

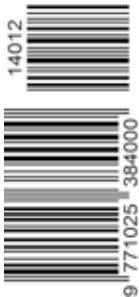
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CONTENTS

December/January 2014/15

04 **THREE-PRONGED ATTACK**
Maserati celebrates its centenary

10 **NEWS & EVENTS**
Latest from the classic scene

18 **FIN-TASTIC**
Cadillac Series 62

24 **COLONIAL CLASSIC**
Austin Healey in South Africa

32 **IN GOOD HANDS**
Toby Venter takes over
Kyalami Racetrack

36 **A NEW BREED**
Willys Station Wagon

42 **AS IT WAS**
Armstrong Siddeley 17

48 **SETTING THE STANDARD**
PMC 3 Hour Endurance Race

52 **HEAVEN IN HELL**
Time at the Nürburgring &
Spa Francorchamps

62 **BUILDING AN EMPIRE**
Hyundai Motor Company

66 **BEING FRANK**
The tale of bike ace Frank Cope

70 **LET'S NOT BE HASTY**
Part 9 of our BMW first car project

74 **ON YOUR MARKS,
GET DRESSED, GO!**
Goodwood Revival 2014

80 **WHEEL TO WHEEL**
Historic Single Seaters at Midvaal

82 **TOP OF THE CLASS**
2014 historic racing champions

92 **LETTERS**
Have your say

94 **GEARBOX**
Classified adverts

96 **LE MANS LEGEND**
Peter de Klerk Le Mans Model





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STRIKE FORCE

If you are reading this you have more than likely picked up a copy at your local newsagent and not received it via the post. Yes, we have been hit hard by the three-and-a-bit months-long postal strike and it seems that it will continue to haunt us for a while. We are in discussion with a private company to deliver door-to-door copies to subscribers from next year.

In the meantime, if you are a subscriber and haven't received this issue or the last, please purchase a copy from the shops and send me a mail indicating you have done this. I will then add an extra issue onto your existing subscription. Send the mail to info@cpca.co.za.

But we carry on regardless. This month Graeme Hurst looks in on the iconic hairy-chested Brit sportscar, the Austin Healey, and pulls in the local production aspect. Mike Monk celebrates summer holidays with a spin in a monstrous drop-top Cadillac, and rides in an unrestored

1935 Armstong Siddley.

Roger McCleery talks to Toby Venter of Porsche South Africa about the future plans for Kyalami. Under his guidance Porsche has become a major player in local motoring and our legendary circuit looks to be in good hands. I visit the Nürburgring, which too had an uncertain future until new backers stepped in recently; and we feature articles from Graeme Hurst and Ian Groat on the ultimate proof that motorsport can be a successful venture – The Goodwood Revival.

Gavin Foster tells the almost unbelievable tale of bike racer Frank Cope, Dave Hastie reminisces about the early days of production saloon racing at Zwartkops, and we nod our heads to local classic racing champions.

Sit back, relax, have a read, enjoy, and all the best for the festive season. See you next year.

Stuart

THREE- PRONGED ATTACK

In November Italian luxury car manufacturer, Maserati, celebrated its centenary with a drive event in the serene setting of Muscat, Oman. Media guests from around the world, from South Africa to Japan, tested Maserati's current model line-up of 2015 cars including all variants of its most recent models, the Maserati Quattroporte and Ghibli, and befitting the occasion, the Maserati GranTurismo MC Stradale and GranCabrio MC Centennial Editions in an event reflective of Maserati's history, present and future.



Their passion and talent contributed to the company DNA: innovation, excellence, and challenge, which are reflected in the brand's claim of being The Absolute Opposite of Ordinary

Umberto Cini, Managing Director of Maserati Global Overseas Markets, said: "2014 is an important year for Maserati. We are celebrating our centennial anniversary – an important milestone where we honour our history, but at the same time keep our eyes firmly fixed on the future. Through exciting new products, strong investment into production facilities and network infrastructure as well as by entering new markets, we are on track to achieving our global goal of producing 50 000 Maseratis per annum while remaining true to

what Maserati stands for."

In addition to the successful GranTurismo and GranCabrio ranges, the latest generation of Maserati's flagship sedan, the Quattroporte, and the new sports executive sedan, the Ghibli, provide the cornerstones to the brand's growth strategy. Over the next years Maserati will continue to expand its portfolio by introducing its first-ever model in the SUV segment and the Maserati Alfieri, a two-door coupé. A cabrio version of the Alfieri is also planned to arrive in 2018.

The marque's engine portfolio will include petrol V6 and V8 and new diesel variants, most of them in combination with either two- or all-wheel drive.


Maserati was established on 1 December 1914, in Bologna (Italy) by



Alfieri Maserati and his brothers. Their passion and talent contributed to the company DNA: innovation, excellence, and challenge, which are reflected in the brand's claim of being The Absolute Opposite of Ordinary. Today, owned by the Italian car giant Fiat S.p.A., the company's headquarters and main production location are in Modena (Italy) and a second state-of-the-art production location was inaugurated in Grugliasco, near Turin in 2013.

Its emblem, the trident, was inspired by the fountain on the Piazza del Nettuno in the centre of Bologna and is a symbol that ties together the brothers, their hometown, and the artistry and craftsmanship for which Bologna and Emilia-Romagna are known.

With its rich history based on its

frankincense-trading past and Bedouin values, inspiring culture and beautiful landscapes, Muscat, described as Arabia's jewel, was the perfect location for Maserati's Centennial Drive. The city of Muscat lies sparkling white, topped with golden minarets in the middle of a maze of pleated mountains reaching down to the Arabian Sea. Guests were able to gain an insight into the Arabic culture in an almost pristine state, and experience Oman's natural beauty on the scenic routes selected for drivers to experience the full potential of the Maserati model range. 

Its emblem, the trident, was inspired by the fountain on the Piazza del Nettuno in the centre of Bologna and is a symbol that ties together the brothers, their hometown, and the artistry and craftsmanship for which Bologna and Emilia-Romagna are known

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2010 Ferrari California – 31500km
2008 Ferrari F430 Spider – 6999km
1990 Maserati Zagato Spider
1989 Lancia Integrale 8 Valve
1984 Citroen 2CV Charleston
1983 Morgan 4/4 – 47000km
1968 Mercedes 280SE Coupe
1961 Austin Healey 3000 Mk1
1958 Triumph TR3a
1954 MG TF



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SHINING FUTURE



International teams from universities of Turkey, Netherlands and Cyprus, as well as Cape Town, Pretoria, Durban, North West, Witwatersrand and Johannesburg, entered the SASOL Solar Challenge that took place between Pretoria and Cape Town in September.

“This is a Brain Sport,” said Race Director Winston Jordaan, “where we encourage new ideas for the efficient use of solar energy. We don’t expect members of the public to be driving around in solar cars, although lessons learnt may be implemented in electric-powered cars in future. We encourage private teams to build cars and prove their skills in terms of solar energy use, but we find that universities, in particular the 4th year students, have the best resources at their fingertips to compete at the top level.”

Run under the FIA Electric and Energy Rules, the Sasol Solar Challenge is a biennial event and the more the teams compete and test their cars, the better they become. Winston quotes the South African event as being the only event in the world that is classified as: ‘Open Road and is based on distance travelled.’ Other events have been track-based or are time-based on open road.

Competitors were given the option of doing a loop of around 50 to 150km between towns to get extra distance in. This took careful calculations on energy use before clocking into the finishing point each day at 17:30. Lateness was docked at 2.5km per minute late. The loops added to a lot of excitement and competitiveness among the teams.

FINAL RESULTS

The Nuon Solar Team	Netherlands	4227.8km
Anadolu Solar Team	Turkey	2733.1km
Team UKZN	South Africa (KZN)	2418.3km

CLASSIC SURFING

There is no need to pull out the Speedo and your old longboard this December. Here are a few sites worth browsing on your tablet or phone while kicking back in your deckchair.

- www.historicsingleseater.co.za: South Africa’s Historic Single Seater Association.
- www.timlayzell.com: Renowned UK-based motoring and motorsport artist Tim Layzell.
- www.haynes.com: Your favourite repair manual can be bought online.
- www.petrolicious.com: Video clips about classic cars and their passionate owners.
- www.hagerty.com: International car insurance site including detailed classic car valuation tool.

PURE & COOL

A bumper turnout of around 140 air-cooled cars shared fresh air and sunshine on Sunday 5 November at the Pretoria Old Motor Clubhouse outside Pretoria. VW models were outnumbered this year with Auto Union, DKW, Porsche, Daf, Goggomobile and Messerschmidt squeezing into the space available on the lawns. A pair of 1972 Haflingers was on display in fully restored condition. The cars were originally built in Langlaagte between 1959 and 1974. The 650cc 2-cylinder 4-stroke engine produced 28kW, drove through a 5-speed gearbox to a 4-wheel drive setup with an independent diff lock on each wheel. Of the original 6 000 units built, South Africa only got 1 000. The crowd favourites had to be a spotless Porsche 718RSK replica and a number of Karmann-Ghia beauties.

– Dave Hastie



CAT ON THE ROOF

14 September saw the Jaguar Club North gather at the roof top of The Glen shopping centre in the south of Johannesburg to celebrate its Annual Concours. Edwin Martin scooped both the prize for

Best Overall Saloon and Most Original Restoration with his SS and then took home the best Overall Sports Car award with his V12 E-Type roadster and the XJ section with his XJ 5.3C. Bing Bergstedt secured the XK New Generation award with his XK8, Gigi Vorlaufer won New Generation Saloons prize with his XJ Daimler V8 and Gustav Rautenheimer was awarded first place in the XK section with his XK 150S DHC with 1889 points out of a possible 1889.

– Dave Hastie





THOROUGHbred STUDS

The Studebaker Club of South Africa gathered at Jan Smuts House on Sunday 26 October for their Annual Show and Brag Day. The morning saw the tail-end of a horrific weather protest but as the morning wore on the sun gained the upper hand. The result was a smaller than usual turnout of cars and a huge rush on the coffee providers. A number of cars had arrived at 06:00 in drizzle, that required frantic wiping down and a quick

spit 'n polish. Best Studebaker on Show was awarded to the magnificent Bullet Nose Stud of Kenny Williams. Previous triple winner of this award was Gordon Bouwer, who decided to reallocate categories for his 1941 Champion Coupe. It is an event not to be missed and several hundred viewers enjoyed the flea market, music and stalls at this historic house and surrounding trees and restaurants.
– Dave Hastie

LEGENDS ON TRACK

Thanks to Zwartkops Raceway we have become accustomed to kicking off the motorsport calendar with its international Passion for Speed festival each year. 2015 is no different with the 14th rendition of the event taking place over the last weekend of January. Friday 30 and Saturday 31 January will see 4-wheeled action, while Sunday 1 February will have the 2-wheeled Day of Champions belting out tuned exhaust notes and the addictive smell of Castrol R and 2-Stroke. Everything from David and Goliath battles between the nimble 4-cylinder runabouts and hulking great Legend V8 Pre66 Production saloons, to sports racers like Fords GT40s and Lola T70s and classic single seaters from the golden age of local racing, will have spectators on their feet. And with some modern stuff, like a whack of Ferrari racers, it will be a weekend to reminisce and make dreams.

If that is not enough of a fast-paced start to the year, the circus moves down to Killarney in Cape Town on 6 and 7 February. For more information visit www.zwartkops.co.za



EXECUTIVE CARS



R 159 000

2007 MAZDA MX-5 HARDTOP COUPE

69 000km. I can't get enough of these wonderful sports cars!! Extremely low mileage example with comprehensive history and is in impeccable condition. Easy to drive, easy to maintain, easy on the eye and the electric tin top is the best spec. They don't come around often.



R679 000

2011 BMW 6 SERIES 640 F12

40 000km. Twin Turbo, heads up display, reversing camera, balance of motorplan. At last, a good looking 4-seater convertible. Lets be honest, the Chris Bangle school of origami styling did an injustice to the previous 6 series with its over exaggerated rear end. The colour combination on this example is superb in ice white with a rich saddle brown interior.



R325 000

2011 BMW 1 SERIES 135i M CABRIOLET

68 000km. Rare 6-speed manual. Pocket rocket twin-turbo in magnificent condition. New Pirelli run flats, new windscreen and performance pipes. Balance of service and maintenance plan to 2016 or 100 000kms, whichever comes first. Scarce so don't hang about on this or you'll be sulking until Christmas.



R169 000

2010 AUDI A3 1.8 TFSI AMBITION S-TRONIC

109 000km. Magnificent specimen of the most popular model from Audi. Factory sunroof, leather, xenon lights. The gearbox is a revelation, so smooth yet sporty. It is easy to understand the popularity as it has everything in one package.



R265 000

2007 VOLKSWAGEN TOUAREG V10 TDI

100 000km. Wonderful example of the top of the range Touareg with a full service history. Glass sunroof, rear wheel carrier, roof rails, factory tow bar. Immaculate, and a legend for its reliability, comfort and towing ability. It is a million rand vehicle to replace.



R415 000

2011 MERCEDES-BENZ M-CLASS ML 350 GRAND EDITION

86 000km. Beautiful example of the range topping V6 ML, the Grand Edition. Extras include the chrome pack, running boards, tow bar, navigation, glass sunroof, xenon lights and sound option. Mobilo plan is valid until 2017 or 120,000kms. Immaculate.



R399 000

2011 MERCEDES-BENZ M-CLASS ML 350 CDI GRAND EDITION

86 000km. Beautiful example of the most popular model in the range. Ideal spec with 4MATIC, sunroof and towbar. Balance of the Mobilo Plan until 2017 or 120 000kms. Check my pricing against all opposition then come and buy a SIGNIFICANTLY lower priced example.



R235 000

2012 VOLVO S60 T4

59 000km. Great example with factory extras such as a glass sunroof, xenons, park distance control, and the balance of the service and maintenance plan to 2017 or 100 000kms. It is a handsome car in ice white with soft black leather.



R245 000

2006 BMW Z4 M 3.2

103 000km. THE ultimate sports car from BMW. An M3 engine convertible, the Z4M was brought in very limited numbers. This black beauty is in good condition, runs very very strong and has a very low mileage for the year.



R379 000

2007 PORSCHE BOXSTER 3.4S

68 000km. Great low mileage example of the new spec 3.4 litre 217kw engine Boxster S in classic silver with black leather. Combination of just the right power to weight ratios. One owner car from new. A future classic with plethora of skilled independent specialists to look after it for you.



R295 000

2007 BMW 3 SERIES 335i CABRIOLET

51 000km. Climate and Cruise control, Electric mirrors, roof, windows and seats. Full service history, phone prep, Navigation, PDC. Twin turbo ideal for the Highveld. The finest deal in the country. Superb colour combination of midnight blue with light grey interior.



R365 000

2009 MERCEDES-BENZ E-CLASS E 350 COUPE

60 000km. Beautiful example of the most elegant coupe from Mercedes. Xenon intelligent lighting package, front and rear PDC, navigation. Long balance of its mobilo plan to 120 000kms. A new one costs R850K. There isn't a better deal out there.



R495 000

1935 FORD RUMBLE SEAT ROADSTER

Very rare car in show condition. Original small block V8. Just over 4000 of these built in 35. Body wonderfully straight and original and drives exactly as it should. One of few 1930s cars usable on the today's roads. Come and have a look at a proper car



R395 000

1952 ALVIS TA 21 DROPHEAD COUPE

One of 303 made and believed to be the only one in Africa. Such rarity means only one thing, investment grade. Factor in that it is entirely original and as it rolled out of ALVIS 63 years ago. Originality trumps trailer queen restoration in the value stakes.



R120 000

1978 CHEVROLET CAMARO

Looking for a muscle car project? It's all there, it just needs the finishing touches. Engine and gearbox are good, brakes are a bit soft, paintwork is generally good. It has the bones of a good muscle car but being sold as a project so no RWC, guarantees or warranties.



R395 000

1988 BENTLEY TURBO R

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

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HOT ON TAR

Early in November the Langebaan Community Policing Forum held a 'Hot on Tar' Wheel and Leisure Show at the grounds of the Curro School in Langebaan. The show was organised by Paige Lindenberg and her well-known car- and powerboat-racing father, Peter. FMM displayed its 1930 Marquette, which proved to be one of the show stoppers on the day, and the museum made some new friends during the day's proceedings. Around 100 cars and motorcycles were on display and all funds raised will be going to projects in the community.



OILY RAG RUN



In September an excellent entry of 23 cars participated in Dickon Daggitt's Oily Rag Run for pre-1960 unrestored vehicles. The event started from Crossley & Webb in Cape Town and ran through Milnerton, Durbanville and Klapmuts to the finish at FMM. Along the route participants collected bread, cold meats, cheese and cupcakes to be enjoyed at a sunshine picnic on the museum's lawns. FMM's

Lorenzo Farella and Marco Barrera took part in a 1956 Studebaker, Deon de Waal and Elton Botha were in a 1954 Citroën, Shawn Botha and David Maqqwanti in a 1948 Mercedes-Benz and Wilfred Tarentaal and Wenzly Wicom in a 1926 Chrysler. FMM curator Wayne Harley did duty driving the 'breakdown' car. The success of this event could be a precursor to similar runs in the future.

MASERATI CENTENARY



Maserati recently celebrated its centenary and some of FMM's five examples of the charismatic Italian company's products are currently on display. The museum's collection comprises a 1938 6CM, a 1948 4CLT, a 1954 250F, a 1956 150S and a 1985 Quattroporte, which was owned by Anthonij Rupert.

EIKESTAD M-B VISIT



Late in October FMM was invited to the Eikestad Mercedes-Benz dealership to experience at first hand the free inspections and advice with coffee and snacks offered to owners of classic and collectable M-Bs.

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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1999 Honda Prelude VTi-R – R170 000



1957 Peugeot 203 – R78 000



1987 Citroen CX GTI Turbo – R90 000



1993 Mercedes Benz 500SL – R260 000



1970 Porsche 914 – R85 000



1975 Austin Mini Moke – R120 000



1927 Ford Model T Truck – R178 000



1977 Leyland Mini Clubman – R55 000



1978 Mercedes Benz 450SL – R125 000



1934 Studebaker Dictator – R388 000



2005 Rover 75 V6 – R80 000



1977 Austin Mini Clubman – R80 000



1978 Buick Park Avenue – R95 000



1956 Morris Minor 1000 V8 – R140 000

ALSO: 1973 Rover 3.5 V8... 1967 MGB Roadster... 1967 MGB GT... 1969 Rambler Rogue... 1937 Mercedes Benz 170V... 1950 MG TD
 1980 Mercedes 280SL... 1968 Wolsely 1660... 1986 Porsche 924S... 1958 Buick Special... 1974 Volvo 164... 1958 De Soto...
 1964 MGA... 1983 Porsche 944... 1935 DKW Cabriolet... 1971 MGB Roadster... 1941 Chevrolet Panel Van... 1952 Opel Kapitän...
 1955 Ford Customline... 1984 Porsche 944... 1946 Lincoln Sedan... 1965 Mercedes Benz 230S Fintail... plus...plus...plus.



FIN-TASTIC



Summer's here – **Mike Monk** folds down the hood and goes cruisin' in the auto world's most outrageous convertible.





Some cars are destined to become symbolic of a particular period in automotive history. The late-1950s was a time of American design and detail extravagance, when bodies were manufactured from sheet metal by the hectare, highlighted with space-age styling influences and adorned with more glitter than Liberace. Like most fashion crazes, the bubble had to burst and it happened at the turn of the decade – but not before what is probably the most imposing volume production cabriolet ever built had made its mark on society – the Cadillac Eldorado Biarritz Convertible. Just saying the name conjures up images of cruising along the Pacific Coast Highway under a clear blue sky and

blazing sunshine with the top down and Buddy Holly singing *Peggy Sue* on the radio, epitomizing the good life.

But the car's introduction was in the wake of a sharp worldwide economic downturn in 1958 when sales in the American automotive market fell by 37% over the previous year, the industry's worst post-war return. Unemployment in Detroit reached 20% in April as imports continued to be high, but the manufacturers remained positive in anticipation of a turnaround in fortune and continued to work on new model lines. At Cadillac, this meant developing the sixth generation of the Series 62, a multi-faceted model line that had begun in 1940 with subsequent generations appearing in 1942, 1948, 1954 and 1957. In a generally affluent

post-war America, model lives were short as manufacturers sought to keep showroom traffic at a maximum.

The 1959 Cadillacs were all-new designs with steel bodies mounted on a cross-frame chassis, and comprised three sub-series coded 6200 (base models), 6300 (DeVille) and 6400/6900 (Eldorado and Brougham) centred on five base models all with similar wheelbases and lengths, collectively a range of 14 derivatives. It is the latter that we are interested in here, the 6400 relating to Eldorado SeVille and Biarritz models and 6900 to the more bespoke, limited production Brougham. Yes, it is a little confusing...

The Series 6400 specification sheet had plenty of boxes ticked – power drum brakes, power steering, fog lamps, dual reverse lights, windscreen



NAMING ELDORADO BIARRITZ

The Eldorado nameplate is a contraction of two Spanish words that translate as 'the gilded (i.e. golden) one' and also refers to El Dorado, the mythical South American 'Lost City of Gold' that fascinated Spanish explorers. The name was adopted by Cadillac after an in-house competition to name a 1952 concept vehicle celebrating the company's golden anniversary. It was proposed by a secretary in Cadillac's merchandising department, Mary-Ann Marini, and was first used in 1953 on a limited-edition convertible. Beginning in 1956, Cadillac named the Eldorado convertible after the French coastal resort of Biarritz.

washers and two-speed wipers, exterior rear-view mirror and a heater were all standard. Exterior-wise, the Biarritz carried rear wheel spats while interior features included power door locks, power windows and quarter-lights, a six-way power front seat, a remote boot lock, a radio with rear speaker, courtesy and map lights, an electric clock – and four cigarette lighters! Upholstery was single or two-tone leather. Amongst a long list of options were front bucket seats (no extra cost), tinted glass, air conditioning, cruise control and Autronic Eye automatic headlight dimming – high-tech for 55 years ago.

Powering this palace on wheels, a 390ci (6 390cm³) V8 with hydraulic lifters and three dual-barrel Rochester carbs were utilized, pumping out 257kW and a massive 589Nm of torque. Drive to the rear wheels was courtesy of a three-speed HydraMatic autobox. Performance figures of the

time realised a top speed of 185km/h, a 0-96km/h time of 10.3 seconds and an average fuel consumption figure of 23.2l/100km.

To complement the effortless performance, the 5715mm long (that is 600mm longer than the current S-Class Mercedes-Benz), 2 060mm wide, near-2 400kg Biarritz Convertible offered the boulevard ride most post-war American cars were renowned for, helped in this instance by air suspension. With a 3 302mm wheelbase and riding on 8.20x15 tyres, the car literally floated along, its bulk compensated for by all the power-assisted driver aids.

Although all the body panels were made up of sheet metal the size of an average town house garden, most carrying chromed ornamentation of one kind or another, it is those amazing tail fins that dominate what is an imposing example of automotive architecture. The tip of the fin,



nicknamed 'zap', has been quoted as being 42 and 46 inches from the ground (1 067-1 168mm) – the average height of a six-year-old child – but on the featured car here it measures 45 inches

(1 143 mm), the variations perhaps as a result of the air suspension's condition? Certainly they were never topped, and those on the seventh generation Series 62 were slightly lower and less ornate. Indicative of the space-age '50s, the zaps on the sixth generation models were flanked with rocket-ship tail light nacelles housing conical lenses. Some cars had chromed nacelles but more commonly they were body colour: either way, they formed part of a glittering structure oozing glitz and glamour out of this world.

Murphy's Law dictated that on the appointed photoshoot day grey clouds and the threat of showers put paid to any California Dreamin' imagery. But it was still warm enough to release

two header-rail latches and electrically lower the fabric hood for some *al fresco* Franschhoek motoring in a Seminole Red 1959 Eldorado Biarritz. First impressions are, naturally, of the car's massive physical presence and the prospect of guiding it through some regular-sized gateways onto the open road was a little daunting. However, once settled on the three-abreast front seat looking out over the dining table-sized bonnet, tiny fender-top fins acted as useful markers of the extremities.

The big, lazy V8 fires up with no fuss, select Drive via the column-shifter and pull away with luxury-liner celebration. *Sheesh*, the steering: ridiculously light, it takes a little while to appreciate until some tight manoeuvring is required and the car's amazingly small turning circle is revealed, with only the rear overhang needing consideration. With pretty much power everything, the zap-mobile is an absolute doddle to

A FIN TALE

Harley Earl is credited with starting the fin craze with his 1948/49 design for Cadillac, although the GM design chief's idea was preceded by the 1937 Fleetwood and 1941 Series 63 four-door sedan both of which featured 'winged' tail-lights, a concept from which more elaborate tail fin designs evolved. The ill-fated 1948 Tucker Torpedo and 1952 Kaizer (Henry J) both had finned tail lights, and by 1957 practically all of America's popular brands had followed Cadillac's lead in one way or another, some with a subtle approach, others with similar flair. But by 1960 such perceived symbols of luxury and prestige had become *passé* and the downsizing to extinction began, coincident with a 10-month-long recession in the American economy during 1960-61.



Just 1 320 Series 6400 convertibles were built in 1959 (together with 975 SeVilles and 99 Broughams) with a sticker price of \$7 401, the price of a sizeable American home

DUE REVERENCE

Cadillac is currently the second oldest American automobile brand following fellow GM marque Buick and is among the oldest automobile brands in the world. The company was founded from the remnants of the Henry Ford Company in 1902 and was named after Antoine Laumet de La Mothe, sieur de Cadillac, who founded Detroit, Michigan. The Cadillac crest is based on his coat of arms.

drive. Get-up-and-go is a toe-squeeze away, the transmission hardly being put to task but when called into action, changes gear with that period American autobox slur.

Some bonnet flutter belies just how smooth and level the car rides, the wraparound windscreen doing a good job of deflecting the airstream. Sure, handling is of the seafaring variety but the brakes are effective and once accustomed to the feather-like steering, progress is majestic and serene, the grin factor huge as the world around passes by in the wake of what turns out to be one of the motoring world's most

alluring and friendliest leviathans.

Just 1 320 Series 6400 convertibles were built in 1959 (together with 975 SeVilles and 99 Broughams) with a sticker price of \$7 401, the price of a sizeable American home. Various described as being outrageous, ebullient and flamboyant, critics called the 1959 Cadillacs over-long, over-low and over-styled – “the final flourish of the Fifties” – but today the Eldorado Biarritz Convertible stands as the pinnacle of post-war American auto design extravagance. And hey, if you've got it, why not flaunt it? You certainly will not go unnoticed. **Q**

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COLONIAL CLASSIC

With six-cylinder grunt, an evocative exhaust note and gorgeous styling, a Big Healey was once the ultimate set of wheels. What's more, they were built in SA too. **Graeme Hurst** reckons no '50s sportscar experience is complete without a stint behind the wheel of one.

Photography: Crossley & Webb

With a sound that's as identifiable as a Spitfire in flight and that endearing trademark 'oval' chrome grille – not to mention an image as British as fish 'n' chips in newspaper – Austin-Healeys occupy a justifiably big space in our classic car hobby. Back in the late 1950s, dreaming about getting the keys to a Big Healey (as it is affectionately known) was akin to yearning for a Jaguar F-Type today. And current Healey owners will be

able to tell you exactly when they first saw one: quite simply this was an eye-catching, 100mph British sportscar that had many a schoolboy drooling against the glass of their nearest Robb Motors showroom.

But they weren't all built in Blighty: South Africa can lay claim to hosting an assembly plant in the Cape in the late '50s and early '60s.

Of course the Austin-Healey story actually began some years earlier, when small-time carmaker Donald Healey set out to create a sports car capable of breaking the ton (as the 100mph goal



Back in the late 1950s dreaming about getting the keys to a Big Healey was akin to yearning for a Jaguar F-Type today

was known) at an affordable price to cash in on the burgeoning US appetite for British sports cars in the immediate post-war years. Healey, known for his Healey Silverstone and Healey Abbott cars among others, engaged the relatively unknown designer Gerry Coker to pen a suitably rakish body to clothe an all-new chassis – one that sported the typical four-cylinder, live-axle format favoured by the likes of rivals Triumph and MG.

Famous for its fold-flat windscreen and sweeping swage lines, the design was debuted at the 1952 Earls Court

Motor Show, where it was simply badged the Healey 100 with the numerals representing the car's top speed: being able to do a 'ton' was an enviable and much-needed marketing boast. Healey's prodigy was a sensation at the annual London event. And although it was presented without an engine, it caught the attention of Austin boss Leonard Lord who shook on a deal to not only supply a suitable power train, but to also produce and sell the car for Healey in return for royalties. And so the famous double-barrel name was coined.

Lord's engine offering was a 2.6-litre 'four pot' from the venerable A90 Atlantic, and it came with a four-speed 'box that had been configured for taxi use with a chronically low first 'crawler' gear. To speed up development Austin simply blanked off first gear and added overdrive to compensate – which is why early 100s (or 100/4s as the model became commonly known after the later six-cylinder 100/6) have a dogleg first gear position. Body production was outsourced to Jensen in West Bromwich but assembly took place at Austin's Longbridge plant.



The 100/6 was the second Healey to enjoy local assembly at the Austin Motor Company South Africa's Blackheath plant outside Cape Town

With that blend of looks and performance, not to mention an attractive price tag (after the deal with Lord it came in at £700) and Austin's enormous production capacity, Healey hit the jackpot: more than 14 000 were made before Longbridge ceased production of the four-cylinder unit forcing Healey to adopt the plant's six-cylinder unit from '56.

The switch meant Coker had to stretch his original design and add a bonnet scoop to accommodate the engine's extra bulk, but the changes allowed the car to be configured with

the option of 2+2 seating which Austin bosses were keen on to increase the car's appeal. Now badged as the 100/6, the only snag with the new model was that the extra weight blunted the performance: despite it having an extra 12bhp, it was nearly two seconds slower than the 100 on the all important 0-60mph claim – rather embarrassing from a marketing standpoint. Healey soon rectified things by developing a 12-port 'head to improve breathing and restore performance.

The 100/6 was the second Healey to enjoy local assembly at the Austin

Motor Company South Africa's Blackheath plant outside Cape Town. Ralph Clarke (*C&PCA* April/May 2014) was the Plant Engineer responsible for establishing the production line, on which cars were assembled from CKD (Complete, Knocked Down) kits shipped over from the Longbridge plant (later Abingdon) in the UK. He'd started with the Frogeye Sprite in early 1957 before turning to its big brother: "We imported a red 100/6 from the UK the same year and set up the assembly line based on it," recalls Clarke. Production got underway in



Although many Austin (and later a few Morris) models were also assembled at Blackheath, Big Healeys were the only cars to be tested with a blast up the Cape's famous Sir Lowry's Pass (463m high)

late '57 with kits arriving in what the industry referred to as 'balloon packs'. "Basically it was a large pallet with power train tied down in pieces but in the correct position, and the body loosely positioned over it," explains Clarke. "The bodies were completely assembled but in primer and the kit had upholstery packs inside the car with the seats already trimmed." The only things missing were the tyres, battery and paint, which Clarke says was to meet local content guidelines.

Paint colours were very much a local decision, often mirroring what

was available in the UK. "First one was Old English White with dark blue sides," recalls Clarke. "I had been intent on buying the car but the sales people nabbed it for the floor." That floor would, of course, have been Robb Motors – which would later become the Brian Porter dealership network – responsible for marketing BMC products. And a new 100/6 would've set you back £1 125 or £1 175 if you were on the Reef. From August of '58 SA customers could pay an extra £70 for one with the 12-port cylinder head. Back in England the revised

head was simply a factory change but presumably the SA plant received a shipment of CKDs containing both variants and decided to market the performance difference.

Although many Austin (and later a few Morris) models were also assembled at Blackheath, Big Healeys were the only cars to be tested with a blast up the Cape's famous Sir Lowry's Pass (463m high). Clarke recalls everything else being signed off with a test drive up the hill in nearby Blue Downs so perhaps being a sportscar called for a thorough shakedown?



Whatever the reason, assembling and testing – not to mention owning – a Big Healey must have been one hell of a treat in comparison to Austin's more prosaic 1950s fare.

NAAMSA (National Association of Automobile Manufacturers of South Africa) records put 100/6 sales at 270 before the model evolved to become the 3000 in July 1960, by which time it retailed for £1 255 – with another £20 if you wanted the version that could accommodate two small kids at the back. The new nomenclature was after Austin upped capacity to 3-litres in 1959. Although it had only an extra 9bhp power advantage, the extra cc made for a healthy boost in torque (226Nm versus 202Nm). Aesthetically the model was identical to the 100/6 – apart from the badging and the lack of a central bonnet ridge – but it boasted slightly wider wheels and disc brakes at the front to help rein in the performance, along with a slightly higher diff ratio.

More obvious visual changes followed with the adoption of the vertical slatted grille on the MKII in 1961, which also boasted a triple-SU carb setup. Healey anoraks will tell you that the factory reverted to twin-carbs

with the BJ7 by '63, which gained a curved windscreen, wind-up windows and – most importantly a proper, easy-to erect drophead roof. All that was to bring it in line with customers' expectations of the 1960s, which also inspired the adoption of a walnut-veneered dashboard from '64, giving the car a luxurious feel.

By then the 3000's underpinnings were showing their age too, particularly the overslung live axle, which made for appalling ground clearance on the twin-exhaust pipes. The final version (known as BJ8 Phase II cars which saw out production until 1968) rectified much of that with its re-designed rear axle location. Unsurprisingly this last variant is regarded as the most usable Big Healey, from a comfort and performance point of view – its 148bhp output is good for 122mph, although many a Healey owner has coaxed more in fast road spec.

The Blackheath factory never adopted the MkII version and NAAMSA's figures put 3000 sales at 93 cars with just five finding owners in '63, the last year Big Healeys were listed, when the price was listed in Rands at R2 568. Perhaps management at the Blackheath plant needed the assembly line for something

else? There are plenty of later cars in the country so they must have been available as full imports.

The total Healey production tally of 363 cars was miniscule out of the 73 004 made but it was enough to allow the brand to make its mark here. Just five years after production ceased in 1968, the Austin-Healey Club of Southern Africa was formed by well-known marque stalwart, the late Richard Hulse. Today it boasts a huge membership across three branches and an enviable events calendar to ensure maximum enjoyment in owning a Healey.

But which should you choose? In reality that depends on what's for sale at the time. Despite the thriving club scene, we don't enjoy the sheer scale of the market in the UK although local values very much mirror what's happening there. A decade ago the BJ8 was considered the most desirable despite being the most abundant (17 712 made). But the values of earlier cars have caught up as enthusiasts covet their purist looks, particularly the 100, in much the same way as Triumph TR2s and flat-floor Jaguar E-Types have become highly revered in comparison to later variants of those models.



A LIFETIME OF HEALEY PLEASURE

Healeys are unsurprisingly often highly cherished, enjoying long-term ownership, such as this 3000MkI owned by the late Jessica Perritt of Kloof near Durban. Until her passing last year, Jessica Perritt was a much-loved member of the club who (along with husband Ian) bought her 3000MkI new off the showroom floor back in 1961 and proceeded to drive it on a weekly basis for the next 50 years, only handing over the keys to her daughter (by which time she was in her early 90s), two years ago. Purchased while she and her husband were based on a mine in Springs, the Healey was pressed into daily use when Ian got a company car shortly afterwards. It was used to ferry their children to school, among other daily trips, before the couple moved to (the then) Natal and joined the club. Jessica was featured in the Me & My Classic series of *Thoroughbred & Classic Cars* magazine (May 2005), when she reckoned to have driven it 150 000 miles and still had each of the car's 44 licence and Third Party discs. Although it had been re-sprayed, the car was otherwise original. The Perritts' ownership was considered one of a handful of such examples worldwide by none other than Brian Healey (son of founder Donald) on a trip to SA back in the early 1990s. Well-known for eschewing the car's heavy-to-drive reputation and enjoying its performance, Jessica amused *T & CC* readers by quipping: "I always think if I get caught, the headlines will say: *Granny caught speeding in sports car*. Now that would look fine, wouldn't it?"

But, whichever you choose, just make sure you become fully acquainted with it before you write out a cheque: Big Healeys, and a lot of 1950s sportscars for that matter, aren't for everyone. The combination of a live back-axle and firm ride plus heavy, worm-and-roller steering and unassisted brakes can make throwing a Healey around hard work – particularly if you've just stepped out of something sterile made in the Far East. That's probably why they gained a reputation as 'hairy-chested' sportscars, but for many enthusiasts that 'hands on' character is at the heart of the car's appeal, not to mention the performance, which is way more rewarding than an equivalent four-cylinder MG or Triumph. Throw in those gorgeous, head-turning looks – along with the addictive exhaust note – and you've got a car that simply oozes soul. One that'll have you time-travelling back to the 1950s and that Robb Motors showroom every time you get behind the wheel. 📍

Thanks to Ralph Clarke and Ryno Verster for assistance with production history and to Crossley & Webb (tel: 021 462 3558; www.crossley-webb.com) for the images of the featured cars, which are for sale.

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IN GOOD HANDS



Kyalami now belongs to Porsche South Africa. **Roger McCleery** catches up with Toby Venter, the motoring man behind the brand's local success and the one to steer the iconic circuit into the future.



Kyalami Grand Prix Circuit could not have been bought by a better organisation than Porsche South Africa and their CEO, Toby Venter.

Toby (59) brings with him a long history of being successful in South African motorsport and the motor business. He also has strong ethics in the way he does everything. Despite offers from other parties after the auction, Toby remained resolute in saving Kyalami, with its long international and local motor racing history dating back to the early '60s, for motorsport and South Africa.

Shortly Kyalami, now occupied by Porsche, will start to feel the Venter magic. He has lots of his own ideas and has listened to umpteen people on how to bring South African motorsport back to its previous high-profile level. Motoring and motorsport have been Toby's life. At school in Potchefstroom he had visions of being a Formula 1 World Champion. He was their Sportsman of the Year in Standard 5, thanks to an unbeaten run of wins in their Under 16 soccer team. He also competed in rugby, cricket, tennis and swimming.

In Std 9 he had his first taste of motorsport, as

did many other youngsters. Competing in local Moto-X events, successes came his way and he was drafted into the Shell Suzuki Works Moto-X Team, where he won races all over the country and the Coca Cola Championship at Syringa during the golden age of Moto-X in this country.

Following studying law at varsity in Potch, he started selling Suzuki motorcycles in Westonaria and later Kawasakis and Yamahas. This was followed by a Honda franchise in Potchefstroom and then a General Motors Dealership in Westonaria. During this time he was part of the 1988 Opel Kadet Team that set up 72 speed and endurance records at Gerotek that still stand today.

He went into the Porsche Turbo Cup in South Africa and won. Competitors he beat included Sarel van der Merwe, Wayne Taylor, Peter Lanz, Nico Bianco, Chris Aberdeen and some international stars like Jurgen Barth, Reinhard Joest, Roland Ash and Frenchman, Bon Wollek. He was named Porsche Driver of the Year by the Porsche Club of South Africa and also King of the Hill in Cape Town. Two-hour and three-hour enduro race victories in his 911 GT2R Le Mans Porsche also came his way. International racing took Venter to the Nürburgring, Hockenheim,



Not only does he run the Porsche business hands-on on a day-to-day basis, but he can also out-drive many Porsche racers in South Africa, and sets up cars for customers who want to race their own Porsches.

Sepang, Malaysia and Thailand.

Nineteen years ago Toby was appointed CEO of LSM Porsche which was later bought out by the Venter Family Trust. Some people said it was madness at the time, as in 1995 South Africa was a country with an uncertain future.


His first Porsche premises were the ex-McCarthy Mercedes Benz Dealership in Randburg, which this year was turned into one of the biggest and best Ducati motorcycle showrooms in the world – which has always been Toby's style.

Not only does he run the Porsche business hands-on on a day-to-day basis, but he can also out-drive many Porsche racers in South Africa, and sets up cars for customers who want to race their own Porsches.

Porsche South Africa has been

voted the best independent dealer organisation in the world with branches in Johannesburg, Cape Town and Durban. Pretoria is to come on stream in the near future. Other awards have come his way with both the Porsche Boxter and Cayman being voted the South African Guild of Motoring Journalists' Car of the Year in 2012 and 2013.

Familywise, Toby had a South African father, the late OT, and an English mother from Oxford in the UK. His younger brothers and sister are both in the property business, while his elder sister works in India. Major influences in his life have been his father, Dick Daly of Daly Ford where he used to work in the holidays, Natie Kirsch (Potch boy), John Fourie of Chubby Cars, Mark Lamberti and Brand Pretorius for invaluable sound advice.

The new era of Kyalami and South African motorsport is about to begin and is in safe hands. 



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The Willys Station Wagon introduced America to the idea of all-steel wagon bodywork and could well lay claim to spawning the SUV (Sports Utility Vehicle) trend so common today. **Roger Gaisford** tells the story with a look at one such example that spans the model's lifetime.

A fellow by the name of Paul Garner was once involved in affairs at an establishment known as The New Main Street Automobile, Horseless Carriage, Wagon and Wheel Works, a joint in Eshowe, in an old shed on the other side of town and some distance from the Police Station. This place was presided over by the Bishop of Dalmanutha, now retired. This worthy man observed that it would have been preferable to have conducted business further away from the Police Station, out to the west somewhere, over the hills, beyond Mbongolwane, even, for The New Main Street Automobile, Horseless Carriage, Wagon and Wheel Works was a place of some goings on. The Bishop was a great asset to such a place as was The New Main Street etc, as he was able to play a ukulele, and dispensed mugs of unholy water.

Garner was a dyed-in-the-wool Land Rover man, travelling in them on great adventures, to the north, south, east and even west. However, one night over a jug of water Bishop suggested that Garner consider changing from the Path of Unrighteousness and take the Road of Salvation and get a Willys. By good fortune he had just such a vehicle, a Station Wagon, a



Bits from the bush at Platjan.



truly historic motor, the first all-steel Station Wagon produced in America: the first SUV. He thought it should be bought by a deserving person. Witness shortly thereafter the arrival at The New Main Street, Horseless Carriage, Wagon and Wheel Works, of the aforementioned vehicle.

It was America's involvement in World War Two that led to the development and production by the Willys Overland Motor Inc of Toledo, Ohio, of the MB jeep, the first mass-produced light 4x4 vehicle. Co-produced under licence by the Ford Motor Company, as the GPW, production spanned from November 1941 to July 1945, when, with the end of hostilities in sight, the US Quartermaster General cancelled orders for further production. Some 640 000 had been produced.

Willys however, had not been slow in seeing to their future and by mid-1944 were testing pilot models of Jeeps developed for civilian purposes. Their first civilian Jeep, the CJ2A, based on

the military MB, was launched to the public in July 1945, shortly before the end of the War. With years of proven wartime reliability the CJ2A was an instant success.

At the same time Willys' chief engineer, Barney Roos, was developing a Station Wagon. With underpinnings from the Willys 441 pickup of 1941,

With underpinnings from the Willys 441 pickup of 1941, and bodywork designed by Brook Stevens, the Willys 463 Station Wagon was unveiled mid-1946

and bodywork designed by Brook Stevens, the Willys 463 Station Wagon was unveiled mid-1946. A two-wheel drive powered by the legendary L4 134 2.2-litre Go Devil side valve four-cylinder engine used in the wartime Jeep – originally designed in 1924 as a 145 cubic inch unit for the Willys Whippet - was refined over years of use, and radically improved for military use in 1940 by Barney Roos. Now known as

the Lightning, and producing 60 brake horsepower at 4000 revs, and 105lb/ft of torque at 2000 revs, it was the first of a storm of Willys power plants bearing such names as Hurricane, Super Hurricane and Tornado. Transmission was a 3-speed Warner T96 with steering column-mounted shift. Front suspension was independent, the so-called Planar system, also

designed by Roos. This used a transverse leaf spring with wishbones and was used in other Willys models, as well as on some Studebakers. Rear suspension was conventional: cart springs

supporting a rigid Spicer 23 axle with a 5.38:1 ratio. Tyres were 6.00x15s. At a time when the US motor industry was experiencing a massive upsurge in the production of new models, the Willys Station Wagon was designed with panels having a maximum draw of 15cms, so allowing manufacturers usually engaged in producing household appliances to press the relatively flat body panels.



Just so you know.



Paul attending to a troublesome petrol pump.

To wind up the most moderate performance of the 463, a vehicle weighing nearly a ton and a half, Willys developed a six-cylinder version of the 4-cylinder Lightning. This was the 2.4-litre, 148 cubic inch Lightning Six, which was available from 1948 as an alternative engine to the four, offering better performance. This six-cylinder motor produced a modest 70 horses and 118lbs/ft of torque. Vehicles so produced were known as the 663.

In 1949 a four-wheel drive model was introduced, the first off-the-shelf four-wheel drive station wagon produced anywhere. These used the Warner T90 3-speed gearbox and Spicer 18 transfer case as used in the CJ2A Jeep. Front axle was a Spicer 25 and rear a Timken 51540, both with 5.38 ratios.

More changes were made in 1950 when the flat radiator grille was replaced by a v-shaped piece, and the new F Head 4 was introduced. Using the same basic sub-assembly as the old side valve motor, the cylinder head was redesigned as a crossflow unit incorporating the inlet manifold and carrying two inch inlet valves.

Breathing was dramatically improved, power output increasing to 75 horses and 114lb/ft of torque at 2000. So impressed were Willys with the result of these efforts that they now called the engine the Hurricane, and vehicles so equipped were known as 473s. The capacity of the side valve Lightning Six was increased to 161cu/inch, or 2.6-litres, producing 75 horses and 124lb/ft of torque. Models so equipped were known as 673s.

In 1952 the side valve Lightning Six was dropped in favour of an F head version of the same engine, the 161 cubic inch Hurricane Six. Again with crossflow head and two inch inlet valves, power increased significantly to 90bhp at 4000rpm and torque to 135lbs/ft at 2000rpm, the vehicle now known as the 685. This was regarded as being the most efficient engine produced in the United States at the time.

In 1954 Kaiser Industries bought Willys and introduced a few changes. The major one was the replacement of the 2.6-litre Hurricane Six for their own engine, the 6 226 Kaiser Supersonic, a licence-produced version of the

Continental Red Seal, branded in the Willys vehicles as the Super Hurricane. The engine produced 105bhp and 190lb/ft of torque. This engine was also used in some models of Kaiser cars, such as the Aero Ace, in some Studebakers, the Land Cruiser, in Checker Taxis, and Massey Harris, Cletrac and Allis Chalmers tractors and harvest machinery, and Clark forklifts, and railway and airport baggage tractors.

With the increase in power, the ratio of the driving axles, in the 4x4s still a Spicer 25 in front, but now a Spicer 44 rear, was changed to 4.27:1 which meant more relaxed cruising. The 4-cylinder F head models were retained as economy models, still running on lower-g geared axles. It was about this time that the Planar front suspension was dropped in favour of a conventional solid T-Beam front axle suspended on leaf springs.

In 1962 Kaiser began production of a new vehicle, the Jeep Wagoneer, a well appointed, luxurious four-door, four-wheel drive station wagon. This was powered by a radically new engine for the United States, an overhead



50 years between them.



Bev and Paul with her beautifully restored Willys Station Wagon.

cam six. This engine, the Tornado, was designed by a Kaiser engineer, Sammy Sampietro. He had worked in England under Donald Healy who had had a great influence on him. The new 230cu/in (3.8-litre) engine with a sub-assembly based on the old 226 side valve not only boasted an overhead camshaft with only six lobes, each lobe driving an intake and an exhaust valve, but also a crossflow cylinder head. The engine produced 140hp at 4000rpm and 210lb ft of torque at 1750 and was by far the most economical six-cylinder engine of that capacity produced at that time, with vehicles commonly achieving 20mpg. This engine was also used in the Willys Station Wagon which was co-produced with the Wagoneer until 1965, by which time 300 000 Station Wagons had been produced over 29 years.

South Africans have been able to experience the range of Willys and Kaiser products as these were assembled in Johannesburg by Willys Afrika. Willys Station Wagons, pickups, the FC 150 and FC 170 forward control pickups, CJ3B, CJ5 and CJ6

Jeeps, and early production Wagoneer Station Wagons and Gladiator pickups were all assembled in Bramley, with many seeing service in the South African Defence Force.

Garner's Willys Station Wagon, now ornamenting the gloomy interior of The New Main Street Automobile, Horseless Carriage, Wagon and Wheel

An early Sunday morning drive around the block while the traffic cops were in church showed the engine was indeed as poured oil: it smoked like oil poured on a hot fire; and the gearbox was indeed 'done'.

Works, was a four-wheel drive model powered by the 6 226 Super Hurricane motor. Faded artwork on the doors showed it had once been used by Sarmcol in Howick. Although the basic vehicle was intact, much in the way of very hard-to-find detailing, chrome flashing, name and data plates, side and parking lights, seats and ornamentation was missing. The position of the spring seats on the front axle had been altered,

so changing the castor and making steering a mystery. The Bishop assured Garner that the engine ran like poured oil and that the gearbox had been 'done'. An early Sunday morning drive around the block while the traffic cops were in church showed the engine was indeed as poured oil: it smoked like oil poured on a hot fire; and the gearbox was indeed 'done'. It jumped out of second on decompression.

It was then that Garner's wife, Bev, pulled one on him. Through contacts in Pretoria another Willys Station Wagon was found. This was a two-wheel drive model also powered by the 6 226 Super Hurricane. Very importantly, the vehicle was a runner, was still licensed, had been resprayed and re-upholstered. With cunning that would have left politicians speechless, Bev suggested that she might buy this wagon, and perhaps Garner could earn his keep and convert it to four-wheel drive that she might explore the distant reaches of the land in style and comfort. Shortly thereafter another Willys 6 226 Station Wagon was driven into The New Main Street Automobile ... Works.



The Bishop's Willys.



The vehicle was gorgeous. In original colours of burgundy with tan trim it was a delight to behold. It was put together from a number of different vehicles, much of it from 1951. It took little time for Garner to have the two-wheel drive bits consigned to the shed. By great good fortune a heap of spares including another 6 226 motor, axles, steering, and suspension was found in a garden in Pietermaritzburg and it was not long before the basic four-wheel drive components were in place. Both gearbox, the standard 3-speed Warner T90, and Dana/Spicer 18 transfer case were overhauled with new bearings, seals, shafts where necessary, and a new second gear, to stop bitching about the bloody box. Suspension received new bushes, springs, shackles and shocks. The Ross steering box got the once over and tie-rod ends were replaced while all the hydraulic cylinders were replaced and brakes relined.

It was while cleaning the axles that Paul uncovered a great bother. The front and rear axles were from different vehicles. The rear Dana 44 had a 4.27:1 ratio, the original ratio used in the 6 226-powered station wagons, while the front axle had gears giving a 4.88:1 ratio, as used in the Willys Pickup. This

of course sent Garner to his own bottle of ministrations. However there was more to come. One might think that some trial and tribulation would be the order of the day in rebuilding a car, but when it came by the container load it was enough to try a patient person. Garner wanted his vehicle to be as original as possible, and was determined to see a Super Hurricane beneath the bonnet of his station wagon. He soon found that the engine in the new Station Wagon was as worn as the one from the Bishop. But no matter, he had the one from Ladysmith, which he had been assured was as sweet as the Mona Lisa's smile. As mysterious it was too, he was later to learn ... The Ladysmith engine was indeed sweet and ran with barely a murmur, but mysteriously had little or no oil pressure. Paul changed the oil pressure gauge, the needle barely lifted off its pin. A listening rod on the crankcase revealed ominous rumblings. So out it came and in went the Pietermaritzburg engine which he was told ran as smoothly as Jersey cream. It certainly did run like Jersey cream, but the cream was clotted and sour, valves were burned or stuck and big ends were certainly gone. "Bother," said Paul, and so went through a full overhaul.

With midnight oil and bits such as upholstery done as original, and roof lining, chrome flashing, badging, and park and tail lights coming off scrap vehicles found on a farm near Kranskop, and in a township at Hammanskraal, and brought in from suppliers in the US, Paul's Willys 6 226 Station Wagon was soon on the road. Riding 7.50x16 AT tyres, she is light on the steering; 11-inch drums pull her up smartly. Cruising effortlessly at 90km/h, she gives about 7km/litre, and once moving barely changes gear. However, the 4.27 final drive ratios are somewhat high for bush work, especially when driving in first gear in a 3-speed Warner T90 box with its first gear ratio of only 2.798 :1. On the cards is a gearbox change to the bullet proof T98 4-speed from a Jeep J3000 Gladiator. This has a donkey low of 6.4:1 and a second gear ratio of 3.1:1, a somewhat lower ratio than a T90's first.

Standing in The New Main Street Automobile, Horseless Carriage, Wagon and Wheel Works people ask about her. "What model is she?" Well as Johnny Cash sang of his Cadillac, she's a '49, '50, '51, '52, '53, '54, '55 automobile; she's a '56, '57, '58, '59, '60, '61, '62 too. They're all there. ☐

AS IT WAS



Like the adverts used to claim: 'low mileage, a few careful owners, never raced or rallied' – this rare and unrestored Coventry-built near-octogenarian saloon is ageing with considerable aplomb.

Words and pictures by Mike Monk

Armstrong Siddeley is not a name that readily trips off the tongue of classic car enthusiasts, yet the company – which lasted just 40 years – produced some high-quality cars in its time and its engineering expertise was well-respected within the industry. Just 27 base models are listed in the company's history but some of these were spin-offs: total production over the war-interrupted four decades was just short of 78 000. However, the vehicles established a solid reputation for '...smoothness, solidity and quietness... at moderate cost', and the opportunity to sample one of the products of the 1930s gave me an insight as to why – particularly as very little has been done to this particular car since it arrived in South Africa almost 80 years ago.

The model in question is a type 17 Long – the 17 refers to the car's taxable horsepower rating and Long to the 2 946mm wheelbase (there was also a 17 Short). This car, chassis number 69170, engine number 5327, was fitted with a factory-built (rather than a coach-built) Touring saloon body type B4315 and painted dark blue. It was shipped – along with a similar grey-painted example, chassis number 69169 – from Armstrong Siddeley's Parkside premises in Coventry, England on 28 February 1936 and delivered to an agent in Johannesburg.

First introduced in 1934, the 17 Long was offered with a choice of saloon, tourer, Atlanta sports saloon, limousine







and landaulette bodywork. All were powered by a 2 396cm³ in-line six-cylinder overhead-valve engine producing 45kW, but its long-stroke design (bore x stroke 66.67 x 114.39mm) typically helped develop ample torque from low down the rev range. Of more interest is that by this time, since 1933 in fact, Armstrong Siddeley had completely switched to the use of a Wilson preselector gearbox, not simply from an engineering perspective, but in order to appeal to a growing number of lady drivers.

The story of Crankhandle Club member Peter Truter's 17 Long begins around the time the car was actually built when his grandmother sent his father, Barry, to Coventry in 1935 to serve a three-year apprenticeship at Armstrong Siddeley. What is the possibility that he actually worked on the car? Once in SA, the car was sold to a GP in Parys and given the registration number OV468, thereafter it was put to good use making house calls. But with the outbreak of war and the call for anything aluminium to be melted down for the manufacture of aircraft parts, OV468 was hidden away in a barn for the duration. Once peace was established, the car was dusted off and resumed duty for a while before being retired.

Then some 30 years ago the car was uncovered by VVC member Mike O'Neil in a barn on the doctor's son's smallholding just outside of Benoni, which was being put up for sale. In lieu of some sales commission, Mike took ownership of the car still bearing OV468 plates, ridding the bodywork of typical barn-find detritus and towed it the 12km to his own garage where it was put on his restoration 'to do' list and stored for many years. Eventually, fellow VVC member John Porter persuaded him to get the still-complete car up and running again, and it was re-registered but seldom used until Peter was drawn to its unrestored charms and took ownership in mid-2014.

Bearing the expected scars and patina of its use and disuse over the years – some flaking paintwork and dried-out leather upholstery but very little rust – the Long 17 still has dignity. The leather gaiters of the rear elliptic springs are still intact but the fronts have gone, precluding using the car's 'one shot' lubrication system. The original tool kit is still on board and includes a clever crank handle for the three on-board jacks: one at each back wheel and the third at front centre. One oddity is the fitment of overrides, an item not seen on any sales literature – an 'extra' for colonial markets, maybe?

The cylinder head was removed for the valves to be reground and a new cylinder head gasket was made

MARQUE HISTORY MERGERS, SPHINXES AND SELF-CHANGERS

Three years after John Davenport Siddeley drove a French-built Daimler in the 1 000 Mile Trial of 1900, he designed his own car, the Siddeley, produced in association with Wolseley using many Peugeot parts but with British-built bodies. The companies merged in 1905 and Wolseley-Siddeley cars were used by Queen Alexandra and the Duke of York. In 1909 Siddeley resigned and took over the Deasy Motor Company to create the Siddeley-Deasy company. In 1912, the cars used the slogan 'As silent as the Sphinx' and started to sport a sphinx as a bonnet ornament, a symbol that became synonymous with Siddeley products that followed.

Siddeley-Deasy was the first company to bring out a new car after WW1 before being bought out by Armstrong Whitworth in April 1919 to become Armstrong Siddeley Motors Limited with JD Siddeley appointed managing director. The cars were advertised as: 'The motor carriage for perfect comfort. You cannot buy a better car.' When Armstrong Whitworth merged its heavy engineering interests with Vickers in 1927, Siddeley took over control of Armstrong Siddeley and Armstrong Whitworth Aircraft, and the following year bought Avro.

It was also in 1928 that Siddeley joined forces with Walter Gordon Wilson, the inventor of the preselector gearbox, to form Improved Gears Limited, later to become Self-Changing Gears. This transmission allowed Armstrong Siddeley to promote its products as 'Cars for the daughters of gentlemen.'

The merger-go-round was not finished. Armstrong Siddeley was manufacturing luxury cars, aircraft engines and aircraft when in 1935 Siddeley's interests were purchased for £2 million by Tommy Sopwith's Hawker Aircraft to form Hawker Siddeley, with Armstrong Whitworth Aircraft and Armstrong Siddeley Motors becoming Hawker Siddeley subsidiaries. Later, Armstrong Siddeley was merged with Bristol Aero Engines to form Bristol Siddeley, as part of an ongoing British government industry rationalisation programme. Armstrong Siddeley produced its last cars in August 1960.

Finally, after Bristol Siddeley and Rolls-Royce merged in 1966, in June 1972 Rolls-Royce sold all its stock of spares plus all patents, specifications, drawings, catalogues and the name of Armstrong Siddeley Motors Ltd to the Armstrong Siddeley Owners Club Ltd. This meant that 'Armstrong Siddeley' and 'A-S Sphinx Logo' are trademarks and copyright of the Armstrong Siddeley Owners Club Ltd.



The original tool kit is still on board and includes a clever crank handle for the three on-board jacks: one at each back wheel and the third at front centre

(cylinder bores and rings showed no wear) while other items overhauled included the carburettor, starter motor and generator. A new water pump was made using the original corroded body to form a mould for the new casting, a new flange was machined for the radiator hose connection, the coil and spark plug leads were replaced, the radiator flushed out and the corroded fuel tank repaired and coated with an army-type self-sealing compound. A supplementary metal header tank was incorporated into the cooling system to improve efficiency.

With a replacement back window fitted and four new tyres, Peter's Long 17 was ready for action. Following a couple of Crankhandle Club gatherings, the car took part in Dickon Daggitt's Oily Rag Run – an event for pre-1960 unrestored cars – held in September, where it gave a good account of itself with Peter finishing joint third in what was effectively a novelty run. Incidentally, in his book *A Century of Cars*, Fred Schnetler mentions a pair of Armstrong Siddeleys entering SA's first regularity rally in 1932, with JD Siddeley's son Norman driving one of the cars, but the outcome is not mentioned.

A drive taking in various road types in and around Peter's Newlands home, including rises up the slopes

of Table Mountain, revealed the Armstrong Siddeley engine's excellent torque characteristics. With less than a believed genuine 71 000 miles (114 260km) on the odo, the motor ticks over almost at a heartbeat pace and with first gear ultra low, second is pre-selected for pull away, activated by a stab on the centrifugal clutch pedal. Soon into top, the car runs effortlessly along, taking to hills with a sedate and steady pace and certainly without strain – relaxed, giving occupants time to enjoy the scenery. Running on wire-spoke wheels shod with 5.25/5.50x18 rubber, the ride is comfortable with no sign of body fidget and the steering showing no sign of excessive slack. With the scuttle air vent and windscreen open, pleasant air conditioning is achieved as the car's easy-going nature is appreciated and enjoyed.

Production of the 17 Long and Short effectively lasted until 1939, during which time a total of 4 260 were produced. Peter has just managed to re-register the car OV468WP and is in the process of trying to trace its ownership history. There are only a few Armstrong Siddeleys still running in SA and Peter's Long 17 is probably the most original. Ah, but does he restore? For sure, the seats need to be protected but the car's overall slightly shabby persona has an almost irresistible charm. 📍

SILVER SCREEN

Despite their relative rarity, Armstrong Siddeley 17s have appeared on the silver screen, appearing first in the 1947 movie *13 Rue Madeleine* then in *A Dark Adapted Eye* released in 1994, and in the 1990-94 TV series *Alleyn Mysteries*.



R950 000

1993 BENTLEY CONTINENTAL R
Immaculate condition , 22 000 Miles , Full House, FSH and books, one of the finest examples.



POA

1987 ROBERT JANKEL ROLLS ROYCE STRETCH
In pristine condition, matching numbers with only 18000 Miles on the clock, all original, beautiful condition.



R89 995

1973 MG MIDGET
1500cc 4 Speed manual, excellent condition, everyday day driver, 80 000 miles, absolutely no rust.



R99 995

2007 LOTUS 7 REPLICA
2.0 Zeetech engine, 5 speed sierra box, Gotech management system, extremely well built, handles well, lots of fun.



R214 995

1971 TRIUMPH TR6
Excellent condition, 5 speed box added and electronic ignition, 4.2 L straight 6 engine all, matching numbers, electric fan.



R214 995

1971 CHEV FLEETSIDE C10 TRUCK
Immaculate condition, probably the finest example around, straight 6 engine 3 speed manual, really stunning.



R215 000

1965 JAGUAR MK 11 3.4
In great running order, power steering and aircon added, re-upholstered and re-sprayed. Upgraded automatic gear box, drives extremely well.



R574 995

1993 BENTLEY CONTINENTAL R
Full service history with books, 70 000 Miles on clock, beautiful cruiser, great condition.



R95 995

1978 MERCEDES SLC 450
Excellent condition, daily runner, sunroof, power steering, 218000km.



R174 995

1986 JAGUAR XJS TARGA
168 000 kms on clock, full service history, great colour combination, top condition.



R 49 995

1975 XJ6 CONVERSION TO A V8
All original interior with a V8 Conversion, drives well and is perfect for the Sunday drives.



R64 995

1969 MG GT
123 000 Miles, full original interior, mechanically sound, drives like a dream, been in one family all its life.



South Africa had a strong single seater and sportscar racing tradition in the '50s and '60s. While this trend continued, the late 1960s also saw the growth of saloon car racing, reaching the pinnacle early in the 1970s with the likes of the modified Renault Gordini, Perana Capri and Chevrolet Can-Ams. But as **Dave Hastie** remembers, some even more humble saloons took to the Zwartkops-based 3 Hour and spawned the idea of standard racing saloons.

It all kicked off when Automobile Association, controllers of South African motorsport, supported a proposal by Francis Tucker of the SCC to think about running a 'Standard' saloon car championship. While this would eventually lead to the rising of the popular Group 1 and Group N championship for production cars, the initial tardiness at committee level saw the Pretoria Motor Club jumping the gun and in 1969 presenting the first of three annual 3 Hour endurance races at the original 3.36km Zwartkops circuit.

Owned by Ster Inry, the venue ran as a drive-in at night but the access roads to the area were mostly used by the PMC as a club race facility. The drive-in manager at the time was a grumpy old Mr Ras who took great delight in threatening physical pain if the track wasn't cleared of people by 4 o'clock to allow the drive-in crowds unhindered access.

Of course this meant that on more than one occasion regular drive-in customers would arrive to find their favourite parking spot missing its pole-mounted speaker, a result of misguided uncontrollable race cars.

The circuit had only one small strip of Armco barrier that was strategically placed behind the pits, which in turn was simply a piece of levelled ground covered with a layer of ash. The control tower was made of angle iron clad in corrugated iron and wooden planks and shook whenever a noisy car passed. The screen itself was still in existence at the lowest spot on the property, which ensured that whatever water fell, it settled at the base of the screen with great gusto and speed. Cars rotated clockwise and often arrived at the fast screen sweep to find a lake. Scenes of Formula Vees aquaplaning and going over the top of the car in front happened often, with one Dave Charlton complaining to me as Clerk of the Course about who was going to clean the skid mark off his helmet. Regular cloudbursts saw to it that many a car during a 3 Hour went skidding off and out of the race. Retrieving the car was another exercise.

The idea of the 3 Hour was designed to encourage motor manufacturers and dealers who were prepared to show what their products could do on a track without first being highly modified.



For the 1972 event, which took place on Kruger Day, two categories were on offer: Category 1 for standard production cars while Category 2 catered for current racing saloons.

Category 1 had classes based on selling prices for standard vehicles freely available in South Africa that started with Class A for cars costing from R2 000 and incrementing by R200 up to Class F with a price of over R2 800. Optional extras supplied by the manufacturer could be fitted with the cost from the dealer added to the listed price as published in *CAR* magazine dated September 1972. The following modifications were allowed:

1. Choice of road tyres is free.
2. Choice of shock absorbers is free provided they fit the original mounting points.
3. Choice of brake linings and brake fluid is free. Discs may not replace drums.
4. Exhaust silencers may be removed but the manifold must remain standard.
5. Air cleaners may be removed.
6. Hub caps MUST be removed.

Category 2 for modified cars was split into classes based on engine capacity as follows:

Class G	up to 1000cc
Class H	1001cc up to 1300cc
Class I	1301 up to 1600cc
Class J	1601 up to 2000cc
Class K	2001 and over

There was a lot of pre-race hype in the local media with news that Dave Charlton, current SA F1 champion, would share a modified Fiat 850 with brother Arnold, if he recovered sufficiently from a broken ankle sustained when he crashed his F1 car at Kyalami. Basil van Rooyen and Eugene Bosman announced that they would probably run a Chev Firenza and the all-male PMC, better known as a Rally Club, decided to award a trophy to the highest placed woman driver which saw Poela Dippenaar and Roulei Ferreira immediately making themselves available should anyone be looking to share a car.

The cover of the 1972 event was sponsored by Wynns and shows three high profile drivers in Richard

Sterne (Formula Ford Champion), Ian Scheckter and Paddy Driver (Formula 1 competitors) discussing the Wynns' racing formula for Gas.

Money was on previous winner Adrian Woodley (then leading the Castrol Clubman's Championship at Kyalami) to repeat his 1971 win in a 1000cc Mini Cooper, and the 1970 winner Andy Terlouw, who had increased the capacity of his Cooper S to 1320cc. Some favoured the Group 2 Austin A40 of John Ryan. Dark horse was the Johnny Laurysen/Meyer Botha Alfa Zagato that had won in 1969 with a 1300cc motor but had been upped to 1750cc. Others to watch included the two Renault R8 Gordinis of STAR Production contenders Doug Drysdale/Roger Harradine and Jimmy Williamson while Kyalami regulars Othello Cronje and Benkendorff upgraded their Anglia from 998cc to 1300cc, and Formula Vee pilot Phillip Booyen brought out a 1200cc version of the tunable Ford Anglia.

Other top entrants included Jan Hetteema in a Ford Escort 1800 rally car, Roelof Fekken in a Datsun SSS, Sarel van der Merwe in a Colt 1600cc

rally car and Conrad Spamer in the BMW 2000 SA he had driven in the Roof of Africa. Toetie Ferreira was another PMC rallyist who came out to play and entered his SSS rally car.

Several of the teams shared the costs, with the driver/car owner supplying the car and the co-driver supplying a 20-litre drum of petrol and a set of tyres. Dunlop SP49 was the top tyre of choice. Beers were supplied by a mixture of wives and girlfriends and the pit crew were buddies, some of whom had never been to a race before!

Although the entry was limited to 40 cars, 42 saloons finally rolled to the starting grid on the 10 October public holiday.

The flag dropped at 1 o'clock and after a steady race trailing behind the Hettema Escort 1800 RS and then the Terlouw Cooper S, Adrian Woodley and Les Naude took the chequered flag. The front-wheel drive Cooper thrived during the mid-race rain shower. Allan Esterhuizen and Roy Jeannes had moved up and down the leader board, and led on several occasions, as their Alfa Giulietta consumed 9 pit stops for tyre changes that put it 7 laps behind the winners. They had certainly earned their second step on the podium.

At first it seemed Jan Hettema in his 200bhp Escort rally car - the same car he won the Castrol Tour Natal Rally in two days earlier - was going to win as he steadily pulled a

two-lap lead on the Terlouw Mini, but the Springbok rallyist lost a wheel and later had to retire with a broken drive shaft.

Another driver to lose a wheel was Eddie Bielfeld, sharing the Bill Connor Datsun SSS. He had just taken over from Roelof Fekken when he noticed a judder in the steering. He pitted to have the wheels checked but as he sped off he slid off the track in dramatic style while just missing the Armco barrier. The errant wheel sped off across the veld and narrowly missed two spectators. The car was disqualified when mechanics chased after them and carried out repairs, which should have been done by the driver. Another car that received outside assistance was the Terlouw Mini that spun while trying to avoid another car and in the heat of the moment the Mini was push-started by spectators. 🚗

PMC 3-HOUR ENDURANCE RACE LIST OF ENTRIES

NO.	DRIVER	CO-DRIVER	CAR	NO.	DRIVER	CO-DRIVER	CAR
1	A. Woodley	L. Naude	Cooper S	17	H. Theron	B. Bush	Mini 1000
2	A. Esterhuizen	R. Jeannes	Alfa Giulietta	18	D. Drysdale	R. Harradine	Renault R8 Gordini
3	H. Theron	B. Bush	Mini 1000	19	B. and P. Rowlings		Ford Anglia
4	D. Drysdale	R. Harradine	Renault R8 Gordini	20	E. Peters	M. Havelaar	Datsun SSS
5	B. and P. Rowlings		Ford Anglia	21	P. Hall	C. Hawkins	Datsun SSS
6	E. Peters	M. Havelaar	Datsun SSS	22	A. Charlton		Fiat 850
7	P. Hall	C. Hawkins	Datsun SSS	23	B. Delpont	J. Barnard	Volvo 122
8	A. Charlton		Fiat 850	24	Toetie Ferreira		Datsun SSS
9	B. Delpont	J. Barnard	Volvo 122	25	J. Bartholomew	D. Hastie	Mini 1000
10	Toetie Ferreira		Datsun SSS	26	K. Jurenka		Volvo Sport
11	J. Bartholomew	D. Hastie	Mini 1000	27	P. Booysen		Ford Anglia
12	K. Jurenka		Volvo Sport	28	L. Scholtz		DKW F12
13	P. Booysen		Ford Anglia	29	D. de Villiers	C.J. de Villiers	Alfa Sprint
14	L. Scholtz		DKW F12	30	G. Sinclair		Ford Escort
15	D. de Villiers	C.J. de Villiers	Alfa Sprint				
16	G. Sinclair		Ford Escort				

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RESULTS

- | | | |
|-----|---------------------------------|--------------------|
| 1. | A. Woodley L. Naude | Mini Cooper |
| 2. | A. Esterhuizen R. Jeannes | Alfa Giulietta |
| 3. | H. Theron B. Bush | Mini 1000 |
| 4. | D. Drysdale R. Harradine | Renault R8 Gordini |
| 5. | B. and P. Rowlings | Ford Anglia |
| 6. | E. Peters M. Havelaar | Datsun SSS |
| 7. | P. Hall C. Hawkins | Datsun SSS |
| 8. | A. Charlton | Fiat 850 |
| 9. | B. Delpont J. Barnard | Volvo 122 |
| 10. | Toetie Ferreira | Datsun SSS |
| 11. | J. Bartholomew D. Hastie | Mini 1000 |
| 12. | K. Jurenka | Volvo Sport |
| 13. | P. Booysen | Ford Anglia |
| 14. | L. Scholtz | DKW F12 |
| 15. | D. de Villiers C.J. de Villiers | Alfa Sprint |
| 16. | G. Sinclair | Ford Escort |

CLASS WINNERS

- | | |
|-----------------------------|----------------|
| E.P. Hall C. Hawkins | Datsun SSS |
| G.H. Theron B. Bush | Mini 1000 |
| H.A. Woodley L. Naude | Mini Cooper |
| I.A. Esterhuizen R. Jeannes | Alfa Giulietta |
| J.B. Delpont J. Barnard | Volvo 122 |



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HEAVEN IN



HELL



While researching Formula Vee in South Africa, the racing exploits of local drivers like Terry Townsend at the Nürburgring Nordschleife cropped up. Measuring in at 21 kilometres in length, featuring over 150 corners and nicknamed 'The Green Hell', it isn't the easiest circuit to master, making the competitive performances put in by our guys that much more impressive. **Stuart Grant** realised this when he recently spent some time learning the track, refreshing driving habits, pedalling a bicycle and sampling the cuisine and beer.

Photos by Kostas Sidiras of RSRNürburg

A recent business trip saw me heading to Düsseldorf, Germany and thanks to Google maps I soon realised this was only an hour away from The Green Hell and RSRNürburg, the easiest way to hire a car for a few laps around the ring. South African Anthony Ashley not only competes in various race series over there but also spearheads the sales and marketing division at RSR and proved the ideal contact to organise a tailored package for a few days. Like this anyone can lap up the Ring.

A blast down the Autobahn in a BMW M3 started the butterflies as the landscape evolved into rolling hills and the green forests of the Eiffel region. When there, the plan was to unpack and relax a bit as the public track sessions generally take place between 5 and 7pm each weekday evening.

But the sound of a V8 blasting by had me immediately walking a kilometre or so to catch a glimpse. By the time I got there it had gone silent. I sat watching the track, eventually hearing the noise again and moments later a Range Rover Sport SVR in black and white camouflage came hurtling through. And then a Mercedes-Benz SLS, Aston Martin, Porsche, BMW M4 and some or other unidentifiable hatch, all clothed in similar attire. Daytime track sessions are for manufacturers testing new products. If you are planning on popping down on your next trip then keep this in mind and don't expect to drive straight onto the track. Even better, book two days in the area as the weather can be iffy and if heavy mist is around the circuit will be closed for business.

Buzzing, I bummed a lift to the outskirts of the town where a host of manufacturers, race teams and suppliers like shock



All you need to know can be found at the info center.



From up high it is easy to see where the track gets the Green Hell name from.



Armco barriers are always in close proximity on the Ring.

THE RSR STORY

In 1995 Netherlands-based Ron Simons started RSRacing specialising in the production and assembly of suspension systems for track day and sports cars. Developed while racing his Alfa GTV6 and Ferrari 308GTB at tracks like Zandvoort, Brands Hatch, Spa Francorchamps and the Nürburgring, his kit went on to sell throughout the world. After running the 75 Experience in Nürburg he started RSRNürburg racing school in 2002, providing track car rentals and driver instruction as well as authoring the *Petrol Head Planet, Nürburgring* – driver and tourist guide to the Nürburgring. In 2009 RSR Nurburg opened up RSR Spa, which offers the same services at Spa Francorchamps, and is currently setting up RSR Iberia to be based at Portimao International Circuit in Portugal.

absorber and spring manufacturers have facilities. It is Motoring Mecca for sure and even the local petrol station punches heavily in this department, selling models and racing gloves, boots, helmets and overalls alongside bread, chips and Coca-Cola – now that's a convenience store.

Every second car on the road seems to have a roll cage and every workshop or mini factory is full to the brim with customer race cars. Porsche and BMW seem to dominate when it comes to race or track day cars but the odd classic Opel Manta and Ford Escort was also spotted. It is worth tying up with a local to get access to these race shops and having a look inside.

Back to RSR for a briefing and my first few exploratory laps. RSR offer various hire packages ranging from nippy Renault Twingo RS, Clio RS200 and Megane RS265 through to really quick stuff like Porsche Cayman S and

991 GT3, Lotus Exige 240S and Lotus 111. My first session, which thankfully was in the dry, was Clio mounted. I've driven the track on Playstation and raced there a few years back but it was an eye opener the minute I swiped my card at the toll gate that leads onto the track. Nothing prepares you for the length of a lap, number of corners, change in gradient (1000ft elevation change), proximity of the Armco barrier and both fast (pucker race cars) and slow (tour buses) machinery alongside you. It is a frightening place, made even more frightening when the instructor tells you that besides the damage to the car you will be liable for the replacement of damaged Armco (at something like 200 euro per metre) and will have to pay the tow truck that pulls you out. This didn't slow everyone down though and over the next few days I never did a single lap where someone hadn't scribbled the



It was back to school at RSR – learning the track and unlearning bad habits.



Local workshops will have you drooling.



While the Nordschleife is the main attraction the modern GP track is a must drive.

barrier somewhere. How the likes of Townsend arrived and got on the pace in proper racing cars back in the day blows the mind.

Following my first stint and with the adrenalin flowing it was off to the *Pistenklause* for a beer and pizza. Run by Sabine Schmidt's mother and filled with motoring memorabilia it is a must. Schmidt is the indecently quick lady you often see on *Top Gear* showing the lads the way around. Tucked amongst the millions of imagery in the eatery you'll see plenty of Schmidt racing BMW Touring Cars in South Africa, which she did for a handful of years under the name Sabine Wreck.

For those making the trip it is worth staying at Sabine's lodge, built from imported Canadian logs up the road from RSR. Her time in SA taught her

well, so grab a bottle of Klippies brandy to stock her bar.

As the sessions are only in the evenings there is plenty of time to do other things in the area. Take a walk up to the castle, visit the motorsport museum at the modern Grand Prix circuit complex or hire a mountain bike. That said, the hills that make for

Take a walk up to the castle, visit the motorsport museum at the modern Grand Prix circuit complex or hire a mountain bike

such a fantastic circuit make for a leg-aching 30km cycle. It is downhill to Adenau Bridge but then a seemingly endless uphill home. Criss-crossing under and over the circuit in the forests is brilliant and, done with those with

track knowledge, even educational. RSR proprietor Ron Simons pointed out brake and turn-in points from the sideline, where the surface is unplayable in the wet, and threw in the odd historical fact like where the first bit of Armco was installed and where Nicci Lauda had his life-threatening 1976 accident. If all that sounds like

work, then RSR offers classic or super car rentals that take a meander through twisting roads and country villages to some of the best castles in the region. Cars in the fleet include a Pagoda Mercedes-Benz, Ferrari 308, two generations of BMW M3,

Alfa Giulia, Sunbeam Tiger and Lancia Delta Integrale as well as a blistering McLaren MP4-12C.

My evening sessions had me rotating between Renault Clios and Meganas, gradually learning the track,



A true convenience store has chips, cooldrink and racing safety gear.



Make sure to book more than one day at the Ring as frequent bad weather can halt the proceedings.



The best and healthiest way to see the track is to hire a mountain bike.

unlearning bad driving habits thanks to excellent instruction, and just as I thought I knew what I was doing, being humbled by a flatout passenger ride alongside Ron in a Nissan GTR. If you want to understand The Green Hell name then book a seat on this ride and feel the car get airborne cresting Schwedenkreuz at over 200km/h, or try to hold your head upright as you pull 2G in the Caracciola Karussell.

In the dry the ring is a fearsome place. In the wet it is borderline insane. This came across four or so

days into my stay. The mist was so heavy you couldn't see through a corner and when it lifted enough to open the circuit, the partially wet surface had me concentrating like never before. Besides the issues of trying to remember where on the track I was, where to brake, smooth power delivery and car control, one had to read what parts of the circuit were wet or dry. Simply put it is insane; my head hurt it concentrated so much.

For a slight breather I headed over to the new GP track, which although seemingly Mickey Mouse compared to the Nordschliefe, is a proper race track too. With modern run-off space and world-class instruction it is the ideal place to learn or hone racing skills.

For a motorist you can't get bored at the Nürburgring; even a pizza at Café Giulia in Adenau village is a treat as you watch tuned road

cars pottering around killing time before the evening sessions. Chatting to these types is a pleasure, each has a story. Some knock off from work and instead of hitting the golf course take in a few laps every other day, others like a young Dutch kid I met had done a million laps on computer games, saved all his cash, fitted a partial cage to his Peugeot 106, packed a cooler box and driven down to experience it in reality.

Having lived at the Ring for a week I had done just about everything except watch a race meeting. Sadly I'd missed the 24 Hour by a few weeks but I noticed the Spa-Francorchamps 24 Hour was on that weekend. I extended my departure date and followed one of the RSR rally routes in their McLaren to the Belgian circuit. Being only an hour or so away, RSR offer track packages that let you drive at Spa too. So it is possible to soak up the best two circuits in the world in one fell swoop, and tick it off the bucket list. Go to www.rsrnurburg.com for more info and start dreaming. 🏁

If you want to understand The Green Hell name then book a seat on this ride and feel the car get airborne cresting Schwedenkreuz at over 200km/h or try to hold your head upright as you pull 2G in the Caracciola Karussell

SPA TREATMENT

If the time spent driving the Ring didn't bring home the idea that the racers of yesteryear were a tough breed then spending 24 hours alongside Spa Francorchamps did. It takes a special person to do a few race-paced 3 hour stints over a 24 hour period and even more special people to keep the cars and drivers going.





Fatigue, changing weather conditions and competitive streaks result in damaged exotica.



Teamwork is the key.



A view of the start from Eau Rouge proved difficult until this Hollander showed how to scale the billboard.

As someone who wasn't old enough to watch the Kyalami 9 Hour firsthand I didn't understand endurance racing. I now do. It is about pace, stamina, preparation, improvisation and best of all atmosphere

As someone who wasn't old enough to watch the Kyalami 9 Hour firsthand I didn't understand endurance racing. I now do. It is about pace, stamina, preparation, improvisation and best of all, atmosphere. Sure there was a carnival like Le Mans but the real feel-good spirit could be found in the forest where thousands of people set up camp, made fires, laughed and drank silly amounts of Jupiler (the beer of choice). Language barriers dissolved as your forest 'neighbour' noticed your plastic mug was empty and topped it up. I did my proudly South African bit by introducing 3 Romanians and a Norwegian to Klippies.

Some leave the blocks quickly, like the Hollander who drank 5 litres of wine while we were perched atop a billboard overlooking



Behind the scenes sees action like fitting tyres, repairing parts, catering and strategy decisions.



Yes that is a SPAniel with his master.



Eau Rouge for the start. As the green light shone he passed out but somehow managed not to fall the 3-storey height. We paced ourselves, managing to stay awake for 21 of the 24 hours with a brief power nap at RSR's nearby flat just before dawn.

I am not sure if there is anything more beautiful than the sound and sight of race cars at sunset and sunrise. With the Phakisa 6 Hour and now the Killarney 3 Hour taking off we can only hope endurance racing gets back on the map in South Africa. It is real racing. 🇿



Real endurance racing is all about the braai.

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BUILDING AN EMPIRE

When talking dominant car brands and manufacturers, the majority sprout names from the USA, Germany and Japan, but as **Jake Venter** reveals, the Korean-based Hyundai is at the sharp end. And true to the form of so many greats, the firm stems from a single person's vision.



The world's largest integrated automotive assembly plant is in Ulsan, South Korea, and was designed to build 1.6 million cars annually. If we assume they work three shifts and take a 3-week break every year, this amounts to 4 660 cars a day or 194 cars an hour. A car therefore comes off the line about every 19 seconds!

The plant was built by the Hyundai Construction Company for the Hyundai Motor Company and is situated next to the largest shipbuilding complex in the world. This is a series of large dry docks belonging to Hyundai Heavy Industries.

These facilities are only a small part of the vast Hyundai empire, which consists of companies with manufacturing and research

establishments in many countries. They're the result of the dreams of Chung Ju-Yung, who, as slave-driver, had his family and employees achieve unheard-of levels of production and profits in record time. We'll be concentrating mainly on the automotive side, but must also take a look at the astounding success of the shipbuilding branch.

Chung Ju-Yung was born on 25 November 1915 on a farm in what is now North Korea. His education ended when he was 14 because his poverty-stricken father needed an extra farmhand. He ran away from the farm on two occasions but was soon brought back. His third attempt, when he was 16, was successful, and he travelled the 190km to Seoul with money he obtained by selling one of his father's cows. He worked in a rice shop



Chung worked as a truck driver. He later owned a delivery service, learned how to repair trucks, and managed an automotive repair shop

until he was 22, and then bought the shop. At that time, 1937, Korea was occupied by the Japanese and they passed a law banning Koreans from owning food stores, so Chung worked as a truck driver. He later owned a delivery service, learned how to repair trucks, and managed an automotive repair shop.

In 1946, at the age of 31, he opened the Hyundai Auto Service workshop in Seoul, and soon started to repair US army vehicles. He must have made some useful contacts because when he established the Hyundai Civil Works Company during the Korean War he was given many contracts by the US Army to build bridges and roads. After the war there was a lot of construction work to tackle and Chung's company soon became the biggest construction company in Korea.

Chung was not one to rest on his laurels and hatched a plan to enter the motor industry. He somehow persuaded the Ford Motor Company to let him assemble Fords for the Far-East market and founded the Hyundai

Motor Company in December 1967, with his brother Se-Yung as partner. A bare six months later the first Ford Cortinas and Granadas were coming off the assembly line in a factory built in record time by the Hyundai Construction Company. This agreement lasted until 1976.

In 1973 Hyundai entered into an agreement with ItalDesign for body styling and design, and with Mitsubishi for engines, transmissions and rear axle design as well as casting technology. The following year Hyundai hired the former British Leyland president, George Turnbull, as well as six British engineers for a three-year period to help develop the first indigenous model, named the Hyundai Pony. A prototype was shown at that year's Turin Motor Show. The car was released for sale in January 1976.

The present Hyundai Motor Company has grown from these beginnings to become the fourth largest car company in the world. Only Toyota, General Motors and



Volkswagen, in that order, produced more cars in the last 18 months. The company has also established a name (equalled by only Toyota), for the outstanding robustness of their products.

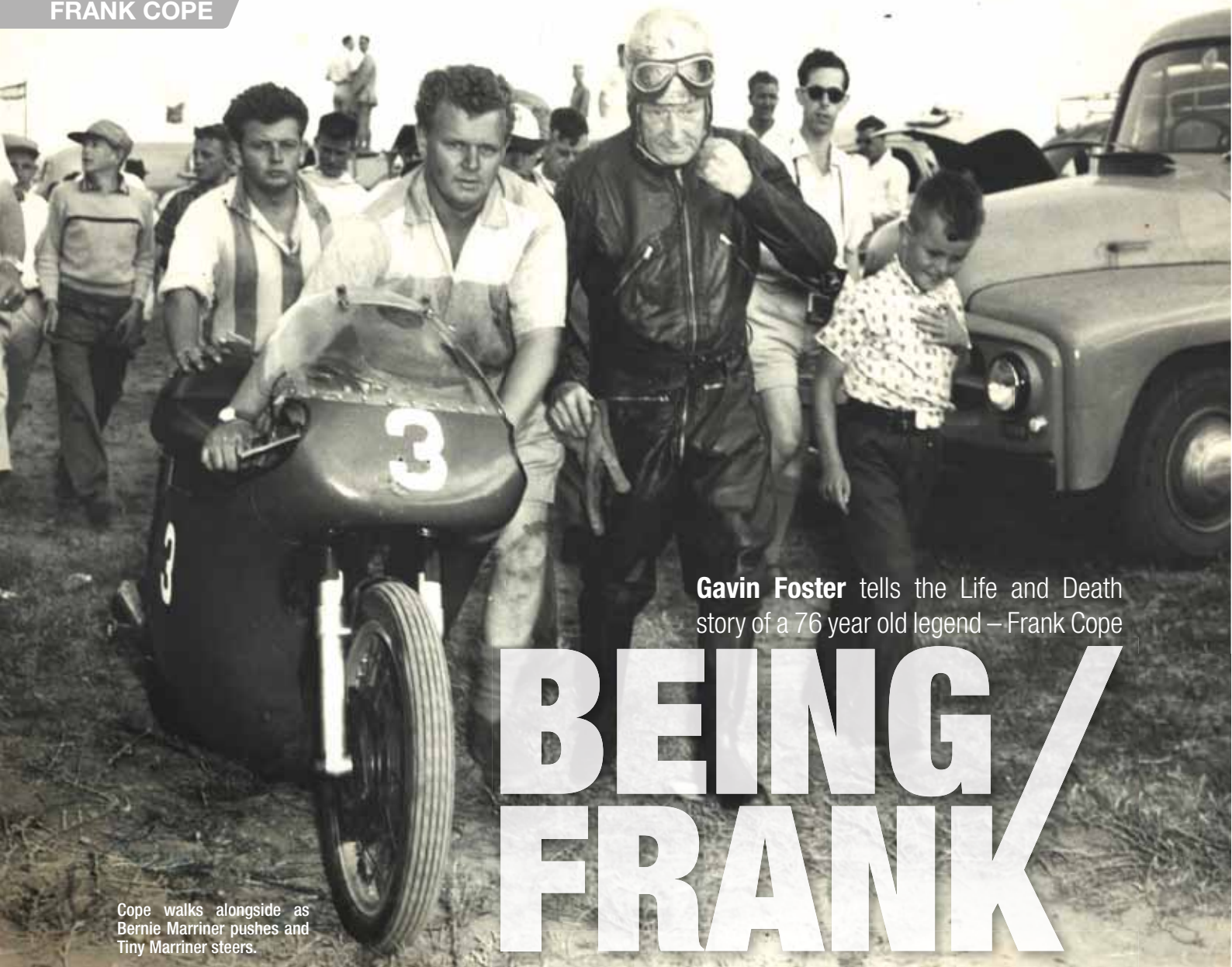
By 1972 Hyundai was firmly established in the construction and motor industries, but the group kept growing in other directions as well. When it needed building material, Chung founded Hyundai Cement; when it needed engineering services he founded Hyundai Engineering. This was soon followed by Hyundai Pipe and Hyundai Motor Delivery Service.

This was not enough. Chung wanted to build ships and so he bought some land on the coast at Ulsan in order to build a dry dock, and then flew to Barclays Bank in London to ask for a very substantial loan. They replied that if he could show some orders for ships, they would organize a consortium to finance the venture. He flew to Greece and somehow persuaded the

shipping magnate George Livanos to order two 100 000 ton tankers from him.

He obtained the money and then hired British Marine engineers and teams of British shipbuilders to train his employees. Many of his top managers were horrified at his audacity, but the gamble paid off. Hyundai Construction Company built the two largest dry docks in the world at Ulsan in record time, and the tankers were finished ahead of time. The shipbuilding arm, Hyundai Heavy Industries, was formally established in March 1972, but while the ships were being built, fate took a hand. Before the ships were completed, rising oil prices caused an economic downturn. Livanos cancelled the order for the ships but Chung was one step ahead. He used them to found the shipping company that later became Hyundai Merchant Marine. At present, the shipyard annually delivers more heavy ships than any other yard, and has done so for many years. 📌

When it needed building material Chung founded Hyundai Cement; when it needed engineering services he founded Hyundai Engineering. This was soon followed by Hyundai Pipe and Hyundai Motor Delivery Service



Gavin Foster tells the Life and Death story of a 76 year old legend – Frank Cope

BEING / FRANK

Cope walks alongside as Bernie Marriner pushes and Tiny Marriner steers.

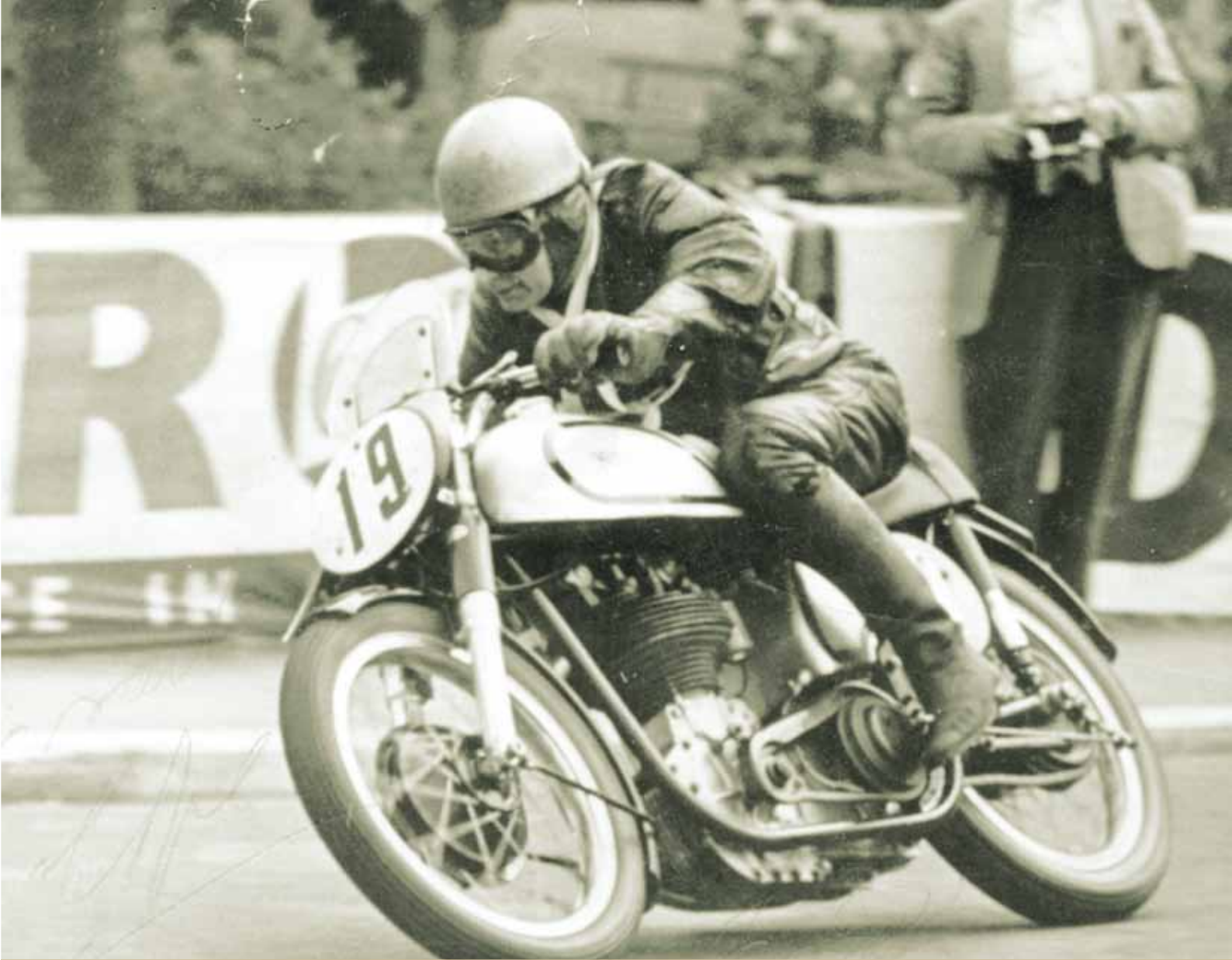
The periods between 1970 and 1980 were the golden era of South African motorcycle road racing, and one of the reasons for that was the revival of the South African Tourist Trophy at the Roy Hesketh circuit in Pietermaritzburg. The TT, held in January every year from '70 to '79, saw South Africa's young hopefuls, riding home-tuned but often dated machinery, test their mettle against the best riders in the world on factory machinery. This was during the off-season for World Championship Grand Prix racing, and many top GP racers jumped at the opportunity to

have a paid holiday in the sunshine with the prospects of earning some rich prize money. In 1972 these included Giacomo Agostini on the works 500cc MV Agusta, Phil Read and Barry Sheene on water-cooled factory Yamaha 250 and 350s, as well as Paul Smart and Ray Pickrell on the very rapid works Triumph and BSA 750 triples. Batting for the South African team in '72 were local stars like Kork Ballington, Jon Ekerold, Peter Aitken, Mike Grant and Johan Boshoff, all of whom proved to be well up to the challenge.

There was one Englishman there who wasn't expected to win any races though, but neither was he expected to

die. Frank Cope came to South Africa every year from the 1950s, because, legend has it, the British authorities said he was too old to race at home. Frank had competed in the UK for years, including at the Isle of Man TT every year between 1948 and 1958, picking up a half-dozen or so top-ten places when he was already in his 50s. In 1956, aged about 60, he scored a 7th in the World Championship 250cc Ulster GP on a very special Manx Norton, and a 5th in the 125 GP on an MV Agusta. He also won the prestigious PE 200 international road race in Port Elizabeth at the age of 64, in 1959.

Frank, a real English gentleman, and a



Cope blasting the Isle of Man TT course aboard a Norton. He competed there each year from 1948 to 1958.
Photo: www.motoprint.co.za.

wealthy one at that, did things in style. He'd arrive in Port Elizabeth on a Union Castle ship, and unload his Jaguar or Bentley or, according to some accounts, Rolls-Royce, along with his trailer and his unique 250 Manx Norton. Then he'd spend a week or two in PE with his local girlfriend before setting off to race meetings in Zimbabwe, Cape Town, Johannesburg and Pietermaritzburg. His wife, some say, was shipped off from the UK to spend the summers with family in Australia.

Frank owned a chain of motorcycle dealerships in the UK and had enormous clout with the British manufacturers. His 1951 250cc Manx

Norton, a prototype model with a Norton/Burman experimental five-speed needle roller gearbox, was the only quarter-litre Manx ever produced by the factory, and when they dropped the project he bought it from them. It sold on auction in 2007 for R471 380.

Top Port Elizabeth racer Tiny Marriner and his late brother Bernie were very friendly with Frank from the '50s and knew all about his special Norton. "He owned a lot of bike shops and had shares in Norton. When they wanted to develop a 500cc twin race bike they built a one-off 250cc single, thinking that they could double up on it to create a 500 twin. When they

shelved the project he bought the engine from them, stuck it in his own frame and brought it here for years in different stages of development." Tiny's brother, Bernie worked at Scotts Garage in PE and the two of them used to do any work that needed to be done on Frank's bike.

"One year the big-end went on the Norton," said Tiny. "I stripped it and it was altogether different to the 350 and 500 models, but funnily enough the bearing was the same size. I had a sleeve for the rod and the cage and rollers but I didn't have a crank pin so we went through friends to the machine shop in the Ford Motor Company's engine



'Oubaas' Frank returns to Roy Hesketh

By Andrew
 As the "Oubaas" of South Africa's motorcycle racing, it took some 10 years to bring Frank Cope of Brimingham, England, back out of retirement for the Roy Hesketh circuit for next Monday's opening race for the International Three-day event that afternoon.

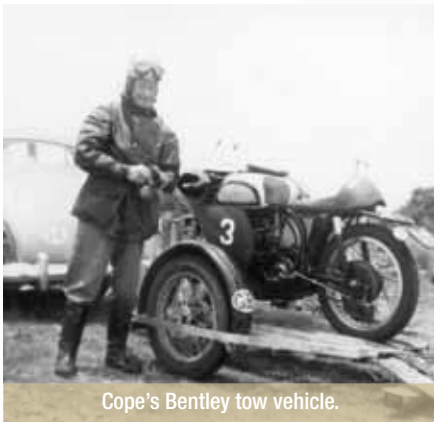
This time there was a big difference. In 1961, Cope's production bike was a 250cc Yamaha TD2B, the only one ever made, or speed of 100 mph. It was built by Frank, was of Cope's top Norton model.

Now, to be a speaking man like the 70-year-old Cope, the 250cc Yamaha TD2B is, essentially, a relic of the past, a machine of 100 mph in the world.

It took a speed of 100 mph to be a speaking man like the 70-year-old Cope, the 250cc Yamaha TD2B is, essentially, a relic of the past, a machine of 100 mph in the world.



● "Oubaas" Frank Cope (seated), the 70-year-old British motorcyclist, photographed yesterday at the Roy Hesketh circuit with Rodney Gray, the 15-year-old South African 200cc production solo champion and runner-up in the Natal 100cc series.



Cope's Bentley tow vehicle.

Frank, who was never married, was the first to change on the other side in 1961.

Frank, who was never married, was the first to change on the other side in 1961.

Frank, who was never married, was the first to change on the other side in 1961.



Frank with Tiny Marriner and the Norton.

plant and they went to a helluva lot of trouble. They got material from Jo'burg, semi-finished the pin, and sent it back for hardening. Anyway, we made him a whole new big end at the Ford engine shop!

"The year that he won the PE 200 Bernie was helping a friend of his so I did the pits for Frank. It was a handicap race and there were usually about 90 to 100 entries. The race was held on a public road and the first guys probably left half an hour before the scratch racers. I think that Frank's handicap meant he had to lap at about 64mph and in practice the old man was about 5mph quicker so we told him to just go for it. He did, and he won. I remember the prize giving was a very fancy do and there was a big crowd including Mike Hailwood, Paddy Driver and Jim Redman. That was a BIG trophy and when they gave it to Frank he said, 'Hang on - you can't give it to me like that! Fill it up!' They told him that he was crazy - they couldn't do that because he wouldn't be able to drink from it, so he said, 'OK. Just bring us a case of champagne to start with then!'"

Thirteen years later, in November 1971, Frank surprised Tiny by pulling up outside his house in his Jaguar, fresh off the ship with a brand new 250cc Yamaha TD2B loaded on the trailer - a GP bike with a rorty two-stroke engine and about twice the power that his old Norton had. To make matters worse, the gear lever and brake pedals were, as usual on Japanese machines, on opposite sides to where the British situated them.

"I asked him, 'What's this? What are you going to do with this? You can't race this thing!' Anyway, we took it out of town, did the jetting and he rode it up and down the road a few times. He had his race bikes licensed for the road, you know. He'd wheel the Norton off the trailer and go off into the countryside with it for hours. I told him he was crazy - he couldn't do that on the Yamaha." Anyway, Tiny persuaded Frank that racing the very quick Yamaha with the gear-lever and brake pedal on the wrong sides was probably not going to be a good idea for a 76-year-old man, and they arranged for young up-and-coming Maritzburg

racer Rodney Gray to lend the old man his road-going Yamaha 200 production racer for the TT weekend.

That was the bike that Frank crashed, on the first lap of the production bike race. "I think he clipped somebody's rear wheel as they came past the pits. They took him off to hospital in a coma and I never saw him again. He was a helluva character." Frank Cope, who suffered severe head injuries, apparently recovered consciousness eventually and was taken back to the UK, where he succumbed to his numerous injuries on his birthday, ten months later.

I asked Tiny about the famous Bentley. "Ja - he usually came out with a Jaguar, but one year he arrived with the Bentley. The next year he was back with the Jag so I asked him why. He told me that when he had pulled into the paddock and seen all the lads battling along with their tatty old vans, he didn't feel it was right to arrive in a Bentley."

Dave 'Squack' Harris, ex-Rhodesian champion and later technical head for Yamaha in South Africa remembers that Bentley well. "One year Frank



Cope (left) receives the PE 200 victory trophy. He requested it be filled with champagne.



came up to Bulawayo and between Beit Bridge and there the Bentley overheated and blew a head gasket. I'd met him, I think, at the races in Cape Town, and he contacted me and asked for a hand. We took the head off, which was pretty simple, had it skimmed and sorted him out. That weekend we went to race at the Khumalo circuit and when I came in from practice I saw that the lady who I thought was his wife had the Bentley's bonnet open, with his shirt and jacket draped over the radiator warming up for when he came in – it was a cold day. When he arrived back and got off the bike she rushed over and warmed him up. Later on I said to him that the head gasket problem could have resulted from his wife leaving the car running with no air flow through the radiator. He was quite indignant and told me that wasn't his wife – she was his girlfriend! Anyway, he gave me a set of leathers and a set of boots which I appreciated because I couldn't afford much in those days, and we became quite good friends. He was a

real English gentleman: he dressed like one and he acted like one at all times.”
 But let's go back to Roy Hesketh in Pietermaritzburg for the SATT races in January 1972.
 “Frank knew my father (1959 SA 350cc champion Jack Gray) very well, and also of course, Doug Aldridge,” says Rod Gray, who went on to win ten SA Championships in the '70s and '80s. “He and his lady friend would come up every year and stay in a hotel in town, with
 Doug sort of looking after them. I was a teenager, about 16 or 17, and would go out to the track with him, he on his Norton and me on my little production bike, to do a couple of laps. It was very enjoyable – he was a fantastic old man and he used to go bloody well for his age. That happened for two or three years and then in 1972 he rode my little 200 Yamaha. He did quite a lot of practice on it and seemed comfortable with it and

He was a real English gentleman, he dressed like one and he acted like one at all times.

enjoyed it. The gears and the back brake were on the wrong sides for him but it wasn't a problem. That was practice though, and in practice you have a little more time to think about things. In racing you just do it. I got to ride his TD2 and you can imagine how that felt! I also had a Suzuki 250 production bike but riding that Yamaha was something else!”
 Then, on race day, came the accident. “He crashed right in front of the pits. I think he clipped somebody's back wheel but nobody really knows. I think that's what happened but I didn't see it. I was in the pits and just heard that somebody had crashed, and then, later, found out that it was him. He went to hospital and that was it, really. He absolutely loved his racing and he went well for an old bullet.”
 Frank Cope is still remembered at the Isle of Man TT, where every year an award is made in his name - the Frank Cope Trophy for the ‘Most meritorious performance given the seniority of a competitor's age.’



Our classy-looking OMP Style seats will sit nice and low – and still slide fore/aft – thanks to a solution from Graeme Nathan. We'll lower the steering column slightly too.



A set of modified polyurethane bushes will replace the Vesconite ones originally made to locate our radius arms. It's amazing what can be achieved quickly by people with the right skills and equipment so it's a big 'thank-you' to RGMotorsport for not beating about the bush.

LET'S NOT BE HASTY...

Project 2002 remains on track, if not in terms of time-frame, then rather in terms of the ultimate objective: a classic car which will work as a daily drive, also taking advantage of more modern technology to make it safer and more economical, while retaining all the driving charm of an 'oldie'.

When I look back on what I've written about Project 2002 since the middle of 2013 I feel a twinge of embarrassment – embarrassment that I could've been so naïve about the enormity of the task that a custom build presents. I've obviously watched far too much 'Overhaulin'...

Like most things in life it is easier said (or written) than done, and we've now simply decided (having already overshot the deadline by more than four months) to simply stay true to our goal, no matter how long it takes. Fact of the matter is that the car has become more 'custom' than originally envisaged, requiring significant redevelopment of the bodywork, as well as front and rear suspension.

Taking the last first, we're running the original 2002 rear subframe but modified to accept E30 trailing arms. The logic behind this is that the E30 items are already designed to carry the ABS sensors, while it will also simplify the drive shaft solution – E30 axles will only need to

be modified to bolt to a stock 2002 diff. Other complications we're facing include modifying the lower shock absorber mounting point to accept our Bilsteins, while we may also have to make some changes to the spring mountings.

There are many ways to skin a cat, and our options included a full E30 makeover – rejected because the subframe is far too wide and also moves the wheel too far back in the wheel arch to work on a car with standard bodywork. The other was to retain 2002 arms, but modify them to accommodate the ABS needs. This we decided against as the E30 arms are lighter and stiffer, so we believe our 'hybrid' solution is the best one.

All fabrication has been entrusted to 'Spyker' Venter of AP Machining at Zwartkops Raceway, and his workload right now is huge, so progress has been slow. We are also waiting for him to finish our brake caliper brackets so that we can complete the reassembly of the front end with our E36 calipers, and Ferodo DS pads and discs. Using the E30 bearing assembly – which has an integrated wheel speed pick-up – solves



He suggested that we completely dispense with the stock arrangement, and mount the seats in the fashion often used in motorsport to get as low as possible

one problem, but we will need to come up with an arrangement to position the ABS sensors so that they can detect the rotation of the wheels.

Most of the drive train is in, though this was only successful at the second attempt when we realised the gearbox's bell housing shape was incorrect and our starter wouldn't fit. This issue goes back to the original 'box, which had the incorrect input shaft spline, and was swapped, but we failed to double check the bolt pattern and starter position at that point. The correct box was subsequently sourced from Bavarian Auto Recycling, only to discover that the fabricated gearbox crossmember no longer aligned as there were now other differences on the casing itself.

We've certainly learnt the hard way that every decision has a knock-on effect and we're in much the same boat with clutch hydraulics. The physical dimensions of the engine and where it is positioned means the clutch master cylinder protrudes too far into the engine bay, but we're confident Gavin Ross and the Norbrake team will have a solution when they're doing the brake hydraulics.

We've been very fortunate to have friends in high places who've assisted at short notice. These include RGMotorsport who quickly solved a problem with our front suspension bushes, modifying a set of aftermarket polyurethane bushes to locate our radius arms that now run backwards to the chassis rails. We've also been lucky that Graeme Nathan – handy in a Mini and now the most successful driver in the history of Bridgestone

Production Car racing, by the way – has undertaken to assist with fitting the OMP Style seats.

In fact, he suggested that we completely dispense with the stock arrangement, and mount the seats in the fashion often used in motorsport to get as low as possible: a pair of tubular members will be installed at floor level, running across from the sill to the transmission tunnel, onto which a motorsport-specific fore/aft adjuster will be fitted, with the seat attached. This, we estimate, will give a cushion height some 10 centimetres from the floor, with the steering column lowered with spacers to suit.

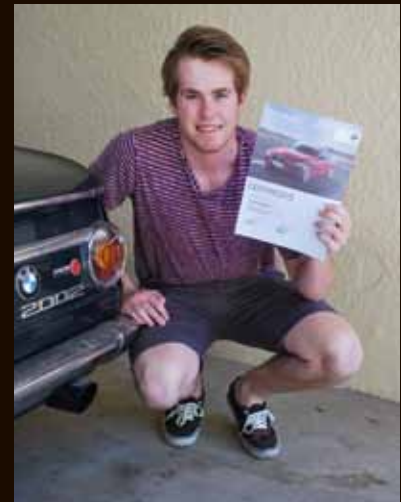
By the time you read this, the complete rear axle/suspension will have been delivered, and if everything goes to plan, it should bolt straight in. An amount of toe and camber adjustment will be available, and once we've got it set up, the shims will be spot-welded and the alignment will then be locked at those settings.

Then it is on to Norbrake out on the East Rand, after which the car heads to RGMotorsport for an exhaust and then to Powermods for an engine management system. And then we can think about firing her up... 📷

Follow our progress on our Facebook page: [BMW 2002 Youth Project](#).

Statistics show that South African driving standards are really poor, but you only really appreciate it when you drive yourself: our road manners are shocking! So I'm really glad that I've completed the BMW Defensive Driving and Collision Avoidance course, one of the most fun aspects of which was throwing a BMW 3-series all over the place on the Zwartkops skidpan! That aside, I learnt a lot of awesome things from a very experienced crew. The morning consisted of a presentation and an evaluation of our driving abilities on urban roads; the afternoon was a lot more exciting as we spent it slipping and sliding all over the skidpan learning car control and the importance of ABS!

Three weeks later I was back at Zwartkops, passing the course and collecting my certificate after an on-road evaluation from lady racer Gina



Munro. I'm really proud of passing it, and pleased to be part of the solution and not the problem – though now I'm more keen than ever to do some BMW Club track days in my Dad's 2002, so that I can at least enjoy high-performance driving in a controlled environment!



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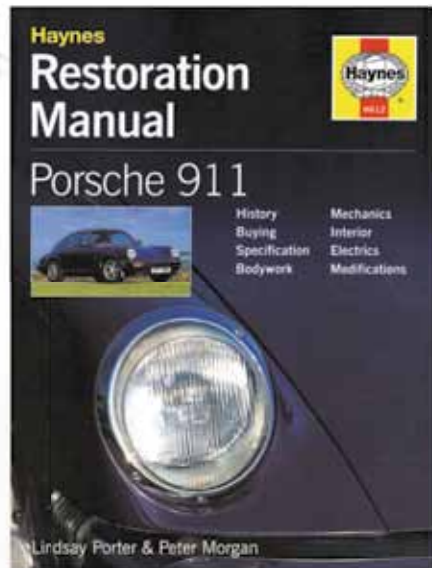
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ON YOUR MARKS, GET DRESSED, GO!

GO!

England's Goodwood Revival is famous for its 'magical step back in time' atmosphere but the experience isn't all about the period action on the track, says **Graeme Hurst**.

A scale replica of the entrance to the Earls Court Motor Show, a period Porsche dealership and a 1960s Tesco supermarket, not to mention Mods and Rockers on their 'bikes and an Austin J40 pedal car race ... it's enough to make you believe you've just spun Atardis for a spot of time travel. Except the experience is real. We're talking about the Goodwood Revival, the annual race weekend-turned-fancy dress party that the Earl of March has held every September at England's West Sussex motor circuit since 1998.

Famous for its pre-1966 'time capsule' setting, the Revival captures the halcyon days of British motorsport from 1948, when the circuit opened at the former RAF Westhampnett base, to when it closed 18 years later owing to noise restrictions. And although the three-day event is famous for what



you can see on the grid, from 1950s or '60s saloons in the St Mary's Trophy to heavy metal 427 Cobras and Ferrari 250GTOs in the RAC Tourist Trophy, a large part of the atmosphere is thanks to the cleverly choreographed back drop. Period-style race paddocks, liveried 1950s team transporters and acres of era-appropriately attired visitors all make for an unrivalled experience. And it's not just men in cravats and tweed or ladies in twin-sets and pearls: you're as likely to see a Graham Hill impersonator as you are an Elvis or Marilyn Monroe lookalike in the crowds. Any period outfit is game!

Highlights of this year's event over 13-15 September included a replica of the 1954 Monza Grand Prix pits to house the fabulous 50th anniversary line up of Maserati 250Fs and a period BMW showroom – complete with an example of the firm's then state-of-the-art alloy. The popular Earls Court Motor Show recreation, complete with

Art Deco façade, celebrated the launch of Ford's Mustang with showgoers able to pose for a photograph with a 1964 1/2 convertible against a Route 66 backdrop. Not to be outdone, Jaguar had the prototype of its recently announced run of six Lightweight E-types on display, along with a suitably attired sales girl taking 'orders' for those with £1.2m to blow. Other Earls Court highlights included a central V8-engine theme display, with everything from a Tatra to a Gordon-Keeble.

Outside there was a raft of car dealers and specialists purveying their wares, while auction house Bonhams dished up a fine array of cars including one with a South African connection: one of our Brits-assembled 1750 GTVs, which found a new owner for £16 100 or R286 000! There was another SA connection in the Freddie March Aviation display, created to honour the circuit's aviation roots, which had a Supermarine Spitfire fighter plane on show – the very ex-

SADF plane that many Capetonian petrolheads will recall seeing on display at a well-known Voortrekker scrapyards dealer back in the 1960s. But the biggest off-track attraction was actually outside the show in the pre-'66 (actually it's quietly known as the pre-'73) car park, which adds period feel in abundance with an amazing juxtaposition of visitors' cars. Where else in the world would you stumble across a circa £2m pre-war Alfa Romeo parked up next to an MGB?

And between it all there were plenty of period-style distractions, from a barber shop and a Butlins Holiday Camp, to workmen blocking the road while on a tea break and spivs trying their best to sell ladies' pantyhose and other hard-to-get commodities in post-war Britain. Quite simply, no true classic enthusiast's bucket list will ever be complete without a trip to Goodwood. See: www.goodwood.co.uk to plan your visit. 📍

THE BEST GETS BETTER

STORY AND PHOTOGRAPHY BY IAN GROAT

This year's Goodwood Revival meeting was once again packed with many unforgettable moments and with record ticket sales to 140 000 spectators all out to enjoy the fabulous occasion. Set in glorious weather, this was once again an overdose of beehive hairstyles, tweed costume jackets and silly hats over two days of cut and thrust car and motorcycle races, of which there were eight special events scheduled per race day.



Duncan Rockets' ERA 20 Grand Prix car was in scintillating form in the Goodwood Trophy.

– JAGUAR FOCUS –

Not only were there no less than 25 D-Type Jaguars racing along with thundering XKs 1950 racers entered in the Lavant Trophy, it was a wall of sound blasted out by all those powerful straight sixes all singing in unison. It was all quite unforgettable while the racers were strutting their stuff. The public were also witness to some pre-1974 Jaguars, set at the entrance to the circuit. It produced some 4 500 veterans and pristine concours-type machinery from days gone by – dedicated to Jaguar's greatest classic cars all on show at the historic fun fair – coming from Switzerland, Germany, Italy, in fact from all corners of the world to be part of the great Brown's Lane classic display.

– MASERATI'S GREATEST RACERS –

Maserati took centre stage at Goodwood with the spectacular sight and sound of 16 Grand Prix Maserati 250 Fs racing it out in a double celebration of the car's 60th anniversary and centenary of manufacture. The car maker remembered Juan Fangio, who drove their 250 F to its first victory in 1954 at the Argentine GP, and with that they went on to take the title in 1954 and 1957. Other great Maserati drivers of the day included Stirling Moss and Roy Salvadori.

– JACKIE STEWART –

Sir Jackie Stewart had his big moment of glory this year at Goodwood with a 50-year lineup of his greatest racing machinery, right from the early BRM P261 to a Marcos GT Xylon he drove in his inaugural race. Speaking from the special podium, Stewart said: "To finish first, you first have to finish." He went on to say that he was privileged to have worked with some of the finest mechanics and team managers of all time. Team Ecurie Ecosse from yesteryear had well-known drivers such as John Surtees and Sir Stirling Moss in attendance, while Mark

Webber showed real class in the Tyrell GP race cars on the parade laps.

– MR BEAN –

Rowan Atkinson, luckily escaped physical damage when he was involved in a shunt in his Ford Falcon V8 driving the first Shelby Cup race. Atkinson muscled the huge V8-powered classic in fine style until he hit another competitor and spun off, forcing him to abandon the Saturday race. With so much going on each day, the dawn patrol aviation demonstration opened each day's activities with a fly-past from a PSL Mustang, a Spitfire and a German fighter aircraft to replicate the Battle of Britain theme. You could be forgiven for missing out on the sweet-sounding BRM 1950 V16 1.5-litre Type 15 racer as it noisily went about laying out some track rubber at ground level. Other activities were to be found all over the Goodwood Estate such as the vintage aeroplane static display, along with fly-pasts of Lancaster bombers and even a Canberra jet plane.

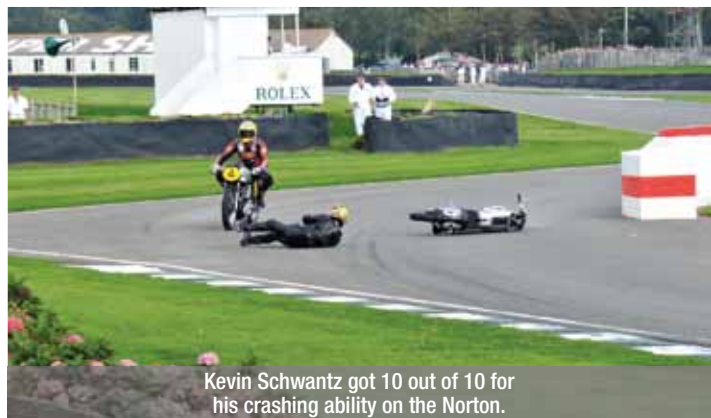
The bands played out endless swing numbers from the dance tent on the lawns and the re-created 'mods and rockers' faced off just like they did back in 1964 – outside a re-created Brighton Pier – just like the real thing! All this while real gearheads were treated to a festival of memorable racing such as the Barrie 'Whizzo' Williams track dice in his 1959 Sunbeam Rapier during the Saint Mary's Trophy races.

– BARRY SHEENE MEMORIAL –

Tucked away in the race programme at Goodwood is the two-part Barry Sheene Memorial race. It is set over 16 laps per day and features two riders per team to contest the trophy. It has a Le Mans type start and last year South Africa was represented by 'Team Incomplete' with Jimmie Guthrie and Peter Labuscagne who posted a mid-finish to the race. This year's race morphed into machines produced way back in the early '50s, and with 28 teams set to do battle on



The pace for the Memorial trophy was a flat out dice from the 62 world class racers.



Kevin Schwantz got 10 out of 10 for his crashing ability on the Norton.



Kevin Schwantz rode this 1952 Manx Norton to finish fourth for Ken McIntosh.

long-stroke Manx Nortons and early Triumph Twins. Only one four-cylinder Gilera came out to play.

It was the turn of Australian aces Beau Beaton and Craig McMartin who brought a super swift 1948 Vincent Rapide from KH Equipment that put the cat among the pigeons in the normal Manx Norton pecking list. There were also notable World Champions in the entry list in the form of Kevin Schwantz, Michael Rutter, Troy Corser and Steve Plater.

Practice and race days were held in unusually balmy autumn weather

conditions and the Vincent took pole for the first leg after a frantic start which saw Irish super star Jeremy Williams suffer a fall on the track to damage the 1952 Manx front forks. After the rider changeover the mighty Vincent, which had an extra 50 horsepower advantage over the competition, simply disappeared into the blue yonder. With both riders overcoming the bike's refusal to brake well around any corner, Steve Plater, former TT winner and commentator, rode a solid stint with Glen English to take second spot after a huge scrap with Scott Smart for the

podium places. The *Motor Cycle News* tester, Adam Child, scooped fourth spot on a 1954 Matchless C80.

With the Vincent's obvious superiority, and despite its huge size and weight, the organisers allowed a late 1961 Manx to compete in the second leg, ridden by Jeremy McWilliams and Duncan Fitchet. This machine was to produce the race scrap of the weekend. Troy Corser struck trouble with the Sebastian Gutsch 1937 BMW R5 SS and was out of the first race. Also sidelined was the Gilera of Brian Richards as all types of mechanical mayhem struck



Formula Junior cars gave some spirited races to watch.



Emmanuel Pirro had some spirited drives in the huge Ford Falcon.



Outright winners with the 1000cc Vincent Rapide, Beau Beaton and Craig McMartin, the bike blew its gearbox crossing the line in part 2 of the races.



Sir Jackie leads out his championship race cars at Goodwood with Mark Webber in the No 2 Elf car.

these old clunkers, some of which had been designed and built more than 70 years ago.

In the second leg the Rapide didn't have it all its own way, for the nimbler 1961 Barbour Norton Manx harassed and outmanoeuvred the bigger machine time and again to bring the crowds to their feet, and, despite only winning by a front wheel, as they crossed the line for the chequered flag an ominous puff of blue smoke saw the Rapide blow up its gearbox.

However, despite that mishap, the Vincent outfit took the overall win for

the two-part trophy race. Second was the Fred Walmsley 1953 Manx Norton with Plater and English on board. Child rode a brilliant race to scoop the final podium position, where more fancied favourites had come up short in the heat of the moment due to mechanical failure.

The Schwantz/O' Connor Manx Norton, brought all the way from New Zealand by ace Turner MacIntosh, took a well-deserved fourth in the Memorial final placings – a race that featured bikes that are still very fast, even by modern-day standards.

With great weather to bless this blissful retro-racing pageant it once again proved to everyone who attended, competitor and spectator alike, that there is nothing quite like the Goodwood Revival – an event that can take you back to the good old days – just as we remember them!

It is absolutely amazing the way everyone joins in to get dressed up for this great racing occasion and that's why it remains such a captivating event, for it is much more than a car show – it's pure indulgence in petrolhead nostalgia. 🏁

WHEEL — TO — WHEEL

For the final championship round on 25 October the Historic Single Seater Association returned to the Midvaal Raceway in Meyerton. **Howard Robinson** reports from the quaint club outfit.



Although the HSSA Championship had all but been decided already in favour of MSA Historic Commission President Patrick Dunseith, the majority of the entrants took advantage of the Friday open practice and revelled in the exquisite Highveld spring weather.

Tony Beecher showed the true spirit of the HSSA by camping overnight at the track and creating his own 'away' event, an initiative which several other entrants undertook to share next season.

Saturday Official Qualifying saw Dunseith (Merlyn Mk.25) taking a relatively comfortable pole from main championship rival Chris Clarke (Titan Mk.4) closely followed by Mike Ward and Ben van der

Westhuizen, both in Royale RP2 rs.

New cars are appearing all the time in this series for genuine historic cars and here it was Stuart Thompson who appeared in a just-restored and beautiful 1972 Dulon LD9 Formula Ford, apparently ultimately destined for indefatigable HSSA supporter Paul Richardson. Thompson was unable to practise on Friday but clearly showed his intentions on Saturday morning.

Heat 1 saw Dunseith lead away from pole but in the first corner crowding of Lap 1. Van der Westhuizen touched someone's tyre and his nose cone was seen flying up into the air, luckily landing without causing any damage.

After 4 laps the battling pair of Clarke and Ward forced past Dunseith only for them to touch at the end of



Tony Beecher (Marlim Formula Vee).



Alan Grant (Lotus 61) and Des Hillary (Alexis Mk. 18).



Stuart Thompson (14) lines up the Dulon LD9 Formula Ford ahead of Ben van der Westhuizen (Royale RP21 Formula Ford) a pair of Lotus, Van Diemen and the Beecher Vee.

the straight. Clarke's immaculate Titan suffered slight nose bodywork damage and he was able to continue but now really fired up. A couple of laps later he passed Ward to take a lead he was to hold to the finish. Thompson had only arrived at his grid position as the lights went out and his charge was delayed by a spin into the infield coming onto the main straight. Undeterred he carried on to finish fourth.

Alan Grant has finally ironed out the bugs from his Lotus 61 and had a solitary but always improving race to fifth slot closely followed by Ron Liddiard (Lotus 69) and John McKerchar's (Lotus 18 bodied Merlyn Mk.30) race-long dice. In the hotly contested Formula Vee category Tony Beecher (Marlim) and Blaine De Meillion also had a race-long scrap which was resolved in De Meillion's

favour whilst Brian Tyler completed the finishers.

Des Hillary (Alexis Mk.18) pulled off the grid with what turned out to be a faulty oil pressure gauge giving him unsubstantiated bad news. A superb race which had the healthy crowd on their feet throughout!

For Heat 2 the predicted Highveld thunderstorm arrived and Ron Liddiard decided not to risk the Lotus 69 in the difficult conditions. Clarke started from pole with Ward, Dunseith and Thompson completing the front 2 rows of the grid. Both Van der Westhuizen and Hillary had made repairs between heats and started from the back row.

Sadly Ward and Thompson touched resulting in both spinning and unable to continue which left the way clear for Dunseith to take the lead from Van der Westhuizen and Clarke. Grant had

an outstanding race in the wet fully exploiting the Lotus' legendary handling to finish a rapidly closing fourth.

Hillary and Beecher had impressive wet races and after De Meillion's retirement it was Tyler again as the final classified finisher.

Overall results for the day saw Dunseith narrowly beating Clarke, these two finishing in the order in which they ended the championship. Grant finished a strong third closely followed by Beecher with Tyler, Van der Westhuizen, Ward and Thompson having started in both heats. Liddiard, De Meillion, Hillary and McKerchar made up the balance of the places.

In the all-important Index of Performance it was Tony Beecher in the Marlim FV who took overall honours from Grant, Clarke and newly crowned Champion Patrick Dunseith. 🏆

TOP OF THE CLASS

Historic racing continues to lead the way as the formula to compete in with massive fields, nail-biting racing – and winning a championship is no walk in the park. To those that competed, we thank you. To those that take home the title, we salute you.

HISTORIC SINGLE SEATER ASSOCIATION

SCRATCH RACE CLASS

Patrick Dunseith Merlyn Mk25 Formula Ford

INDEX OF PERFORMANCE

Patrick Dunseith Merlyn Mk25 Formula Ford

SKF PRE-66 LEGENDS OF THE 9 HOUR

CATEGORY ZA

Franco Scribante Ford Mustang

CATEGORY ZB

Roy Prando Alfa Romeo GT

CATEGORY Y

Shaun Cabrita Alfa Romeo Giulietta

CATEGORY X

Laurence Davies Alfa Romeo Giulia

SKF PRE-66/68 LITTLE GIANTS

CLASS F

Nick Parrott MGB

CLASS G

Ferdi van Niekerk Snr Porsche 356

CATEGORY W

Frank Copping Renault Dauphine

CATEGORY V

Gary Stacey Ford Cortina

CATEGORY U

Chris Visagie Ford Anglia

TRANS-AFRICA RACING PRE-1966/69 LE MANS SPORTS & GT

CLASS A

Jonathan du Toit Lola T70 Spider

CLASS B

Peter Lindenberg Daytona Cobra CLASS C

Evert Botha Porsche 911

CLASS D

Dennis McBeath Mpithi Renault

CLASS E

Stephen Britz MGB

PRE-1974 ISP

CLASS A

Franco Scribante Chevron B19

CLASS B

Colin Frost Porsche 917

CLASS C

George Avvakoumides Porsche 911

MARLBORO CRANE HIRE PRE-77 HISTORIC SALOONS

CLASS B

Willie Hepburn Capri Perana

CLASS C

Anton Raaths Mazda Coupe

CLASS D

Jannie van Rooyen VW Scirocco

CLASS E

Meredith Willis Ford Escort

CLASS F

Quentin Willis Ford Escort

CLASS G

Paul Manegold Alfa Romeo Giulia

CLASS H

Riaan de Ru Ford Prefect

CONSOLIDATED AUCTIONS PRE-84 SPORTS & GT

CLASS A

Dino Scribante Porsche 911 RSR

CLASS C

George Avvakoumides Porsche 911 RSR

CLASS D

Evert Botha Porsche 911

CLASS E

Kobus Brits Porsche 911

SABELA MARQUES CARS

Paul Manegold Alfa Romeo Giulia



NORTHERN REGIONS SPORTS & GT ENDURANCE

	CLASS A
Dino Scribante	Porsche 911 RSR
	CLASS B
Ross Lazarus	Ford GT40
	CLASS C
Stefan Puschavez	Porsche 911 RSR
	CLASS D
Rohan Theron	Porsche 910
	CLASS E
W Brits	Porsche 911
C Brits	Porsche 911
	CLASS F
M van der Merwe	MGB
	CLASS G
Bughved Singh	MGB
	INDEX OF PERFORMANCE
Dino Scribante	Porsche 911 RSR

NORTHERN REGIONS SALOON ENDURANCE

	CLASS C
Uli Sanne	BMW 2002
	CLASS D
Alistair Johnstone	Ford Escort
Ilani Vonk	Ford Escort
	CLASS E
Paul Manegold	Alfa Romeo Giulia
	CLASS F
Colin Kean	Mercedes-Benz 280CE
	CLASS G
Ian Morgan	Mercedes-Benz 280E
	CLASS H
George Adalis	Alfa Romeo Berlina
	INDEX OF PERFORMANCE
Dino Scribante	Porsche 911 RSR

SABAT LOTUS CHALLENGE

	CLASS A
Klippies Krige	Lotus 7
	CLASS B
Jeff Gable	Lotus 7
	CLASS C
Sean Allen	Lotus 7
	CLASS L
Andre du Plessis	Lotus 7

ENDURANCE CHALLENGE

	CLASS B
Jeff Gable	Lotus 7
	CLASS C
James Derbyshire	Lotus 7
	CLASS L
Ben Knights	Lotus 7

MUTLU CLASSIC CARS - KILLARNEY

	CLASS A
Sandro Biccari	VW Scirocco
	CLASS B
Dave Alhadeff	Alfa GTAm
	CLASS C
Herman de Kock	Ford Escort
	CLASS D
Coenraad Matthee	Alfa GT Junior
	CLASS S
Trevor Momberg	Ford Capri

CHARL ELECTRICAL ENGINEERING MARQUES CARS - KILLARNEY

Eric van der Merwe	Porsche 924 Turbo
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TAKING A FLYER



Henry 'Fireworks' Pheiffer is seen here in action in his Ford V8 during the 1937 Camps Bay Hill Climb.

To say **Adrian Pheiffer** was surprised when he heard that a Martin Schroeder had arrived in the Cape from his base in Germany and would like to meet him to discuss a car that has been missing since 1937, was the understatement of the year. He takes up the story.

Anyway, despite suspicions about wacky old cranks, I agreed, so it wasn't long before he arrived at Killarney with a friend, who was introduced as his official photographer.

But was I ever wrong about them! Turned out that Martin is an acknowledged authority on the subject of the rare breed of Auto Union racing cars – he has already written a book on the subject and is busy with a second. In 2007 he was able to point out to Christies in London that the 1939 Type D they were about to auction and which was expected to fetch a king's ransom, did not have the correct chassis number. The car was immediately withdrawn.

I learned he was here to search for one of the Type C, 6-litre, supercharged V16s that he claimed had gone missing after the first Grosvenor Grand Prix at Pollsmoor in January 1937.

He was very surprised to hear that I had actually been at the circuit at the time of the event. As I explained, this had come about through my father, who was very involved in local motorsport, and who took his six-year-old son along to join him on a pit inspection during one of the practice days.

I recall that while Dad chatted to some of the drivers, I received a pat on the head from a lady who greeted me with a friendly *Guten tag*". I was told later the pat had come from Elly, wife of Bernd Rosemeyer, the recently crowned European champion and top

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WINNER SOUTH AFRICAN GP 1937 CAPE TOWN

PHONE: 0049 172 511 3757

mail: martin.schroeder@gmx.net

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Many thanks for each information !**

The illustrated 'flyer' that Martin Schroeder is distributing in his search for the missing supercharged V16 Auto Union.

I learned he was here to search for one of the Type C, 6-litre, supercharged V16s that he claimed had gone missing after the first Grosvenor Grand Prix at Pollsmoor in January 1937

Auto Union driver. Also that she was a famous pilot who had flown her husband to South Africa from Germany in a single-engined Messerschmitt 108A Taifun (Typhoon).

But I digress. Martin told me he believed – and what's more he had what he considered to be proof – that one of the cars had been left in Cape Town when the team returned to Germany. However he couldn't explain why.

What happened was that Auto Union had originally agreed to a three-race campaign in South Africa. Beginning at the Prince George Street circuit in East London, it included the Grosvenor GP at Pollsmoor and a final event at the new Earl Howe circuit in Johannesburg. However, after inspecting the third track, Auto Union officials felt it would

not be suitable for their cars.

Martin showed me a copy of the cable from the Auto Union HQ in Germany confirming that one of the cars be sent to Johannesburg for a demonstration appearance during the race meeting, but that the second unit should remain in the Cape. And that's the car they fervently believe is still here.

During a second visit some time later, I was told they had visited the Western Cape Archives in Roeland Street where they were able to establish that the cars had been prepared in a High Level Road garage in Green Point that had belonged to the Marsiglio Brothers. This one drew a blank however when they went to the address, only to discover that it is now a private residence, whose owner has no knowledge of its history.

If anyone can spread any light on the mystery, Martin's contact details are on the 'flyer' he has been distributing.

Incidentally, I am probably one of the very few still alive who has been around the Pollsmoor track at (near) racing speed. My dad took me for a lap in his Ford V8 some months later. And while I was thrilled at the time, in retrospect I realize that with four long, parallel straights joined by a series of tight corners – while it must have suited the powerful, supercharged Auto Unions – it was certainly no real test of a driver's ability.

However the circuit would have been ideal for a financier like the shrewd AO Edwards, whose secondary purpose was to use it as the basis of a housing estate should the racing venture fail. ☐

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USEABLE CLASSIC

I buy your magazine intermittently but after the current one I will be subscribing as it was most enjoyable reading, especially the Roger Wood articles. Attached are three photos of my Healey 100 BN1 which I sold recently. I bought it in 1982 whilst living in Gallo Manor and transported the partly restored car to Durban when I was transferred in 1984. I got it roadworthy in time for our wedding in 1986, whereafter I used it as much as possible, including a few sports car rallies and a PMC trip to Mozambique. It was used at one of my daughter's wedding and as my transport to numerous cycle races. I have sold it partly to help finance our retirement house and also to make space for a

Sunbeam Tiger which I have recently completed. Apart from being a beautiful car, the 100 is a very manageable car for commuting and after many years of enjoyment, having done nearly all the work myself, proved to be an exceptional investment although never bought as such. The car is now owned by a Johannesburg collector.

Les Uppink

Hi Les

Nothing is better than seeing a classic being used, whether on rallies, weddings, Sunday jaunts or long-distance touring. Extra points for fitting the bike rack – this must be a first for a Healey. Thank you for the support and subscription.

Stuart



LANDY LEAD

Congrats on a great magazine, keep it up. I am looking for some advice or recommendations on a tuner who can set up an old Rover V8 3.5 with a Weber carburettor in a Land Rover 110, preferably in the Randburg/Johannesburg area. Any recommendations would be welcome.

Kind regards

Steve Barley

Hi Steve

Thank you for the positive comments. My first port of call would be to visit Emgee Workshop in Randburg. As the name suggests they tend toward the MG brand but are specialists in classic cars and have years of British vehicle experience. As far as I know many MGB V8s use the same Rover lump under the bonnet. Hope you come right.

Stuart

HARD CHARGING MG

Further to James Willis' letter in the previous issue, the Pierce MG never ran supercharged. I visited Harry Pierce on his farm in Greylingstad when I was rebuilding the car. The challenge was, in those days, to beat the handicapper. An obvious power booster such as a blower would have immediately resulted in a difficult handicap. Harry told me that his most effective head mod was the complete removal of the division between the adjacent, siamesed inlet tracts, and subsequent enlargement of the inlet tract. This necessitated two head studs which were tightened with a long-reach Allen key as they did not even protrude into the inlet tract. To fool the handicappers, Harry put the two fake head studs and nuts where they would normally be, so as to appear a 'standard' head was fitted. I read that the Pierce MG was fitted with

PICTURE PERFECT

Thanks for the great article and magazine

Charl Eloff

Thanks for the picture, Charl. You are a lucky man indeed. Having now driven a 6-cylinder BMW of this period I wouldn't think twice about adding one to my dream garage. Thanks for the support.

Stuart

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twin Weber carbs when in the ownership of H. & H.A. Weber in 1959 and cost more than the whole car! They were never fitted. This particular Pierce MG was built in 1959. Not earlier. It might be expedient for the car to race in a pre-'52 series in Europe but this is incorrect. SA Specials were great but not that advanced. Look at Spider, built in '52. More like an ERA than a Vanwall. I hope this helps.

Regards

Rodney Green

Hi Rodney

Thank you for the clarification. I have passed it on to James. Whatever the specification, it is a joy to see a South African car competing at the likes of Goodwood.

Stuart

HARD CHARGING MG II

I am sending this mail after someone showed me a letter about an Englishman looking for information on the Harry Pierce MG Special. I am Harry's son, and to be honest, I don't have his scrap book any more but am desperately looking for it. About 15 years ago a man belonging to one of the car clubs in SA contacted us and asked if he could take the scrapbook and fix it up and also use some of the info as memorabilia for this club that he was possibly the chairman of. I know my dad belonged to the SAMRCC but it seems as if that dissolved into another institution, the Kyalami Marshals Association. I have sent them a mail asking for info but they have not responded. Can you possibly shed some light on this? I would be very willing to assist the chap in England if only I could find the scrap book. Trust I will hear from you soon.

Kind regards

Gavin Peirce

Hi Gavin

I would start with the MG Car Club as I know they have a reasonable amount of information on the Pierce and Miller MG specials. I will spread the word at various club meetings.

Stuart



ON LINE

I was a friend of Stephen Line, who passed away a short time ago. This past weekend we had a memorial for Stephen, and his ex-wife who put the memorial together had a copy of an article that your magazine did about Stephen and his time racing in South Africa. I've searched the web, and can't seem to locate that article. A small group us (his fellow vintage karters) are planning on doing a little ceremony of our own in November, where we would like to have a copy of your article on him next to the two vintage karts that we want to have on display, and also doing a few laps in honour of our fallen friend. Could you please direct me to a link where I can locate and print out your article? It would be greatly appreciated.

Sincerely,

Michael Edick

Hi Michael

I have sent a PDF copy of the article - hope it reached you in time. For future reference we put past issues online, so they can be viewed by going to www.cpa.co.za and then clicking on the 'Past Issues' tab.

All the best

Stuart

LOVE BUG

Thank you and well done on a wonderful magazine. A friend of mine introduced me to a lady who owned a maroon 1967 Beetle. I told her of my infatuation with these cars. I also told her that one of my biggest mistakes was selling mine a couple of years ago. She inherited the car she was raised in from her dad, and it had been stored in a shed for the last four years or so. I informed her that if she ever wanted to sell the car she should give me a call. Last week she contacted me and told me that the car was now mine! As long as I don't sell or modernise it but restore it, I could have it. Wow! I collected this 'barn find' yesterday. It is a non-runner. In fact the wheels battle to turn. It is rusted, faded and the tyres are badly perished – but it is totally original. Please could you help to guide me to specialists on these vehicles? Mechanics, panel beaters, spray painters or restorers. I have extremely limited mechanical experience and would need assistance and guidance. Would you advise I join a club/s and if, so which? Your assistance will be highly appreciated.

Regards,

Karel Groenewald

Hi Karel

Brilliant find! I agree with keeping it as original both from an emotional and financial side. There are a number of air-cooled VW specialists around. For spares, advice, servicing and restoration it is worth talking to Grandslam. See their advert in this issue or visit www.grandslamvw.co.za. Hope to see the car on a run in the near future.

Stuart

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LE MANS LEGEND



Photography by Oliver Hirtenfelder

We have found the perfect stocking filler for any fan of South African motoring memorabilia or models. Bunny Wentzel's Sportique Collectable Models commissioned just 30 of these limited edition 1/18th scale Porsche 906 models decked out in the same livery as the car raced by Peter de Klerk in the 1966 Le Mans 24 Hour. De Klerk, probably more famous for giving the overseas Grand Prix cars a run for their money with his homebuilt Alfa Special, teamed up with Udo Schütz to bring home the works Porsche 6th overall. Exceptional detail found all over the model combines with a quality display box and numbered plaque signed by De Klerk to make it one classy must-have package. Number 1 of 30 went to Peter and the rest, priced at R2 950 are moving quickly. For more information call Bunny at Sportique Collectable Models on 011 455 5778 or visit www.sportique.co.za. 





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