for Le Mans, the team had to stick with the driver line-up they had used at the open test.”

Thereafter Formato decided to return home to South Africa to “try and make the racing count here.” He adds: “Le Mans was never on my radar but circumstances led me there three times. But did I fall in love with it? Absolutely!”

In the next and final look at this legendary race we consider the arrival of new technology, revisions to the circuit layout, and the next big push to get South Africans back onto the Le Mans scene.

EXECUTIVE CARS



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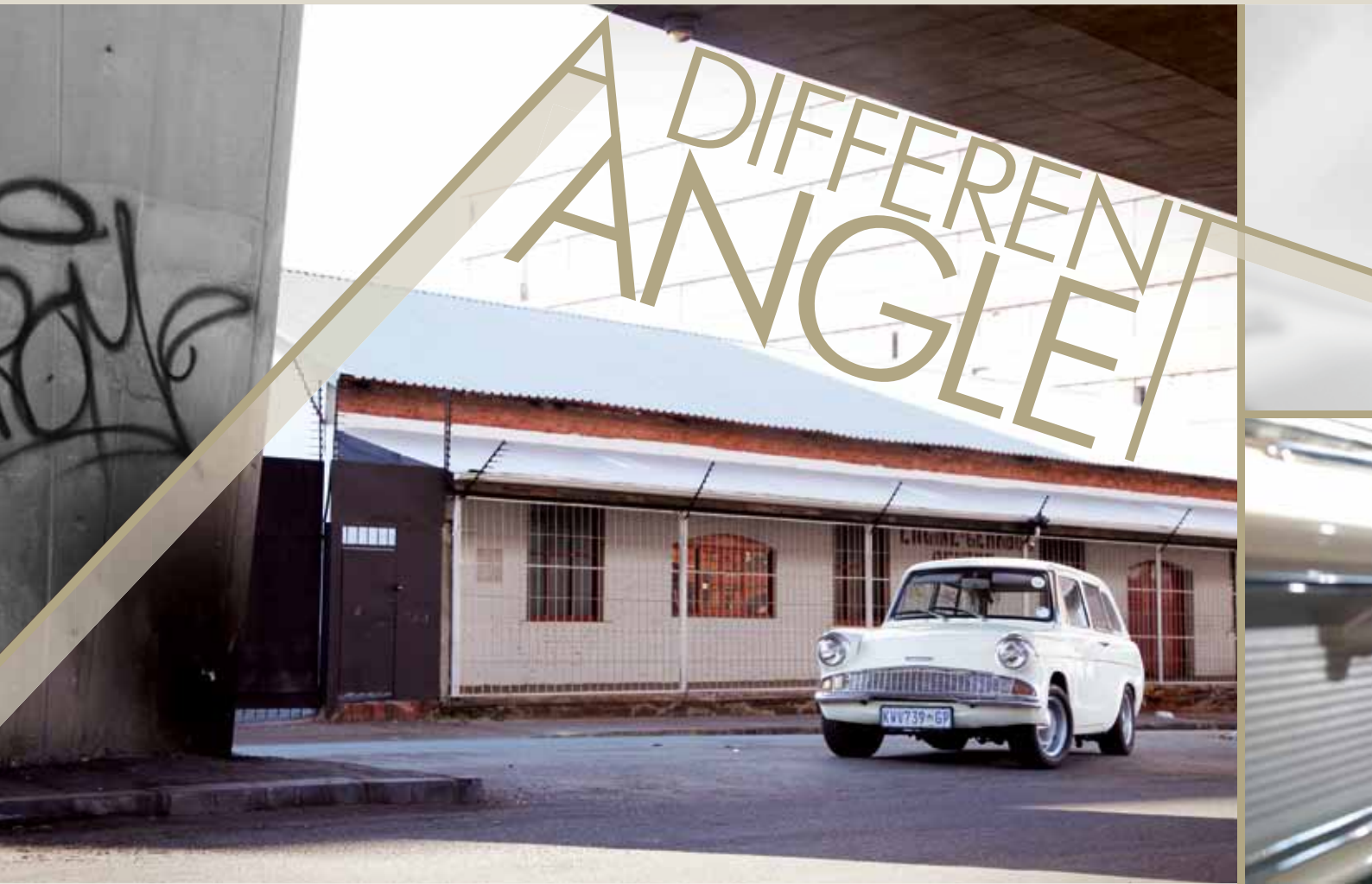
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Volkswagen's Beetle was the people's car during the 1960s. It offered reliability, practicality, performance and price to the masses and in more cases than not, topped the sales charts. But down the road from VW's Uitenhage plant another car rose to the sharp end as a firm favourite with South African road users. **Stuart Grant** looks at Ford's 105E Anglia.

Photography by Ilani Vonk

In September 1962 Ford South Africa dished out some rulers to its dealerships with the words: "THE MEASURE OF SUCCESS – AUGUST 1962 W.C.R. SALES – ANGLIA 113 VW 102". Each ruler was a simple thank you to all those involved in seeing to it that the Anglia had managed to outsell the Beetle locally – clearly an indication that although a vastly different machine to the rear-engined aircooled bug, Ford saw the Volksie as its Anglia competitor.

Anglia, which is the medieval and Latin name for England, was a name Ford had played with before, having first applied it to the E04A and E494A series (fondly called Puddle Jumpers) in 1939 and 1949 respectively. When in 1953 Ford released the 3-box shaped 100E series it named the 2-door



versions Anglia. In this guise Ford did well, but by the late 1950s the old side valve engine and 3-speed gearbox was becoming a bit dated. Ford's rebuttal was the 105E of 1959.

Out went the side valve and in came an overhead valve 997cc little lump. And the 3-speed was dumped in favour of a 4-speed (with syncro in 2nd, 3rd and 4th) becoming the first Ford anywhere to feature this many cogs. Some decent strides toward ensuring the Anglia met modern standards of personal transportation, but not the biggest selling point Ford could draw on. The most marketable aspect behind the 105E was the design, spearheaded by

the Z-line rear windscreen raked in the opposite direction to the norm. If there was one downside to the diminutive new Anglia it was that it only came in 2-door format but the blue oval brigade

Not only did the Z-line look revolutionary but it also allowed for class-leading rear passenger space and headroom as well as reducing the amount of fogging and dirt build up when compared to a vertical or outwardly sloping item

countered this by saying the 43-inch door aperture made getting into the rear no problem. If that didn't suit, they kept the 100E 4-door shape going at the same

time but fitted it with the new OHV engine as the 107E.

Detroit designer Elwood Engel was on loan to the British leg of Ford in Birmingham and brought along ideas from the 1958 Continental Mark III. He set to work on the all-new Anglia and spent hours in the wind tunnel to come up with the instantly recognisable shape. Not only did the Z-line look revolutionary but it also allowed for class-leading rear passenger space and headroom as well as reducing the amount of fogging and dirt build up when compared to a vertical or outwardly sloping item.

Boot space catered for these same four passengers with a 0.38m³ trunk able to



hold at least two large suitcases and the golf clubs. Sales literature rambled on about a perfect driving position with elegant fascia and safety steering wheel, while mention that the Anglia had pendant foot controls could well be seen as a dig at the uncomfortable items protruding from the Beetle floorpan. Another one up on the Beetle was the ease with which the driver could reverse and parallel park the Ford. While the Volkswagens' curves made it difficult to work out where the body extremities lay, the Ford fins that made up the rear tail light housing by echoing the Z-line rear screen sat at the very tip of the car and were visible from the driver's seat.

Ford stayed with monocoque shell construction, made use of MacPherson strut front suspension and longitudinal leaf spring rears with lever-arm shocks. Drum brakes all round were still commonplace and Ford saw no need to change that. As mentioned though, the

need to keep up with the Joneses and produce a new power unit was there, and Ford obliged with a little gem.

Initially 997cc in capacity and featuring an overhead valve setup the new engine was a 0.6:1 ratio short-stroke over-square item with hollow crankshaft that proved perky while at

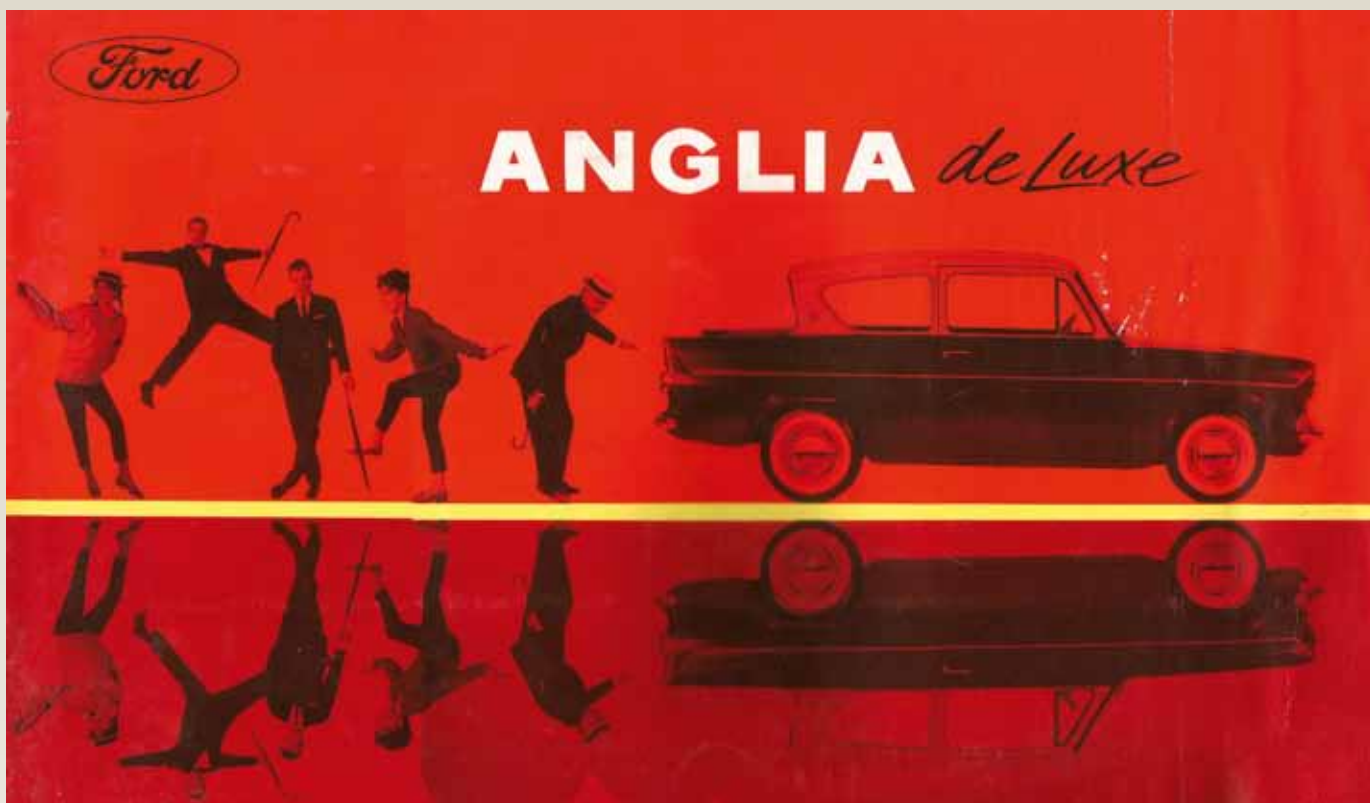
This engine, often called the pre-crossflow, made its way into the Mk1 Cortina and had the stroke further increased to reach 1340cc and finally 1500cc

the same time economical and quiet. Ford went so far as to claim a figure of 6.57 litres per 100km on a combined urban/suburban cycle, a number many manufacturers would be proud of today, but it is doubtful an Anglia would do this at modern average speeds. With a full 31.8-litre tank a Johannesburg-based car should've just about made

Maritzburg. The over-square nature wasn't the only unusual aspect though, with the externally mounted combined oil filter/pump housing also raising the game – this time as a manufacturing time and cost aid.

To keep up with the competitors Ford later turned the 997cc into an 1198cc by keeping the bore (80.963mm) the same but extending the stroke from 48.412 to 58.17mm. Anglias with this engine were technically referred to as the 123E, but the heartstrings still see most of us lumping the 105E onto any Z-line windowed model. This engine, often called the pre-crossflow, made its way into the Mk1 Cortina and had the stroke further increased to reach 1340cc and finally 1500cc. Of course this engine also went on to initially power what is probably the world's most well known single-seater racing series – Formula Ford.

Although it remained relatively



unchanged over its lifespan there were various versions available. At first buyers could go for only the Standard or De Luxe. Both were 997cc units but while the De Luxe got a full width grille, a fair amount of exterior chrome, carpets, temperature gauge, glove-box lid, sun visors and hinge opening rear windows; the Standard missed out on all.

In 1961 Ford launched an Anglia Van and an Estate Station Wagon. The Van, designated 307E and then 309E, shared aesthetics with the Saloon but in fact varied quite dramatically. Swapping a Van windscreen with a sedan wouldn't work and neither would the sharing of the side doors. And believe it or not, paint was an option with the starting price offering only primer. The Estate was much closer to the Saloon though, with everything up to the rear door pillar being carried over and both Standard and De Luxe trim packages offered.

In 1962 the Anglia 123E hit the

roads, the one most will know as the Super. Supers not only made use of the 1198cc engine, but also a 4-speed box with syncro in 1st through 4th gears and optional two-tone side-strip paint scheme, extra chrome beading and a plusher interior became standard.

With the arrival of the Mk1 Cortina production of the Anglia wound down

And believe it or not, paint was an option with the starting price offering only primer

in 1967. Worldwide the total number of cars manufactured was just over 950 000. When the Ford Escort design started raising its head the name Anglia was bandied about but the men in suits, who wanted to expand the brand further than the colony markets, decided that it was just too English.

Off the bat Ford took the Anglia into the motorsport arena to prove its reliability, ruggedness and nippiness.

With the likes of Pat Moss at the wheel RAC, Safari and Monte Carlo Rallies were completed before, in 1966, John Fitzpatrick was crowned British Touring Car Champion in the Broadspeed car. South African racing fans will well remember this Fitzpatrick car as the insanely fast machine (said to be the fastest Anglia in the world) in the hands of legendary Eastern Cape racing driver Gordon Briggs. Good news is that this car survives today and still lives in Port Elizabeth – the original home of Ford South Africa.

Today original Anglias are sought after both locally and abroad, especially in original condition. That said, the addition of a slightly warmed 1600cc Kent Crossflow motor (while the original 997 or 1198 sits on a stand in the garage) and some widened steel rims with hubcaps will make it a very useful performer and practical classic. Prices are on the up and rightly so. If you find one, buy one. 📌



TOO MANY COOKS...

From his personal experience, **Bob Hopkin** gives an insight into the story of one of the least successful production cars of all time – the Talbot Tagora.

No better illustration of a victim of this menace was the virtually stillborn executive car of 1981 – the Talbot Tagora.

The global motor industry is, by its very nature, a turbulent and unpredictable enterprise. Driven by stiff and

ruthless competition, game-changing technological advances, fashion choices by its often fickle customers, need for massive investment and reliance on tiny profit margins, the business is not for the faint-hearted. Thanks to advances in CAD/CAM design and manufacture in the last two decades, production lead times for new models has been

reduced from the crippling 5 to 7 years of the 1970s down to a more acceptable 2 to 3 years today. Back in the midst of the 20th century those long lead times could have a catastrophic effect when conflicting economic and political changes, as well as business decisions, occurred during the time when hundreds of engineers and millions of dollars were being dedicated to a new model that could be rendered

instantly obsolete before even reaching production. No better illustration of a victim of this menace was the virtually stillborn executive car of 1981 – the Talbot Tagora.

The Talbot brand's predecessor, Chrysler Europe, had an extremely successful period in the mid-1970s thanks mainly to the vision of their Product Planning Director, Marc Honore and Styling Director Roy Axe. Between them and some of their gifted staff, they foresaw the appeal of mid-sized, front-wheel drive, hatchback family cars to replace the conventional, at the time, front-engined, rear-wheel drive saloons. After reaching production, these new, attractive, spacious vehicles received the ultimate accolade of European Car of the Year for the Chrysler Alpine in 1976 and the Horizon in 1979. In spite of having a batch of very competitive products, Chrysler Europe was still losing money thanks to union aggressiveness, poor management and inefficient manufacturing plants. Sadly also, in the background, the US parent



company, Chrysler Corporation, was having one of its periodic financial upheavals and, in order to survive, put the entire loss-making Chrysler Europe operation, including major operations in France, the UK and Spain, on the market which, in 1977, was snapped up (for \$1US) by French-based PSA group (Peugeot Societe Anonyme), the makers of Peugeot and Citroen. This event occurred when Chrysler's last addition to the highly successful family, the range-topping Chrysler Tagora (codenamed C9), was close to production.

The C9 was to be Chrysler's entry into the highly lucrative 'D' segment of the market in competition with the Ford Granada, Opel Rekord/Senator, Audi 100 and Renault 20/30. More significantly, it also overlapped with some models of the Peugeot 505, 604 and Citroen CX – all key high-revenue models of the company's new owner. The arrival of PSA management had an immediate effect on the previous Chrysler product plans. Renaming the Chrysler models under a different

brand had to be, of course, a major priority. Among the 'crown jewels' of the acquisition of Chrysler UK (previously Rootes Motors) was the brand Sunbeam Talbot, that had lain dormant for many years but had had a legacy of success in rallies and circuit racing. The Talbot name in particular evoked memories of the sleek, single-seater formula racers – the racing blue Talbot Lago. The PSA strategy evolved into retaining Peugeot as the conventional, comfortable brand, continuing Citroen as the quirky, characteristically French, technologically advanced brand and inserting Talbot as a new aspirant brand with a sporting heritage. To anchor the new Talbot brand in the sporting spotlight the decision was taken to enter Formula 1 by sponsoring (or possibly hiring) the existing Ligier team from the ownership of retired rugby legend Guy Ligier and naming it Talbot Matra. The success, or otherwise, of

The Talbot name in particular evoked memories of the sleek, single-seater formula racers – the racing blue Talbot Lago.



this venture is another story.

Returning to the Tagora, it was renamed late in the day as the Talbot Tagora, a memorable piece of alliteration which was well received by consumer focus groups at the time. However, the PSA management had other, more sinister, plans for the new car which would cripple its chances of success in the marketplace. It was decided to replace the engines, gearboxes and rear axles with carryover parts from the existing Peugeot 505. While superficially making economic sense because of gaining economies of scale, the actual effect was catastrophic.

Firstly, the redesigns involved delayed its introduction for another year, and the adoption of the 505 rear suspension narrowed the rear track so much that it looked hopelessly over-bodied at the back. The elegant 70s styling became a caricature of what it was conceived to be in the design studio.

The eventual launch of the Tagora took place in Morocco in March 1981, where journalists were cautiously optimistic about the merits of the car, including Le Mans winner turned automotive writer, Paul Frere, who praised its handling, thanks mainly to the fitment of the sticky Michelin SX

...it was renamed late in the day as the Talbot Tagora, a memorable piece of alliteration which was well received by consumer focus groups at the time

tyres. Although never groundbreaking, the spacious interior, smooth ride and effortless driving experience provided a unique buying proposition not available elsewhere.

Sadly, the year's delay was the final nail in the Tagora's coffin. Its launch followed shortly after the 1979 Energy

Crisis when OPEC sparked huge fuel price increases and the market for large, high-consumption cars collapsed. The poor Tagora really never had a chance. The planned 30 000/year sales projections never materialised and after a short life, when less than 20 000 in total had been produced over three years, production ceased in 1983. Ignominiously, the car became a hit in the specialised market for Parisian taxi drivers where the low used cost, economy in diesel form and spacious interior for passengers made it popular.

One journalist said, with more than a grain of truth, that it was 'The wrong car at the wrong time'. 📌

Readers may ask how I was able to recount the tragic story of the Tagora in such detail? Well it could be because the Product Planning Manager for the C9 programme at the time was a certain Bob Hopkin.



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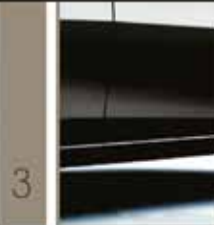
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PEDALLING 'N RAT

I once owned a 1965 Mk1 Cortina GT. It was an amazing car and not only because it was super reliable, stylish, and could take four mates for a jol. No, the amazement factor came when you parked the peace-sign Ford anywhere, as quite often somebody would come up and kick off the conversation with something like: “Brilliant, I love these cars because I used to own one and show the Minis the way down Oxford Road” or “My dad bought one new in '65 and we holidayed in “Toti for years with that thing” or “I watched Basil van Rooyen race a GT at Kyalami”. It seems everybody alive in the '60s – young or old – held the Cortina in high standings. And so we come to the pictured bicycle.

Since getting hold of this time-warp two-wheeler I have spoken to numerous people about it and the same Cortina-loving comments arise. Sure, only a couple remember the name Rudge, the brand of bike it's fitted to here, but as soon as I mention it has a 3-speed Sturmey-Archer hub their faces light up. '70s kids with a keen eye will know the Sturmey-

A 'barn-find' 1960s Rudge Sports bicycle has **Stuart Grant** recommissioning the pedal-powered machine with a touch of sympathetic hot-rodding and gets the emotions going for those who know what a Sturmey-Archer bicycle hub is all about. And while some difficulty arose in finding odd imperial-sized perishables, the quality of bike components from the pre-Chinese mass production era blew his socks off!

Archer setup from their 3-Speed Choppers. For those born in the '80s or '90s and don't know what I'm talking about then keep reading, because finding such a hub and fitting it to your bike will blow the trendy single-speed-riding hipsters' minds at Critical Mass - a public ride through various global cities staged on the last Friday of every month. It's for fun and not a race, but there is some competition attached in the form of 'who has the coolest ride'.

But back to the dads and granddads who are now wobbling at the knees and remembering with rose-tinted shades pedalling their bikes to Scouts, the local Slot Car track or to sneak through the Kyalami fence to catch a peek of the 9 Hour. My own father remembers how the promise of a Sturmey-Archer hub for Christmas was enough to ensure he behaved himself and did all his homework for an entire year. Another dad I spoke to remembers not having the pocket money to buy a bicycle to fit the iconic hub to, so swapped some unneeded toys for his sister's bike. Once the hub was fitted he then had to make a fake petrol tank to hide the female-styled crossbar so his mates wouldn't tease him about needing to lift his skirt.





But why was the Sturmey-Archer hub such a winner? The answer is simple really, as it gave the option of three gears, which meant a higher top speed for dicing down Cape Road and then an easier one to climb back up the hill to do it all again. With the gearing concealed inside the hub it meant the mechanism was dirt and dust free, which meant very little maintenance or adjustment and the lifespan of the unit was long, if not a lifetime – a point proven by how well our jalopy cleaned up with just some elbow grease. It's like new, and while more durable and simpler-looking than a modern derailleur system, it's way more complicated within its shiny packaging.

Inside the hub the Sturmey-Archer makes use of a single planetary epicyclic gearset. The sun gear (yellow in diagram) is mounted solidly to the axle. In low gear, the sprocket drives the annulus (red) and the planet carrier (green) drives the hub, giving a gear reduction, while in middle gear, the sprocket drives the hub directly. When the high gear is called on, the



sprocket drives the planet carrier and the annulus drives the hub, resulting in a gear increase.

Before epicyclic gears were used in bicycle hubs, they were used on tricycles with patents going back to 1895 when American machinist Seward Thomas Johnson of Noblesville, Indiana, cracked the idea of a 2-speed. Johnson's hub didn't fly off the shelf though, and with some updates, Englishman William Reilly patented another 2-speed a year later. Within two years this hub took off commercially and remained in production for a decade. The more the merrier played out as Reilly designed a 3-speed hub gear in 1902. He parted company with the manufacturer but had signed away to them the intellectual rights to his future gear designs. To circumvent this problem, the patents for Reilly's 3-speed were obtained in the name of his colleague, James Archer. English journalist and inventor Henry Sturmey also invented a 3-speed hub at the same time.

1903 saw the Raleigh cycle company moving into the mix and taking ownership of the rights to both Archer and Reilly's designs. Raleigh formed The 3-Speed Gear Syndicate and probably because it was difficult to fit such a long engraving





on the hub, stamped just Sturmey-Archer onto the parts along with the year of manufacture. By 1908 The 3-Speed Gear Syndicate became Sturmey-Archer Gears Ltd. Production ran from its original home in Nottingham until September 2000 when Taiwanese-owned Sun Race Inc. bought the operation and opened a new factory in Asia. Modern Sturmey-Archer hubs now go up to 8-speed but still operate in the same 100-plus-year-old manner.

As mentioned, this bike was pulled from storage after, we guess, nearly 30 years. It's a Rudge Sports and not some rehashed Indian copy, though it may look like it. Daniel Rudge was a British engineer who built bicycles and velocipedes as well as inventing the adjustable ball bearing bicycle hub. He also countered the harsh, pre-pneumatic tyre concerns by making a four-bladed, spring-suspended fork in 1887. After Rudge's death, his company was merged with The Tangent & Coventry Tricycle Company to form D. Rudge & Co. which in 1894 became Rudge Whitworth Cycles. Motorcycle



manufacturing became part of the setup but when the Great Depression hit, the firm battled, eventually selling to music company EMI. EMI produced bicycles under the Rudge name from 1935 until 1943 when they sold the name to the iconic bike maker Raleigh.

With a South African Raleigh manufacturing facility on Johannesburg's East Rand, we have assumed that the pictured two-wheeler was either made or assembled here. One thing is certain though, a number of components are stamped as 'Made in South Africa'. Patina abounds with the favourite being the worn out patch of paint on the top tube – years of carrying a school bag on the bar can be thanked for this. A decision was made to get the bike mobile again and not to powder coat and concours restore it, but rather to make it mechanically sound and do some subtle hot-rodding (like removing the mudguards, raking the seat and fitting a white chain, tyres and cables) to make any Boy's Own Annual-reading 'toppie' jealous.

Pumping the tyres up proved a wasted effort as the air streamed out of the hardened valve rubbers faster than it went in. So off came the perished, odd-size 26x1 3/8 bands. When



we spotted the 'In Suid Afrika vervaardig' it was decided to keep the rims and just re-spoke them. A bit of spit and polish had them shining again in no time. Covered greasing holes showed the quality of the product and believe it or not, meant that the bearings and rear hub were still well lubricated and in 100% working order.

The pedal bearings were however shot, but a local bike shop had some new items that looked period enough and fitted. I say 'fitted' because not everything off the shelf of a modern day bike shop will do the trick because of the change from imperial standards to metric. Tyres were an issue in this department, as was the stem diameter – the solution came from America and was simply a click and a credit card payment away. The same went for the cable that links the bathplug-like chain at the hub to the gear selector lever, while hipster bike startup Whippet Cycling Co. in Jo'burg CBD supplied some new old stock (NOS) handlebars that allowed us to change the grips without losing the '60s look. Although a bit ropey, the old



Cycsad seat was retained, with a bit of saddle soap and leather care softening it up enough to be comfortable and complete the rat-look. Other cool touches include fitting the old Apex light-dynamo and an old dog tag-like licence disc (gone are the days when you needed to license your pedal power).

For all the purists out there rolling their eyes, every original part (including leather seat bag, King Dick spoke adjuster and period puncture kits) not refitted to the Rudge have been cleaned up and put into safe storage.

So how does it ride? As good, if not better than it looks. 🚲

Covered greasing holes showed the quality of the product and believe it or not, meant that the bearings and rear hub were still well lubricated and in 100% working order.

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|---|--------------|--|
| Bonnet Guard – carbon fibre look | PZN53A0012 | Easily fitted acrylic bonnet protector. Protects the bonnet from stone chips. Also available in Clear (PZN53A0011) |
| Headlamp Guard - clear | PZN81A0013 | High impact resistance acrylic headlight protectors. Protects your headlights from shattering, sandblasting, fading and breaking. |
| Fog Lamp Kit | PZ457E351400 | Fog lamps offer added style plus strong illumination for bad weather driving. |
| Roof Rack | PZ403E3617GA | The Toyota roof rack is a lockable aerodynamic design that is easy to install and remove. |
| Boot Spoiler - Primed | PZ402E3470AB | Seamlessly integrates with your Corolla's streamlining to create a look of high performance. |
| Towbar - detachable | PZN52A3002 | The Towbar gives your car an added dimension of load carrying flexibility. Please consult owners manual for towing capacity of the vehicle. (Includes Towbar wiring harness). Fixed Towbar also available (PZN52A3001) |
| Wheel locks - alloy | PZN33E2004 | Set of four wheel nuts with a unique coded key, provides added security at a low cost for your wheels and tyres. |
| Toyota Safety Film | PZN55X3036 | Quality 150 micron safety film available in clear, 50% or 35% variants. Reinforces the glass and keeps shattered glass in place in the event of an accident. |
| Side Visor Slimline - carbon fibre look | PZN67A0008 | Four piece side visor set, aerodynamically shaped to minimise wind noise and buffering when driving with open windows. Also available in Clear (PZN67A0007) |
| Boot mat | PZN58A1006 | High-quality load area mat that is dust absorbent, stain proof and fire resistant. Protects your vehicle's original load area carpet. |

Model shown is an accessorised 1.6 Corolla Prestige. A full range of Toyota Accessories are available from your Toyota dealer or visit www.toyota.co.za for more information.





Throughout the years, women have achieved great things in all facets of the motor industry, none more so than a girl from Kuruman, Doris Roberts (nee Combrink). As **Roger McCleery** discovers, she was born into cars, thanks to her father having a GM franchise in Danielskuil, a town between Kuruman and Kimberley, and her car-mad brothers.



Remember the Outspan Girls of the 1960s and 70s in their orange wigs, orange bubble cars based on the Mini and Ford Taunus, and orange balloons, selling our biggest fruit exports – oranges, lemons and grapefruit – for the South African Citrus Exchange in England, France, Germany, Belgium and the Netherlands? Doris was one of the 60 glamorous South African girls sent overseas to do this job. Apart from being attractive, these girls had to be friendly, intelligent, and with outgoing personalities to handle all types of people, from fruit shop owners to royalty. They also had to have the ability to handle political questions, which was a regular feature for any South African travelling overseas. It was a great way to learn about marketing and PR.

From being an Outspan Girl, Doris never dreamed that she would go on from promoting oranges for South Africa to addressing an International Renault PR Conference at Versailles outside Paris on the topic of Internal Communications. And she did part of this presentation in French! This became a benchmark



for PR Internal Communications in developing countries for Renault.

How many of you call your pets after cars? I suppose a few. Doris has always been her own girl and had a 'fleet' of dogs called Clio, Polo and Chico.

At the age of 12 she had travelled with her brother from Kimberley to Port Elizabeth and Uitenhage to see VW about a car problem. She told him, when watching people going to work at VW, that that was where she would like to work. Her first job in Kimberley was working for a CA. She studied further and did other jobs on switchboards and mailing rooms plus had a spell in the Parts Department at a Citroën dealership in P.E., where her parents had moved to.

After returning from having done her Outspan Girl stint, at 21 she achieved her earlier ambition, and

became a secretary at VW in Uitenhage (although while at Hoerskool Kalahari she had wanted to become a private detective). She was soon promoted into the VW Public Relations department where she stayed for 18 years. This was in the days of Noel Phillips, the then MD of VW, Ronnie Kruger and Bob Key, whom she had worked for in Johannesburg as PR Manager.

In 1998 she and Meg Houghton (nee van Niekerk), Castrol's PR, were nicknamed 'The Petticoat Brigade' of the motor industry for their ability, as they carved a niche in a predominantly male environment amongst many patronising and sexist comments volleyed at them. Times have certainly changed rapidly since then.

One of her main achievements at VW was to manage the successful Volkswagen School Driving



Programme through dealers, traffic departments and 600 schools, where pupils got their first taste for Golfs.

After a long period of corporate life, Doris branched out on her own and ran her own PR business. She picked up some good accounts over the years, like Renault, Daihatsu, Kia, Harley-Davidson, Peugeot, Caltex Oil and Jaguar, and used all her motor industry experience to good effect for these clients.

Then, egged on by Robin Emslie, the doyen Chairman of the Guild of Motoring Journalists in South Africa, Doris was responsible for the media relations when Renault returned to South Africa in 1995 under the Associated Motor Holdings (Imperial Group) banner with heavyweight, Manny da Canha, at the helm.

Satisfying at that time was Renault winning the Car of the Year – the Clio in 2000 and the Megane 1.9 Diesel in 2004, resulting in massive coverage for the brand. Doris was promoted to Vice-

President Communication at Renault South Africa in 2002 to demonstrate that women could achieve great heights and accept responsibility in the full glare of publicity. One of her highlights was being one of four neutral and effective judges in the Motor Journalist of the Year Competition.

She always remembered the words of Peter Searle, the former MD of Volkswagen, who said: “Always under-promise and over-deliver if you want to keep customers happy.”

After nearly 30 years in the motor business, Doris – now married to Johann Preller - got into real estate with Seeff in 2007 where she used all her experience and personality in an area she knew well. She went on to be awarded Achiever status in this line of business. She always remembered the words of Peter Searle, the former MD of

Volkswagen, who said: “Always under-promise and over-deliver if you want to keep customers happy.”

In the meantime, she and Johann were building a house at the coast in Port Edward where they wanted to finally settle. With 40 years in Johannesburg under the belt, it was time to move to

the South Coast where she set up a security business serving an area from Scottburgh to Kokstad in KZN, down to Mthatha and Matatiele in the Eastern Cape.

Mentors in her career have been Ronnie Kruger and Matt Gennrich, both communication chiefs at Volkswagen, and Manny da Canha, one of the leading visionaries in the South African motor industry.

So Miss Outspan – Doris Roberts – has done all right. From Kuruman in the Kalahari to Port Edward at the coast, she has accomplished much and has a host of memories of great times in whatever business she has been involved in. 📍

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- Viewed the last produced and autographed Citi Golf

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GETTING **CROSSED**

Most people believe that the Mini was the first successful transverse-engined car. Nothing could be further from the truth says a worked up **Jake Venter** and the truth is, in fact, that an amazing number of transverse-engined cars were produced before the first Mini saw the light of day. Some of these are:



CHRISTIE

In a previous issue I wrote about the amazing cars of J Walter Christie. He is generally regarded as being the first person to build cars with transverse engines. He built seven racing cars from 1903 to 1909 with this layout, but only the last one can be called successful. All of his designs used his patented front-wheel drive system that combined a transversely mounted engine with a novel clutch and gearbox (not mounted in the sump, like on a Mini) so that the crankshaft could drive the front wheels.

SAAB

The first Saabs were built in 1949, and were loosely based on the DKW F8 with vastly improved and very streamlined bodies. Later, Saab adopted the F9 three-cylinder engine.



This simple design with its lightweight body made from recycled material is possibly the only one that a depressed economy could produce, or what the customers could afford



TRABANT

In 1957 the name and body of the F8 was changed to become the Trabant. Various experts have reviled this car as being one of the worst ever made, but I don't agree. This simple design with its lightweight body made from recycled material is possibly the only one that a depressed economy could produce, or what the customers could afford. By the time production of the two-stroke model was stopped in 1990 more than 3 000 000 had been produced. It has since become very collectable.

DKW

The first successful production transverse-engined car is most likely the German DKW F1. It was built in Zwickau, and launched at the Berlin Motor Show in 1931. (A year later DKW, Audi, Wanderer and Horch merged to form Auto Union.)

The F1 combined front-wheel drive with a 584cm³ two-cylinder two-stroke engine. Various body styles were on offer, and over 4 000 were produced in the first two years until the model was superseded by later models with the same layout. The F1 pioneered volume production of front-wheel driven cars, and its various successors, from the F2 to the F8, sold in such numbers that towards the end of the '30s DKW became the second-best selling brand in Germany behind Opel. The engine size was later enlarged to 692cm³ and by the time production stopped in 1942 more than 218 000 units had left the Auto Union plant in Zwickau. Thousands were exported to South Africa before WW2. During the war one of my uncles had a DKW, while another had a Rosengart (French-built



Austin 7) and I well remember that the Deek was far more comfortable to ride in than the Rosie.

The Zwickau plant was in East Germany, with the result that after WW2 Auto Union GmbH re-established themselves in Dusseldorf (West Germany) in 1949. They later moved to Ingolstadt in Bavaria and concentrated on the F9. This was a three-cylinder two-stroke design they had developed before the war. These cars had longitudinally mounted engines and sold well in SA.

Later the company switched to four-stroke Audi models.

The last pre-war two-cylinder DKW model was called the F8. After the war the Zwickau plant became part of the East German Industrial Association for Vehicle Construction (IFA) and the F8 was put into production and sold as the IFA F8. In 1956 the car was renamed as the Zwickau P70s. (The F9 was also produced and eventually became the Wartburg, but this doesn't concern us because it wasn't transverse-engined.)

I think the Mini succeeded, if that is the right word, because it was cute and was endowed with amazing road holding and handling due to its very hard suspension

LLOYD

In 1950 the Borgward group started to produce an economy car with a very small two-stroke (later four-stroke) transverse engine. The first cars had wood- and-fabric bodies. The Germans joked that you could repair the body with sticking plaster. Much-improved models were produced until 1963, and some of them were sold here.



NSU

The NSU company, which in 1955 produced more motorcycles than any other concern, entered the car market in 1957 with their two-cylinder Prinz model. It was a four-stroke transverse-engined two-door four-seater and was far better engineered than the Lloyd. They were also sold here.

MINI

The first Mini was released in 1959. This means that all the above models pre-dated the Mini. There were more than a million transverse-engined cars running around all over Europe by the time Issigonis sat down to design the Mini.

I think the Mini succeeded, if that is the right word, because it was cute and was endowed with amazing road holding and handling due to its very hard suspension. This did not matter on British roads, but I sold my Mini after six months because I didn't feel like wearing a kidney belt every time I went motoring.



More than a million Minis were sold – but the model didn't make any profit. Most people either loved it or hated it. It could win the Monte Carlo Rally but it stopped when it rained. It was not easy to work

on, and needed so much attention that a famous motoring magazine published a cartoon showing a rusted Mini on stands, and underneath – in a working posture – was a human skeleton! 🏠

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WIN IT OR BIN IT

He's a five-time South African Superbike Champion, he still doesn't have a proper job, his friends think he's a laundry appliance, and he uses broken bones as tools of seduction. **Gavin Foster** talks to GREG DREYER.



My parents always said that I would never own a motorcycle, never mind race one, so I used to just hang around with him and hitch to Killarney to help him with the bike

It all started over a quarter of a century ago when a 14-year-old Cape Town kid took a spin around the kart track at Killarney on a friend's race bike. While doing that he discovered that, apart from enjoying himself immensely, he was rather good at riding motorcycles quickly.

"My friend, Martin Paetzold (who went on to claim five SA championships of his own) had just started racing a 50, and our job was to see how much power we could get out of his bike. My parents always said that I would never own a motorcycle, never mind race one, so I used to just hang around with him and hitch to Killarney to help him with the bike. One afternoon after the races he asked if I wanted to take it for a spin. I wore his helmet with my jeans and things and went round and round, getting quicker and quicker until I was

within about a second and a half of the lap record. Then I fell off. I went home and convinced my old man that this was what I wanted to do."

After much smooth talking on Greg's part, Dreyer Snr agreed and the youngster bought an old air-cooled Kawasaki AR50 – that was all he could afford.

"Everybody else had liquid-cooled Yamaha RZ50s but within three or four races I was getting near the front. I knew I needed an RZ to win, so we got rid of the Kawasaki and bought a Yamaha, and then I was almost unbeatable. I was 14 and some of the other racers were 40 but I could beat the lot within six months of my first race."

From then on Greg followed the usual route of winning regional 50cc and 100cc championships before testing the waters at national championship level.



Picture by Chris Speight of CS Images

“I moved up to a Kawasaki KR250 and then got sponsorship from the local Suzuki dealers on an RG250 Gamma. At a national in East London, where I’d never raced before, the bike was helluva slow so I found myself in 15th spot. Going into the hairpin on the final lap Kevin Hellyer had a bit of a lead and Gavin Ramsay was like second. I thought to myself, I’d come all this way to race and here I was in 15th place! I decided I could do better than that so I went up the inside of everybody on the bend, completely out of control, and T-boned Gavin amidships. He fell off but I sort of made it around the corner and got to the finish in second place. After the race Les van Breda came up, shouting and screaming because he sponsored Gavin. I was on my own, only about 17 years old, but out the corner of my eye I saw Dave Hiscock watching quietly

from the side. He couldn’t say much because he also rode for Les, but when Les left he walked across and said to me: ‘Well done – that’s how you win races!’ That was my best national result till then.”

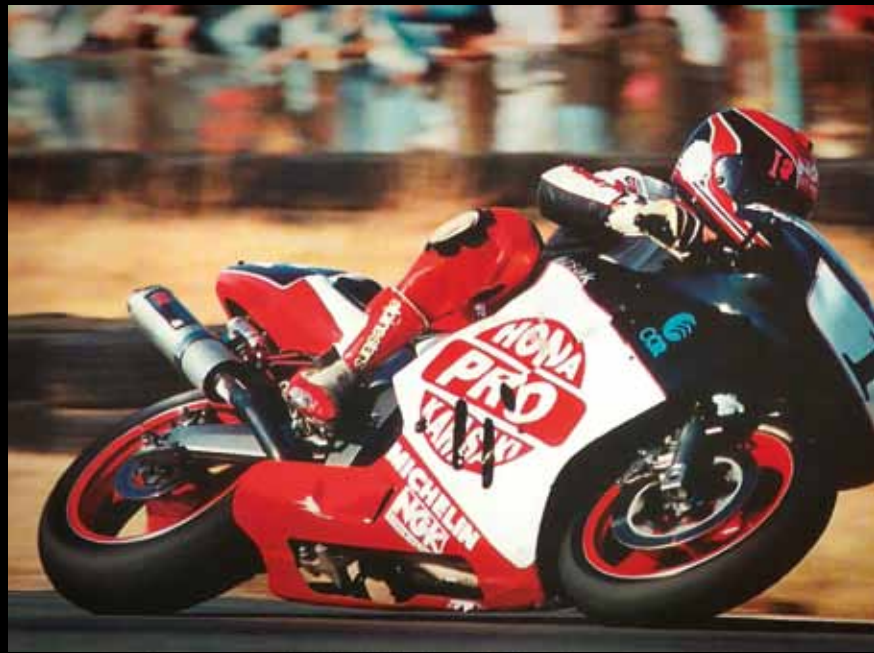
In 1990 21-year-old Greg set sail for the UK to race over there.

“A friend and fellow racer, Jonny Towers, had gone over earlier and he pointed me in the right direction, organising me a Yamaha FZR600 to race in British Supersport. Before I could get a licence to race in nationals I had to race in a prescribed number of club races, which was a helluva schlep for the first six weeks. I’d race on one side of England on Saturday and then rush off to a meeting on the other side on Sunday, but I did pretty well, usually finishing in the top three. Once I got going in nationals I’d always finish in the top six or eight,

which was good. My best result was at Cadwell Park where it was between me and John Reynolds for second spot – I came out on top. I can’t remember who won, but we had all those hotshots to race against. People like Carl Fogarty, John Reynolds, Jamie Whitham and Sean Emmett, who all went on to World Superbike. They were world-class riders and I raced against them every weekend.”

Aha! Fogarty – the man with the mean eyes! What was he like?

“I first met Foggy in 1987 on my first visit to the Isle of Man, when he was racing an RS250 in the Junior. I don’t remember where he finished but he was very quick and was doing very well in the British championships at that stage. He was quite arrogant and not really liked by everybody. I got to know Steve Hislop and Jamie Whitham then and they were always out for a good



time whereas he wasn't. Later in the UK when I was racing there and he rode for Honda Britain we sometimes parked near each other and he'd ask me what the track was like, as my races were usually before his. He was quite freaky to race against as he would look at you with those weird eyes as you passed each other. He had a very unique riding style and he'd jack a cigarette up five minutes before the start."

By the end of his second year in England Greg had made enough of an impression to earn him an offer for a British Supersport ride with Honda Britain. The decision he made then was possibly, with hindsight, the wrong one.

"By this time I'd noted that the top okes like Fogarty, Whitham and Reynolds were still hacking around in the UK, living out of caravans and not making much out of the sport. I came home for Christmas and had a call from Steve Thompson of Yamaha South Africa, offering me rides on a TZ250 in the Grand Prix class and a Yamaha 1000 in the Superbike class, which I'd have given anything for in the UK rather than ride only in the

600cc Supersport class. I decided that as the guys in the UK weren't doing too wonderfully I didn't see a great future there, while in South Africa I could stay at home in Cape Town and ride in two classes as I wanted to. I'd also always wanted to race a 250 GP bike and this was my chance."

While Greg didn't win a title on the GP bike, he went on to earn five Superbike championships between 1993 and 2001,

But when I was there, all the circuits I raced on I'd never even seen before, and within half an hour I'd be racing at the highest level. I would stand on the trackside and watch the lines the okes took, where they braked ...

with four in a row from 1993.

"The most satisfying was in 2001, when the Superbike championship was contested on 600cc machines, because all the hotshots were in one class. Now, with the 600 and 1000cc Supersport and Superbike classes the riders are divided and it becomes contentious. If you win when there's

a single class you know you're the Number One in South Africa."

Greg had a few opportunities in World Supersport, scoring a couple of rides with the Ten Kate team that didn't work out very well. He says his best ride was as a wildcard at the WSB Kyalami round in 1998.

"I was the right age, I'd raced overseas and I ran rings around those okes at Kyalami. I was at the front, I could have won that race, and I felt very, very good until I crashed."

Over the years a couple of racers from Greg's era have told me that on the day he was as quick as anybody in the world, as long as he didn't fall off. His reputation for crashing out led to him being known, rather unkindly, as Tumble Dreyer. I ask the question, which doesn't seem to please him.

"Ja," he says. "That actually started in the UK because they pronounced my name as Dryer rather than Dreyer, and then stuck the Tumble in front. When I came back I told the okes that was my nickname in the UK and they ran with it. But when I was there, all the circuits I raced on I'd never even



seen before, and within half an hour I'd be racing at the highest level. I would stand on the trackside and watch the lines the okes took, where they braked, otherwise I'd never have been able to race them. I rode completely by the seat of my pants and mistakes would creep in. At home I also crashed a fair bit, but I also won a lot. In that '01 season I had one crash the whole season. I was there to win, not to come second or third. That was my whole outlook."

This takes us on to the matter of broken bones.

"Funnily enough, I never broke a bone until 1988 when I high-sided properly at the old Welkom on a GSX400. I remember Simon Fourie commenting when I hobbled back to the pits concussed, with the first of many broken collarbones. I can't remember the exact number of broken bones but I've broken all of my toes often, on one occasion all at once in a high-side. I've broken numerous foot bones, both ankles, a tibia, a fibula, a kneecap twice, my pelvis, lots of ribs (with a punctured lung), four collarbones, one humerus (which wasn't funny, trust me) both arms, scaphoids twice on each side, lots and lots of bones in my hands, especially in

the right one from not letting go when you're thrown over the bars, and I've had my little finger basically ripped off after getting high-sided on that downhill left-hander at Zwartkops. Then I've had some crushed vertebrae in my neck, and I've been concussed many times ... The fastest crash was a high-side while flat out through Potters Pass in East London at about 265km/h on a 600 in 1997, and the most serious was a serious high-side at Zwartkops in 2002 that left me with a punctured lung and internal bleeding – I nearly died three days later."

Not all the broken bones ended up in tears though. "I had a big crash in Welkom that broke my ankle badly. I managed to check myself out of hospital early and get back to the hotel. I had been chatting up the cute receptionist earlier and when she noticed me hobbling in on crutches she offered to help me back to my room. Needless to say when we got there the term 'Room Service' came into play. Then my concerned team members burst into the room thinking I was still in hospital, only to find me on the job, broken ankle and all."

During most of Greg's racing career money was good and competition therefore stiff. Who gave Greg the

most headaches?

"The guy who stands out was Russell Wood. He'd always have something up his sleeve, legal or not, and if you beat him fair and square then you knew that you really deserved it. He was the oke I enjoyed racing against the most. He was also a bit of a joker. He used to pee Steve Thompson off by hiding panties and condom wrappers in his bag for his wife to find." Steve was the South African Yamaha importer's racing manager at the time.

So, if Greg Dreyer hadn't raced motorcycles for a living, what would he have done?

"I don't know. I don't want to think about that because everything that's happened in my life, the people I've become friendly with who've opened doors for me, all of that came about through motorcycle racing. I'd probably have tried racing cars but I don't want to even consider anything else. What a horrible thought!"

And today?

"I made good money from racing – in those days you could – and I went into property when the market was good. I've also always wheeled and dealt in cars. With that and the couple of properties I rent out I manage to keep out of trouble." 📌

TROUBLE IN PARADISE

Change, the only constant...we're experiencing that with Project 2002, and our plans to be ready by 9 July (the 18th birthday of the car's owner) look unlikely indeed. But we haven't thrown in the towel just yet, even though we've had some setbacks.

By Adrian Burford

Foremost was the discovery that our appointed technician would not, in fact, be joining the Evolution 2 crew and by the time this was confirmed another couple of weeks had drifted by. So the hunt was on to find a replacement, and fortunately Edward Duff (known in motorsport circles as Ron Dennis) has stepped up to the plate. A former employee of Evolution 2, he has extensive experience with building 2002s. Watching him prepare the shell and the engine/gearbox assembly for trailering to Zwartkops Raceway and the premises of APMachining – where the critical work of fabricating engine and gearbox mountings and modifying the crossmember to accept a Citigolf steering rack instead of the original 'box will take place – was encouraging indeed. Here's a man with an eye for detail, and I hope that once the car is back from Zwartkops he can match his precision with pace.

The key to success is going to be having all our ducks in a row when that happens, so we're chasing Supreme Springs for the 19mm anti-roll bar they've made, keeping

pressure on Bilstein to source a missing rear spring, and have given retail partner Autobarn a list of parts that we need. Supreme Bumpers has completed the black chrome – including the surrounds for the distinctive 'peace-sign' rear lights, and the garnish which runs between them. The bumpers and grille will be one of the last things we fit, however.

Project partner Q 'n A Gearbox in Strydom Park have got their feelers out for a slightly lower (numerically) differential and we're hoping to get a 3.45:1 unit – a ratio used both in the E30 but also the 2002 Tii. Q 'n A rebuilt the 3.64 diff in our Boston Green pseudo Ti, and it transformed the car in terms of refinement. With an uprated torquey M44 engine and a five-speed box with a short first (but still with a direct fifth), we think a 3.45 won't sacrifice much in the way of acceleration and with a 195/50/15 tyre it will make the newcomer more refined and economical when cruising. If you have a 3.45 differential, please call.

Burford Senior's green '02 is acting as a template and the two cars will be virtually identical in terms of cooling

system, and front brakes. The E30 floating callipers acting on Ferodo DS high-performance pads and discs provide a great combination of feel and stopping power, with minimal pedal travel. With rear discs and ABS, the new car will be even better in this area, and once again we'll call on APM to fabricate the mounting hardware. It is also handy to have a similar car to refer to when it comes to reassembly, and not rely just on memory, or our well-thumbed Haynes manual.

Meanwhile, ICE specialists Cellsound have prepped the doors and made new door cards to accept our Rockford Fosgate R165S front speakers, the install to be completed with a pair of R165X2s in the rear three-quarter panels, a 200 Watt R2D210 (no, not the character from *Star Wars*) subwoofer in a custom-built enclosure in the boot pumping the crystal clear decibels through the parcel shelf, and a R400X4 amplifier.

After years of removing sound-deadening material from various modified saloons, it has been strange putting it back in, and thanks to stick-





Stick on sound-deadening rubber matting from Pro Auto Rubber.



All we need now is the car to go with it...our front bumper and grille in black chrome, courtesy of Supreme Bumpers. Cibie lights will help us find our way. Jonnesway and Indyoil continue to play an important supporting role in the project.

on rubber matting from Pro Auto Rubber along with a sharp knife and a heat gun, our speakers will perform as intended thanks to fully insulated enclosures. While the head unit – to be built into a custom centre console – is yet to be confirmed, it will have Bluetooth for safe communication on the move.

Run by classic car enthusiast, Johann Marais van Vuuren, Cellsound sets high standards, and he has called on his own network of suppliers to assist with everything from recovering the dashboard, to the roof lining and carpeting. As soon as Mr Duff is done, the car will head to Centurion where the doors will be fitted, along with the sound hardware, and then the interior – including our racy OMP-style seats.

Will we meet our deadline? It looks like Mission Impossible right now. But as the Dad of the Lad in question, I need to make sure we give it a full go, and if nothing else, ensure there's a car which looks something like our vision from a year ago in the driveway by dawn of 9 July. It might not be ready to drive, but at least he'll be able to sit in it and admire the view. 🍷



ICE specialists, Cellsound, will handle the installation of the sound system. Custom door panels will look something like this...



When it's done, James Burford's car will be better in every respect than his Dad's Boston Green pseudo Ti...but it still seems very far away!

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THE CON ARTIST

Jake Venter talks about a day in the life of the hard working and vital connecting-rod.



For many years now I've had on my desk the connecting-rod from an old Honda 450 twin (motorcycle). It's a beautiful one-piece design, to go with the roller big-end bearings that are quite common on motorcycle engines. It's a reminder of two remarkable mathematical techniques without which the life a con-rod leads inside the engine could not be analysed.

A con-rod is one of the hardest workers because it spends all its time stopping and starting-off in the opposite direction. The time scales and accelerations involved (often well over 3 000g when a good dragster may get to 5g) are such that the human mind simply cannot picture it.

If your engine had completed 200 000km with the same set of con-rods at an overall average speed of

50km/h, then it's been working for (200 000/50) 4 000 hours. If your average engine speed is 3000r/min, then your con-rod has stopped and accelerated from zero to about 70km/h, in a very small fraction of a millisecond, about (2 x 3 000) 6 000 times a minute because the con-rod stops twice per revolution. This is (6 000 x 60) 360 000 times per hour or (360 000 x 4 000) 1 440 million times in total! A variable periodic stress is far worse than a steadily applied stress, but the poor con-rod has been designed to put up with it.

DESIGNING A CON-ROD

There are many ways to design a con-rod. Any method that gives good results is acceptable. "If it looks right, it is right", is a rule as old as the oldest human artifice and many a con-rod has been designed on looks only. Of course,

one has to keep in mind that it matters who's doing the looking.

Ettore Bugatti is reputed to have made prototype con-rods out of wood so that he could keep them on his desk and modify them from time to time until he was happy with their appearance. Only then would he ask his draughtsman to copy the shape.

In the early days of motoring empirical design, rules were used to proportion engine parts, followed by dynamometer and road testing to make sure the part was strong enough. Often a new engine used internal components borrowed from a previous design because they were available. For example, I worked at the Chrysler assembly plant outside Pretoria in the days when the Chrysler Valiant was built there, and discovered that the overhead-valve Valiant engine was fitted with a con-rod designed



in 1936, when all the Chrysler group engines had side valves.

By the late '30s engine designers used various mathematical techniques to calculate the appropriate dimensions for a con-rod, as well as for most of the other engine parts.

ACCELERATIONS CREATE FORCES


Engineering designs often start by calculating the accelerations involved because the accelerations multiplied by the masses yield the forces. (Newton's Laws of Motion). The forces divided by the areas bearing the load give the stresses which are the key to choosing the correct materials.

To calculate the forces on a con-rod, a technique called differentiation is used. Mathematicians revere it as a religion, engineers think of it as a tool but most students regard it as a pain. It

was developed as part of the calculus by Sir Isaac Newton and is extremely useful because it promises that if we can find a formula for distance travelled per time unit and differentiate it, we will get a formula for the speed, and if we differentiate it once more we will get a formula for acceleration.

To apply this technique to an engine, we start with a simple sketch showing the angles formed by the slanting con-rod and the crankshaft arm. From this we use high-school geometry to develop a formula that gives us the distance travelled by the piston from the top dead centre position in terms of the angle the crankshaft has turned through. Unfortunately, we get a formula that is too complicated to differentiate directly, but we can use another technique developed by Joseph Fourier in 1811 to replace this formula with an

approximate formula. The latter has an infinite number of terms that decrease in magnitude, but it's normal to use only the first two terms. The other terms are too small to have much practical value.

These two terms are then differentiated to give us the piston speed at various crank angles and differentiated again to give us the piston acceleration we need. The maximum acceleration, which occurs at top dead centre, because the con-rod and piston has to change direction, is then multiplied by the reciprocating masses to get the maximum force on the con-rod. This force is then divided by the smallest con-rod cross-sectional area to get the maximum stress. This is a guide to how strong the con-rod will be. 

NOTE: This is by no means the complete con-rod design story, but it is the most interesting part.

NO SAFE BET



Rounds 1 and 2 of the Midas Historic Tour took place at Midvaal and Zwartkops recently and again the classics brigade proved to be arguably the best form of motorsport in SA with large grids and heated action. Some familiar names have risen to the top of the championship tables but with six more rounds still to play out, it would take a brave person to put any money down.

Photos by Dave Hastie

HRSA HISTORIC SALOON (SPRINT)

| | | | |
|---|-------------------|-------------------|----|
| 1 | Jannie van Rooyen | VW Scirocco | 40 |
| 2 | Marius Verwey | Datsun GX Coupe | 39 |
| 3 | Mark Stewart | Ford Capri 3000GT | 35 |

HRSA HISTORIC SPORTS & GT (SPRINT)

| | | | |
|---|---------------|-------------|----|
| 1 | Kobus Brits | Porsche 911 | 38 |
| 2 | Mark Shepard | Porsche 911 | 34 |
| 3 | Rohann Theron | Porsche 914 | 31 |

HRSA HISTORIC SPORTS & GT (ENDURANCE)

| | | | |
|---|------------------|----------------|----|
| 1 | Franco Scribante | Ford Mustang | 20 |
| 2 | Rohann Theron | Porsche 910 | 18 |
| 3 | Stefan Puschavez | Porsche 911RSR | 18 |

HRSA HISTORIC ENDURANCE INDEX OF PERFORMANCE

| | | | |
|---|------------------|--------------|----|
| 1 | Jan Jacobs | Alfa GT | 17 |
| 2 | Franco Scribante | Ford Mustang | 16 |
| 3 | Ross Lazarus | Ford GT40 | 15 |



| HRSA HISTORIC SALOONS (ENDURANCE) | | | |
|-----------------------------------|----------------|--------------|----|
| 1 | Brian Rowlings | VW Golf | 18 |
| 2 | Jan Jacobs | Alfa GT | 16 |
| 3 | George Adalis | Alfa Berlina | 14 |

| HRSA MARQUE CARS | | | |
|------------------|---------------|--------------------------|----|
| 1 | Kevin Taylor | Ford Capri 3000GT | 36 |
| 2 | Kobus Britz | Porsche 911R | 36 |
| 3 | Paul Manegold | Alfa Romeo Giulia Sprint | 36 |

| FORMULA FORD | | | |
|--------------|---------------|-----------------|----|
| 1 | Ian Schofield | Mygale SJ03 | 24 |
| 2 | Paul Schultz | Van Diemen RF01 | 18 |
| 3 | Sean Hepburn | Ray 89 | 16 |

| ZOC PRE-66/68 LITTLE GIANTS | | | |
|-----------------------------|-------------------|--------------|----|
| 1 | Roger Houston | MGB | 19 |
| 2 | Clive Winterstein | Porsche 356 | 9 |
| | Gary Stacey | Ford Cortina | 9 |
| | Paul Perreira | BMW 700 | 9 |

| ZOC PRE-66 LEGENDS OF THE 9 HOUR | | | |
|----------------------------------|------------------|--------------------|----|
| 1 | Jonathan du Toit | Chevrolet Nova | 15 |
| 2 | Franco Scribante | Ford Mustang | 13 |
| 3 | Mark du Toit | Chevrolet Biscayne | 10 |



MIDAS HISTORIC TOUR CALENDAR 2014

| | |
|---------------|-------------|
| 7th June | Zwartkops |
| 12th July | Kyalami |
| 16th August | Phakisa |
| 11th October | Zwartkops |
| 8th November | Kyalami |
| 13th December | East London |

BACK IN THE SADDLE

Born and bred Pietermaritzburg resident **Steve Truter** balances a career as a financial director with a passion for racing. In 1982 he kicked off his motorsport career with a Mk1 Escort in Modified Saloons and today competes with a similar machine in Historic Saloons, but his passion for pace stems back to his childhood.

My uncle, John Truter, was involved in motor racing from as far back as I can remember and my father would take us to Roy Hesketh to watch him regularly. My older brother, Howard, started racing Modified Saloons in the late '70s,





Steve's Escort leading the way in 2014.



Howard Truter Escort at Hesketh.

firstly in my uncle's Escort and then later in a Mark 1 Escort that he and my Dad bought from Malcolm Kinsey. My Dad also bought us a Kart, which my younger brother, Craig, and I raced at the Hesketh Kart track during our school days.

Howard used to race with some great guys and got to learn from guys like John Truter, Pat Duckham, Dennis Botha, Meredith Willis and more. I always remember his face when telling me how he would go from Crowthorne, through Barbeque and Jukskei (with a deep breath) without lifting and then the challenge of Sunset. Sadly, Howard died in a bike enduro accident at the age of 22.

After a year or so my Dad agreed to let me drive Howard's car. With Roy Hesketh already closed, we did a few meetings at Kyalami and also enjoyed going to Goldfields (Welkom) where they used to have sprint races for the Modifieds together with an afternoon endurance race, which was a good

opportunity to get some race time. It was at one of these endurance races, where saloons and open-wheeled cars were mixed, that I ended up coming together with one of them and writing the car off in what must have been a spectacular roll.

With me finishing off national service and about to go to varsity, I struggled to get going in track racing again - it was at this time that a friend of mind, Eldred Wortmann, asked me to navigate for him in a VW Beetle that he had built and entered into the local off road series - we were pretty successful here, winning Class 1 of the KZN Off Road series (twice) in the mid-1980s, the highlight being a class win at the Drak 400 which was a national event.

This too came to an end after a few years when we realised that these cars took a beating and eventually started breaking. We had a lot of fun and met some great characters during these years. I have always played a bit of rugby, and as it was a little cheaper than

motorsport, I ended up getting more involved with the game. I played until late in my thirties which, in hindsight, might not have been a great idea - my knees are pretty shot! I did manage to get to first division level in the KZN league playing for Pietermaritzburg Collegians and Varsity in the late 1990s.

At the Zwartkops International in 2013, I bumped into my old friend Mike Schmidt, who was in the process of selling his Ford Escort. He and I have always enjoyed our motorsport and he was really into his racing in the Historic series. After just a little bit of convincing from him, I decided to give it a go. I must admit, I am really enjoying it and only wish I had done this sooner.

It is great to see the number of KZN guys still involved in the sport. One of my friends, Wayne Lotter, has also now joined the Historic series and my nephew, Grant Truter, had his first ride at Midvaal in the Trans-Am category and is pushing to get a car ready for the Historic series.





CAPE STORMER

By Roger Houghton with Images from Ian Groat

This annual regularity trial is a commemoration of the road race for motorcycles held on public roads between Durban and Johannesburg between 1913 and 1936

Allan Cuninghame, of the Cape Vintage Motorcycle Club, riding a 1936 Velocette, won the 2014 Durban-Johannesburg Commemorative Motorcycle Rally which was contested on a demanding 800km route between Durban and Johannesburg on 7-8 March.

He had a total error of 240 seconds at the 17 timed control points on the event which started in Hillcrest and finished at the Turffontein Racecourse after an overnight stop in Newcastle. This annual regularity trial is a commemoration of the road race for motorcycles held on public roads between Durban and Johannesburg between 1913 and 1936 when the authorities put a stop to it as being too dangerous. For this reason the competing motorcycles have to be 1936 or earlier models.

Allan's father, Stewart, who has been a regular competitor in the DJ Rally for many years and competed in the 2013 event at the age of 92 decided to hang up his helmet for 2014, but was obviously very proud of his son's success.

Second place, 71 seconds behind Cuninghame was a heroic Gavin Walton (1936 AJS), who had been seriously injured when a car collided with him while he was sitting on his motorcycle sheltering from the rain under a road bridge after the Pre-DJ Rally in February last year. His recovery has been nothing short of amazing.

Ralph Pitchford, who finished second last year on his 1926 Triumph P-Type 500, had to be satisfied with third place this year, with an error of 351 seconds. Ralph is best known as a very successful co-driver in the Dakar Rally. He again rode with his two brothers, Harold (1926 AJS A5 350) and David (1936 BSA B2 250). Harold finished ninth, but David had to retire with magneto trouble on the first day.

Kevin Robertson (1936 Velocette),



DJ winner was Allan Cuninghame (1936 Velocette).



Gavin Walton took home second place (1936a AJS).



Third placed Ralph Pitchford (1926 Triumph).



who won the event for the sixth time last year when the route went from Johannesburg to Durban over three days, was fourth this time with 424 seconds error. Riders who made up the remainder of the top 10 among the 65 finishers were: Mike Ward (1935 Velocette) 456 sec, Kevin Walton (1931 BSA) 458 sec, Keith Kendall (1935 Velocette) 470 sec, Rikki Maizey (1936 Norton) 790 sec, Harold Pitchford (1936 BSA) 896 sec and Ron Thomsett (1933 BSA) 998 sec.

Interestingly, 13 Velocettes entered this year's DJ Rally and 12 finished. Clive Lynn's MSS split its petrol tank halfway and was forced to retire.

This year's rally again attracted a sprinkling of international riders including two South Africans who have made their names in global motorsport and now live in the United Kingdom. They were Alastair Gibson, who was involved in Formula 1 racing for many years, and rode his father's 1936 BMW. He completed the route but was placed well down the rankings. The other

motorsport personality, Brian Gush, who is now director of motorsport at Bentley, had mechanical problems with his 1931 BSA on the first day and was forced to retire, but borrowed an OK Supreme to ride on the Saturday.

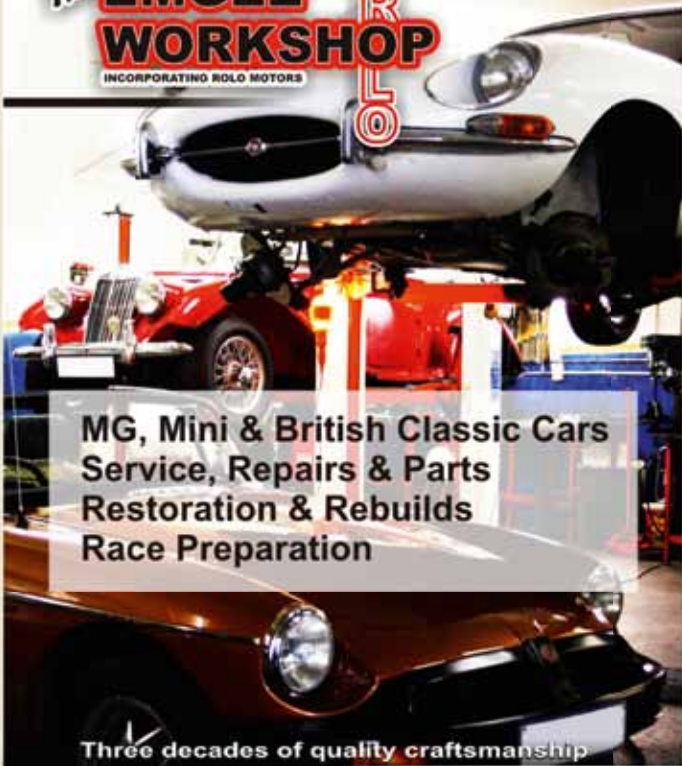
This year's event, organised on behalf of the Vintage and Veteran Club of SA by Peter Hall, attracted 127 entries but 14 failed to start and 48 failed to finish, which meant just over half the starters qualified as finishers.

The high rate of attrition this year has been attributed in part to the comparatively high average speeds set for these old motorcycles which resulted in many mechanical breakdowns. Some riders also found there were unnecessary gimmicks in the route schedule which was tough on those competitors who do not take part in other regularity rallies during the year. 📌

Allan's father, Stewart, who has been a regular competitor in the DJ Rally for many years and competed in the 2013 event at the age of 92 decided to hang up his helmet for 2014, but was obviously very proud of his son's success

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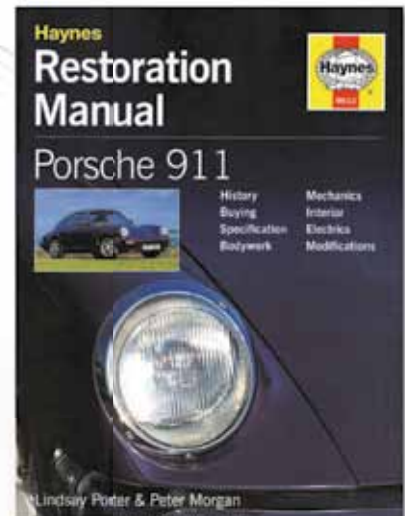
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1978 Vespa Primavera. Freshly stripped to metal and repainted. New brightwork and rubbers. Licensed and on the road in daily use. Beat the fuel price in style. Contact Stuart on 082 921 4583.

Porsche 911SC. Mileage is 418 000km but the condition is immaculate. Engine and gearbox are as good as they get, both having been redone by Tim Abbot in the last few years. I use the car almost daily and have kept a very detailed service history since I bought her in 2006; there's also a lot of service history prior to this, although a bit chequered. Everything except the rear window demister works. I've also had all four seats and the dash redone. Contact Martin on 083 601 7657 or mwertz@srk.co.za.

CLASSICS AND FUTURE CLASSICS.

1. 1988 Renault 5 GTS. Left-hand drive European specification model in excellent condition. One owner from new with only 84 000km on the odo.

2. 1985 Porsche 944. Manual, right-hand drive. Good condition. R65 000.

3. 1991 Opel Monza CD16V. 2-litre motor. Same owner since 1992. In brilliant condition. R36 000.

4. 1995 Mercedes-Benz 500SL. Excellent condition with both hard and soft tops. R120 000.

5. 1974 MGB GT. Needs some TLC and a bit of bodywork attention. Good running condition and very original. History available. R38 000.

6. 1992 Lada Niva. Left-hand drive 1600 with 65 000km on the clock. One owner, very clean car. R35 000.

7. Lancia Thema V6. Automatic vehicle in good condition. Comes with a spare 2-litre car for spares.

8. 1984 Mercedes-Benz 380SE. One owner, service history, one of the best examples of this bullet-proof model around. R35 000.

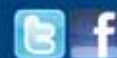
Contact Pierre on 082 492 4630.

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X-CITING XR8 INFO

I have just received the back issue magazine today. I'm so pleased, thanks a million! An interesting fact regarding that XR8 (No.80) in your article is that my friend has the original engine stored. Love the F40 as well.

Regards

Jamey Jeftha

Glad the copy finally arrived Jamey. Our world of classic cars is a small one and good to hear the original engine is still in existence. I will pass your details on to the current XR8 owner.

Stuart

EASTERN CAPE LEGEND

That you will possibly do an article on Lionel Rowe is really good news. Thank you. I have subsequently been in touch with him, and also mentioned David Pearson whom he remembered immediately. He said that he looks forward to having a chat.

On a separate note I thought I'd jot down some of my early motoring memories. As a very young boy my dad also had a keen interest in motorsport, and would always take us out to the local race track, St Albans. I remember him being a friend of the owner of the Citroen Special at that stage, Ivan Doubell, and I think the mechanic's name was Pietie? I was so young at the time but remember visiting the garage at the bottom of Mount Road in Port Elizabeth, and seeing this magnificent racing machine. I believe he entered the South African Grand Prix held in East London at the time with this car. Seeing the article and the pictures of the car has really been great, I have always wondered about that car and seeing a picture of it, plus the article, was really nice.

I remember seeing another interesting single-seater machine racing locally, that in retrospect looked to me like being an Auto Union. It is only in recent years that when discussing racing cars,

a friend of mine, who also follows motor racing, and was from East London in the early years, informed me that it was probably the GPM Special (or Grand Prix Motors Special). I am not sure if this car has been featured anywhere to date, but its history would surely make for some interesting reading.

That early era late '50s early '60s really had some adventurous and pioneering engineers, who went out and built their own competitive local specials. Kind regards and keep up the good work with the magazine; it is appreciated, I believe, by a growing band of enthusiasts.

Rick Botha

Hi Rick

Thanks for the contact details and some more Eastern Cape motoring memories. That side of the world seems to be a real hub for classic cars and classic characters. I am in the process of setting up a road trip to take in Port Elizabeth and East London where the mission is to visit all of these living legends, to hear their stories and look at their scrap books.

Stuart

ON THE HUNT

Thank you for a great article in the *Classic ... Car Africa* magazine. After reading that you are compiling a register, I thought you would be the best person to contact in order to find a Mini to buy. I am not fussy when it comes to model except that it must not be a Clubman. I am however fussy when it comes to condition. As I am not a handyman, I need a car that has been properly restored and in similar condition to the one featured in the magazine. Even the later Rover model

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is acceptable, if in good condition. I would therefore appreciate it if ever you become aware of a restored Mini for sale that you could refer me to.

Kind regards

Francois Meyer

Thanks for the kind words Francois. My first port of call would be to contact one of the Mini owners' clubs as they are often the first to hear about good cars coming up for sale. That said, it is worth looking at online classifieds like www.gumtree.co.za – I have recently been on a Mini hunt and found numerous on this site. Happy hunting.

Stuart



FORD SERVICE HISTORY

A recent edition which included a letter from Mr Bokkie van der Linde refers. I sense a remarkable bit of history and would appreciate it if more information could be made available. Having a beer budget and taste that does not complement my budget, I had to satisfy my passion for things mechanical through American vehicles of the '60s and '70s and not without a certain amount of success and great pleasure. I was fortunate to be befriended by the late Waldie Greyvensteyn and his son Rudolph, and spent many happy hours

with them in the pursuit of our hobby, as well as living our passion of playing golf together. I was honoured to have been requested to act as a Trustee in some of the family trusts with the late Waldie and Rudolph, a position that I still fill to this day.

Over the past thirty years Rudolph had to maintain, repair and service the collection which included Hispanos, Isottas, Bentleys, Rolls, Lagondas and myriad other exotic vehicles including winners at Villa D'Este and Pebble Beach. The question that begs answering is why Mr van der Linde was requested to service the rather pedestrian old Ford which in fact did serve as Waldie's hearse? I would love to know the reason for Waldie's decision, having spent so much time with him and his family. Your publication is a credit to everybody involved with the production of a quality product.

Yours sincerely

Jan Lubbe

Hi Jan

I am not sure about your passion for golf, perhaps because the number of balls I lose makes it more expensive than a car hobby. I have passed your mail on to Mike Monk so he can track the answer to your question. Thanks for the support.

Stuart

MATCHING MINI

My son bought an old Mini and I decided to do some research on that model. It is not a 1000 S but equally rare. It's the 1100 Special. According to Ryno Verster there were only about 30 cars built in SA. The problem is to find out what the specs were back then and how to bring it back to more or less original condition. Our car has the factory fitted sliding sun roof and has matching numbers. I don't know more about the car but would be interested to find out.

Kind regards

Hendrik Watterz

Hi Hendrik

I was not aware that the 1100 Special was such a rare beast. Finding information on local cars is sometimes a nightmare with very little in the way of record keeping. Ryno is the best man for this job when it comes to Minis and cars that left the Blackheath plant. All the best for the job of returning the car to original.

Stuart



A CLASSIC PROBLEM

The latest issue with the Fairmont GT had me slobbering all over the story. Nothing sounds as sublime as a lazy V, and Ford seemed to have realised this very early in their manufacturing programme. The guy who built the Aston 'replica' did a magnificent job. In the early '60s I once accepted a lift from Lichtenburg to Jo'burg in a '40s MG TC. During the trip, it started raining ever so gently and we ended up wetter in the car than we would have been just standing by the roadside.

Regrettably, still being stuck in bed waiting for a hip replacement, and being an avid petrol-head, it still does not take very long to devour the mag from cover to cover. I actually DO read the ads, only to end up drooling over some of the magnificent specimens on sale. Should I win the Lotto, I'll probably end up with 10 -15 of these beauties in my garage. So, your promise of digging out some back issues for me to enjoy, is still eagerly being looked forward to.

Kind regards

Leon du Toit

IN A ROWE

Belatedly reading my copy of *CPCA* this morning I was drawn to Rick Botha's letter about Lionel Rowe. As you know I am in the process of an R8(S) restoration and while researching the car's history was introduced to Lionel. The initial objective was to validate the history of my car but, after spending hours chatting to him, I ended up purchasing his (last) road car from him. This car, pictures enclosed, is an R10 that he modified for road and track use. 'Maturity' and garaging problems resulted in his selling the car to me. He is a great guy, and if I can assist in facilitating your meeting him, please let me know.

Best wishes,
Graeme Reid

Hi Graeme

As mentioned I will soon be in the Eastern Cape so will pop in to see the R10. Renaults made such an impact on the saloon car fraternity in the 1960s, one can only imagine how Renault South Africa wish they had that kind of footprint today.

Stuart

2 IN A ROWE

I see from the latest mag that you are considering an interview with Lionel Rowe in P.E. May I add a couple



more if you have the time:

Robin Dunstan - currently Chairman of the MG Car Club in P.E. He built and raced a Mini back in the '60s and won the East Cape & Border Championship with it. He still has the car as well as a frog-eyed Sprite and two MGAs. He is very knowledgeable and an absolute wizard with BMC engines.

Louis Kritzingner - he has been involved in motorsport in PE since the 1960s. Was Chairman of the SCC for many years, and was Chairman of the Scribante track committee for years.

If you have the time to include E.L. then Charles Harris would make a

good interviewee. He was a partner in Scheckter Harris, and has ridden the Roof of Africa a few times. Considered a legend on motor cycle tuning and generally a mechanical wizard.

Enjoying your mag very much.

Regards,
Bruce Hall

Thanks for the info and support Bruce. Every lead we get is much appreciated and shows how much depth there is in the local classic car fraternity. I will follow up on these.

Stuart

THE GORDINI PROGRAMME

I was delighted to see the response from Ken Stewart on the 'Ren-Oh' question, and re-assuring myself that my ageing memory cells hadn't completely let me down. Would it be possible to ask Ken to scan the programme he has for that event and send it to you/me/us for my collection? It was an iconic day in my relationship with Monsieur Gordini, being the first time I had a chance to

peer into the engine compartment to see what a Gordini engine really consisted of.

Regards
Carvel

Hi Carvel

I see I have the same programme in my system. I will scan and send on to you.

Stuart



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