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HUMBERETTE

Classic Car

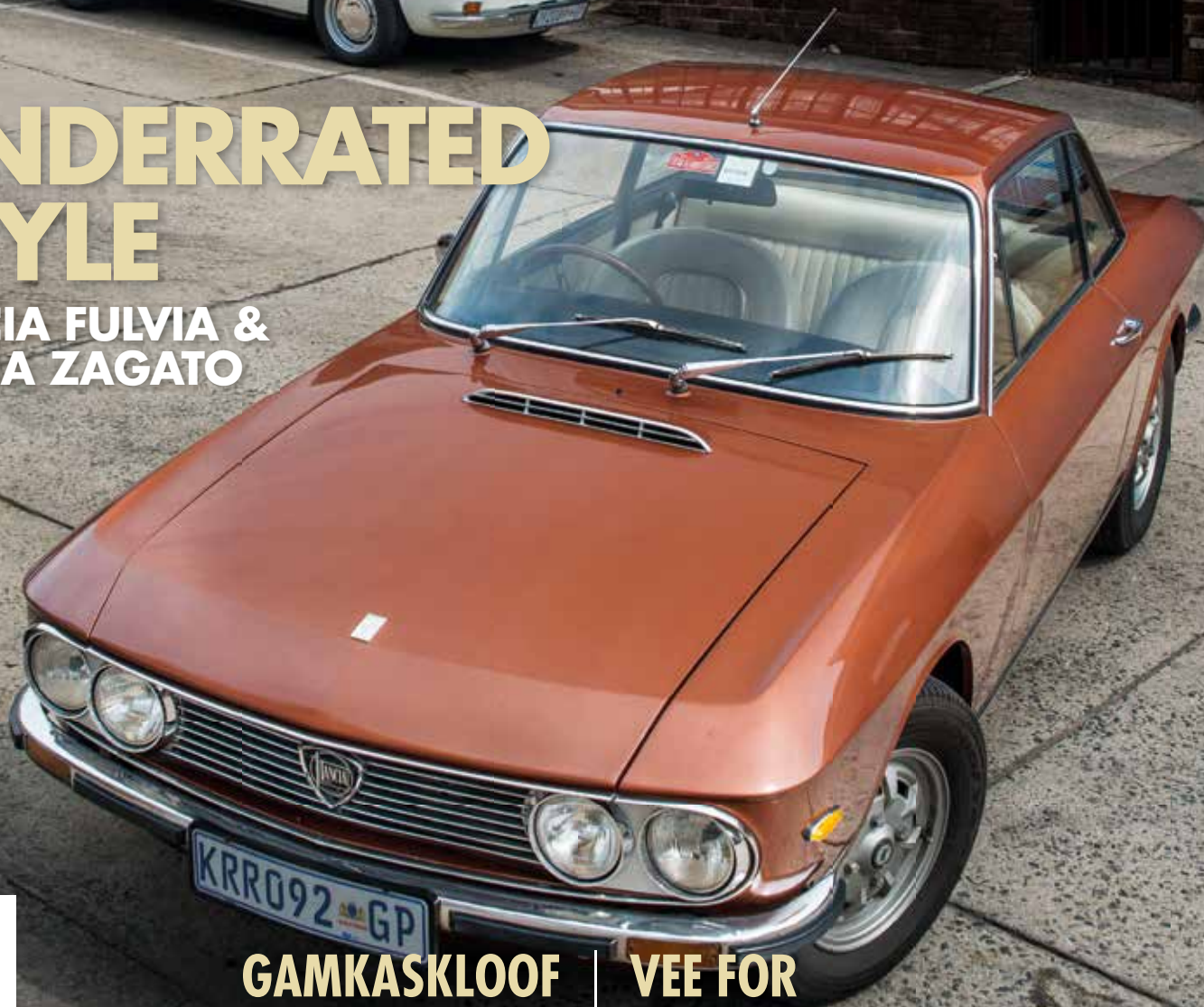
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UNDERRATED STYLE

LANCIA FULVIA &
FULVIA ZAGATO



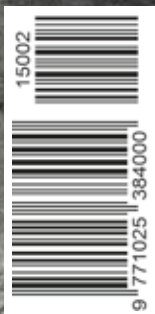
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MORRIS EIGHT**

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CLASSIC PLAN

The New Year is well underway. I started the year by filling in a yearly planner of classic car events to take in and by the looks of it, 2015 is going to be a bumper year. You'll find a selection of events on page 4. Of course this got me wondering what the ideal car to use on these would be. After much deliberation about what is a useable classic I decided on the Lancia Fulvia Coupé – hence the feature on this and the beautiful Zagato version.

Contributor Chris Van must have had similar thoughts running through his mind as he discusses what makes a classic, why we choose certain models and what will be a future safe bet. Chris talks of a 1990s Mercedes-Benz SL becoming a star, while I hedge my bets on a 1980s Alfa 75 on page 52.

Mike Monk looks at the oddball Studebaker Avanti and then goes back in time, testing a 100-year-old Humber Humberette. Gavin Foster brings us the second instalment in the tale of Frank Cope, this time using a 3-wheeler rather than a bike to get his motorsport

fix. He also talks to Peter Aldridge, an ex-Maritzburger who has worked on bikes and cars at the top of the motorsport ladder.

Dodging the holidaying masses saw me soaking up the roads around Calitzdorp so the article by Ryno Verster on the Morris Eight that was carried, towed and driven into the Gamkaskloof rang a special bell. Verster's second article is one for the ladies – the American/Canadian/English Metropolitan.

The BMW 2002 Youth Project continues, proving once again that there is no such thing as a classic car project that goes according to plan or stays anywhere close to budget. But the end is in sight – we think.

On the racing front it has been rather quiet, with the Passion for Speed only kicking off at the end of January, but we fill the gap with a look back at fifty years of Formula Vee.

Please enjoy, thank you for the continued support and all the best classic motoring for 2015.

Stuart

— CLASSIC EVENTS —

FEBRUARY

7	Passion for Speed	Killarney, Cape Town
8	CMC Autumn Rally and Pre-DJ	Classic Motorcycle Club, Johannesburg
14-15	George Old Car Show	PW Botha College, George
21-22	Kaapse Kombi Kult	Lindequesdrif, North-West
28	African Six Hour	Phakisa Freeway, Welkom

MARCH

5-7	D-J Commemorative Run	Vintage and Veteran Club, Durban – Johannesburg
8	Any Dam Wheels	Tarlton, Krugersdorp
14	Maluti Midas Show	Bethlehem, Free State
15	Piston Ring Autojumble	Piston Ring Club, Modderfontein
21-22	OD Inngs Memorial Run	Port Alfred
29	Blairgowrie Toy Fair	Blairgowrie Scout Hall, Blairgowrie

APRIL

2-12	Stars of Sandstone Steam Festival	Sandstone Estate, Ficksburg
5	Angela's Picnic	Delta Park, Johannesburg
12	Natal Century Run	Classic Motorcycle Club, KwaZulu-Natal
24-27	MacGregor Maluti Meander	Fouriesburg Country Inn, Fouriesburg
26	Street Rod Nationals	Wonderboom Airport, Pretoria

MAY

1-3	Harvest Festival	Vaal Old Wheeler Club, Vaal River
3	African 3 Hour	Killarney, Cape Town
9	Knysna Motorshow	Knysna
15-17	Jaguar Simola Hillclimb	Simola, Knysna
17	Cars in the Park	Alexander Park, Pietermaritzburg
23-24	SAVVA Motorcycle National	Drakensville, KwaZulu-Natal
30	Mampoer Rally	POMC, Pretoria



JUNE

13	Vryheid Vintage Car Show	Vryheid, KwaZulu-Natal
14	Cars at the Mall	Rustenburg
28	Blairgowrie Toy Fair	Blairgowrie Scout Hall, Blairgowrie

JULY

4-5	1000 Bike Show	Germiston High School, Germiston
8-12	SAVVA Edwardian-Veteran Rally	Jozini, KwaZulu-Natal
12	Goodwill Run Old Motor Show	President Hyper, Krugersdorp

AUGUST

2	POMC Cars in the Park	Zwartkops, Pretoria
9	Cars in the Park Bloemfontein	Free State Veteran Car Club, Bloemfontein
30	Ferdis Swap Meet	Midrand
30	Lowveld Classic Ford Day	I'Langa Mall Nelspruit

SEPTEMBER

5-6	Wheels at the Vaal	North West University, Vanderbijlpark
5	Round Table Bedrace	Zwartkops Raceway, Pretoria
11-13	Rendezvous Tour	Free State Veteran Car Club, Bloemfontein
20	Piston Ring Autojumble	Piston Ring Club, Modderfontein
24	National Drive It Day	SAVVA, wherever you are

OCTOBER

3	Whales 'n Wheels Show	Hermanus Primary School, Hermanus
5-8	2015 SAVVA National	Queenstown Automobile Club, Queenstown
17-18	Volvo National Saamtrek	Forever Resort, Gariep
25	Studebaker Smuts House Show	Smuts House, Irene

NOVEMBER

8-10	Fairest Cape Tour	Cape Vintage Motorcycle Club, Cape
29	Blairgowrie Toy Fair	Blairgowrie Scout Hall, Blairgowrie





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- 1990 Rolls Royce Corniche 3
- 2003 Ferrari 360 Spider manual
- 2013 Ferrari 458 Italia – lifting suspension



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

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BAKGAT!



Dave behind the lens.



Dave behind the wheel.

Five or so years back Dave Hastie, or Uncle Dave to many of us, joined the team at *Classic & Performance Car Africa*. Although technically only on board to sell advertising, Dave took the bull by the horns and mucked in doing anything and everything for the magazine up until his tragic passing at the end of 2014. Ask Uncle Dave to act as a delivery guy or man the tent at car shows and he simply replied “Bakgat” and got on with it with gusto and an infectious laugh. He was a vital cog in the CPCA machine.

His smile, laugh and enthusiasm were unrivalled. Many out there will know him for his motorsport photographs, and he filled our pages with the action from the get-go. Make one mistake or cut a corner and Dave would catch it on camera and come running up in the pits to show Exhibit A. You could bet that he’d be at every club, regional or national event in

Gauteng and the Free State, and yet he somehow also managed to attend the local rallies and club show days armed with his camera and notepad.

Without being asked, he took time to interview and write articles for the magazine, made easier by knowing almost everybody in the game thanks to his friendly nature and the fact that he competed or was an official at so many events. In recent times, he dreamt up and ran numerous trials at Zwartkops, like the ‘Wiggle-Woggle’ and ‘3-Stage’ sprint. For weeks after a timed sprint he ran on the go-kart track I argued with him that because my modern 1.4-litre Fiat had a multi-valve head, he couldn’t class it with a bigger-engined classic in full race trim. I lost the fight as he knew all the rules a lot better than I did.

At least I can class myself with the Lancia rally team in this department. As an organiser for the international Total Rally, Dave told the Italian team to comply with the local sponsorship

sticker requirement or pack their bags. Dave won there too, as the team complied.

As seen in the last issue he was also Clerk of the Course for the Zwartkops 3 Hour during the early 1970s and with his own Lotus 7 in the garage, his involvement at the top of the Lotus Club went back years. Uncle Dave could drive as well, if not better, than he could organise and enforce rules. He showed this in a hotted up Mini Station Wagon, scooping many autocross trophies and silverware over the years. A full feature on his motoring and cycling exploits will follow in a future issue of the magazine.

Thanks, Uncle Dave, for all the help, support, coffee and debate that you shared with me, the CPCA team and readers. No matter what you told me about an Alfa Giulia clocking a faster speed in the old Kyalami roomph days, I’d still take an old Ford over one anyway...👊

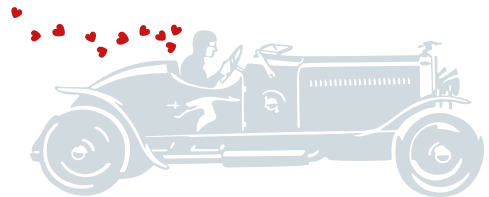
CELEBRATING LANDY



Land Rover has gone back to the place where it all began to start a year-long celebration of the iconic Defender, launching two limited edition items: the Heritage and Adventure Editions. Our favourite is the Heritage Edition, inspired by early Land Rover models, and mixes nostalgic design cues with modern creature comforts. It is identified by distinctive Grasmere Green paintwork and a contrasting white roof. A heritage grille and HUE 166 graphics, recalling the registration plate of the first ever pre-production Land Rover nicknamed 'Huey', also identify the Heritage

model. The Adventure Edition is aimed at Land Rover customers who relish the great outdoors and embrace the Defender's 'go anywhere, do anything' attitude. It comes fitted with additional underbody protection and Goodyear MT/R tyres to boost the Defender's already class-leading all-terrain capability. Unique decals and a leather-trimmed cabin ensure the Adventure Edition stands out from the Defender crowd. In total more than 200 of these limited edition Defenders are destined for South African shores. Pricing will be confirmed closer to launch.

LOVE GEORGE



The Southern Cape Old Car Club's annual classic show will paint the PW Botha Showgrounds in George red with its annual classic car show taking place on 14 and 15 February. The red theme has been chosen to tie in with Valentine's Day. One of the big three classic car events on the calendar, this event is a must attend for car owners and spectators alike. Book your romantic Garden Route holiday and take in two days of motoring magnificence. For more information visit www.scocc.co.za.

PE MUSEUM DISAPPEARS



Nelson Mandela Bay's historic motor museum is no more. This after one man's campaign to keep the St Croix Motor Museum from closing down was dealt a fatal blow when the facility shut its doors in December, bringing an end to a 30-year era in the city. Museum owner Eben de Vos had been involved in an impasse with the Public Works Department which started last year, after he was given a notice telling him his lease had been terminated. The museum

in Westview Drive was home to vintage and classic cars dating back to 1901 and had been around for about 30 years. De Vos said he had given up the fight after he received a final notice telling him to vacate the premises by midnight on Thursday 11 December. The 55 vintage cars which had been on display at the museum are now parked in various locations or have been sold and many of the spares headed to the recyclers.

FORD GT REBORN

Ford unveiled the all-new GT in January. Set for production late next year, the GT hits the road in select global markets to celebrate the 50th anniversary of Ford GT40 race cars that finished 1-2-3 at the 1966 24 Hours of Le Mans. Gone is the lumping great V8; instead a new generation twin-turbocharged EcoBoostV6 with over 600 horsepower finds a mid-mounted home in the rear-wheel drive, sleek, aerodynamic and lightweight supercar shell. Sadly at the moment plans are only for left-hand-drive vehicles so we could miss out down here in SA.



R100 FOR A TAUNUS

Do you want a 1967 Ford Taunus 20M Turnier complete with 2.0L V4 engine and 4-speed shifter on the column? Not only is it a classic but also the perfect surf vehicle, easily fitting your 9'2" longboard inside. Or try camping thanks to the seats folding flat. For R100 you could well take ownership of a daily runner with 180 000 miles on the clock. Instead of selling the classic the usual way, the current owner has put it up for raffle and funds will go to Food Forest Project at Greenpop's Trees for Zambia 2015, a project that has so far seen over 40 varieties of fruit and nut trees, bushes and herbaceous plants added to Sons of Thunder Farming Cooperative just outside Livingstone. To enter Google 'Win my Taunus'.



MALUTI MEANDER

The South African Regularity Rally Association will host the popular MacGregor Maluti Meander on 24/25/26 April 2015. This two-day event, running through the eastern Free State, is based at the Fouriesburg Country Inn. It is open to cars and motorcycles of all ages, although participants are encouraged to enter in classic vehicles, which for purposes of this event refers to vehicles manufactured before 1989.

There will be two categories in the event, namely open odo and sealed odo, and cars and motorcycles will run in different classes, as will modern and classic vehicles. As Fouriesburg is a small town, accommodation is limited, so please book early by contacting Larina MacGregor on 084 949 0937 or on larina.macgregor@gmail.com. Alternatively, enter by using the entry form on www.sarra.co.za.





CATS HEAD TO KNYSNA



Jaguar is back on board for the Simola Hillclimb in 2015. Scheduled for 14-17 May, the Hillclimb is the second in Jaguar's three-year commitment to the event and this year sees some very exciting and innovative ideas in the pot. Supercar Thursday kicks off with track action, with runs on the hill for those who want to experience their cars without the pressure of competition. Classic Friday is exactly that: one day for cars older than 1980 to compete, before Saturday sees it getting serious with qualifying runs for the Sunday King of the Hill title fight. For details and tickets go to www.speedfestival.co.za

For those looking for slightly more sedate motoring, or those who can afford a few extra days off work, be sure to visit Knysna a week before, for the Garden Route Motor Show on 9 May.

PUBLISH YOUR EVENT

Classic & Performance Car Africa welcome any club news, pre- and post-event reports for publishing. Send some wording and a handful of decent resolution images to info@cpcar.co.za. We are also in the process of setting up an events calendar on www.cpcar.co.za so feel free to keep us in the loop and check in from time to time to plan your classic motoring year.

CLOVERLEAVES, V8S & OCTAGONS



New displays on view for the summer season at FMM are a 10-car presentation of Alfa Romeos and a selection of models representing 20 years of American V8s dating from 1955 to 1975.



– TRIPLEM –

MG – which celebrated its 90th anniversary last year – played a key role in the establishment and growth of motorsport in South Africa, and in the pre-war era participation with the overhead-cam-engined Midget, Magna and Magnette models particularly notable. It is these models that will be featured in the four-day TripleM gathering from 26-29 March, which culminates in a visit and display at FMM over the Saturday and Sunday. As part of the build-up to the get-together, which includes overseas entries, a small collection of MGs is currently on display in the museum's Hall B.

WHERE, WHAT TIMES AND HOW MUCH

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

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

EXECUTIVE CARS



R255 000

2012 JEEP CHEROKEE LTD

62000km. This black beauty is in excellent condition and is the top of the range LTD edition. Black leather, navigation, sunroof, tow bar. It has the excellent 3.7 litre 6 cylinder petrol engine mated to an automatic gearbox with an excellent power to weight ratio.



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.



R199 000

2008 CADILLAC SRX

73 000km. Another rare car that demands that you drive it to appreciate what a good package it is, especially if space, comfort, accommodation and luxury are important to you. 7 seater powered by a compact 6 cylinder 3.6 litre engine. Be different



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 engined 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 engined 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.



R145 000

1948 Willys Overlander

Anyone looking for a family hot rod need look no further. Long gone is the plodding 6, replaced with Ford's finest 351 V8, modern gearbox, Hurst shifter, Disc brakes, coil spring conversion, big wheels, power steering, custom interior and sound. A unique station wagon with attitude.



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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1938 Plymouth Doctors Coupe – R165 000



1946 Lincoln – R228 000



1974 Ford F250 – R160 000



1959 Rover P5 – R65 000



1927 Chevrolet Landau – R258 000



1946 Ford Pick-Up – R248 000



1972 MGB - R115 000



1976 Mercedes Benz 280SE – R128 000



1980 Rolls Royce – R128 000



1936 Ford Roadster – P.O.A.
 A stunning example of one of the most sought-after, open-top vehicles of the mid-1930's. There are very few of these vehicles available in South Africa which makes this a valuable addition to any collection.



ALSO AVAILABLE: 1973 Rover 3.5 V8... 1967 MGB Roadster... 1967 MGB GT... 1968 Wolseley 1660... 1986 Porsche 924S... 1958 Buick Special 1974 Volvo 164... 1964 MGA... 1983 Porsche 944... 1971 MGB Roadster... 1952 Opel Kapitän... 1928 Hupmobile... 1947 Citroen Light 1.5... 1984 Porsche 944... 1965 Mercedes Benz 230S Fintail... 1965 Pontiac Parisienne... 1950 MGTD... 1999 Honda Prelude VT1-R... 1987 Citroen CX GTI Turbo... 2005 Rover 75 V6... 1934 Studebaker Dictator... 1936 Chevrolet Sedan... 1974 VW Beetle... 1978 MG Midget... 1973 Mercury Motego... plus...plus...plus.

FORWARD

Raymond Loewy's glass fibre-bodied, four-seater high-performance grand tourer was advertised as the inspiration for all '63 Studebakers, but as **Mike Monk** describes, the concept was doomed from the start.

Studebaker had been in trouble since the early 1950s as a result of its high-paid labour force contributing towards its products being comparatively expensive to build when compared with those of Detroit's Big Three: General Motors, Ford and Chrysler. A wages pay cut saved jobs and a merger with Packard kept the brand alive but clearly all was not well – the company severed its links with influential design consultant Raymond Loewy (reportedly with a \$1 million payout) and sales from the South Bend, Indiana plant continued to struggle.

Then in February 1961, 41-year-old Sherwood Harry Egbert took over as president with the aim of reviving Studebaker's flagging fortunes by diversifying its interests. With no experience of the motor industry, he nevertheless decided to stimulate the business with a radical new car that he reportedly sketched out on a flight from Chicago just over a month after taking over. The incisive businessman rattled the company directors' cage by calling in Loewy to oversee design of the 'personal luxury coupé'. Loewy accepted the challenge and after bringing together his experienced team of Bob Andrews, Tom Kellogg and John Ebstein, in just 40 days presented a clay mock-up.

Surprisingly perhaps, Studebaker's directors approved the design that, apart from being the company's first all-new body style since 1953, was quite dramatic, particularly at the front where thrusting, blade-like fenders flanked a grille-



THINKING



less nose. The long fender line gently swept back to the sloping rear with its large, wraparound back window – the stylised side windows behind the doors were quite small. Ornamentation was practically non-existent. Named Avanti – Italian for ‘forward’ – the decision was taken to base the car on the 109-inch (2768mm) wheelbase cross-braced steel chassis of the Lark Daytona convertible and produce the body in fibreglass.

Under the bonnet Studebaker fitted a high-compression (10.25:1) 289ci (4735cm³) V8 mated with either a three-speed manual gearbox with a floor shift or a Borg-Warner three-speed PowerShift automatic. The motor featured dual-point ignition, a sporty 3/4-race high-lift cam, solid lifters, a four-barrel Carter carburettor and dual exhausts. In standard guise (R1) it delivered 240bhp (179kW) but a Paxton supercharged version (R2)

was an option, with the compression ratio lowered to 9.0:1 and power raised to 290bhp (216kW). Later, just ten 335bhp (253kW) supercharged R3 versions were also built as well as a single naturally-aspirated R4 with dual four-barrel carbs that produced 280bhp (209kW). An experimental twin-supercharged, fuel-injected R5 developed a massive 575hp (429kW).

Suspension was by upper and lower A-arms with coil springs at the front, and a solid axle on semi-elliptic leaf springs at the rear. Bendix-Dunlop caliper disc brakes were fitted up front – a first for an American car – with conventional drums at the back.

Responsibility for body construction was placed in the hands of Molded Fiber Glass of Ashtabula, Ohio, who manufactured body parts for the fibreglass Chevrolet Corvette. But time, some cost cutting and inexperience

with building complete bodies worked against the company, the absence of body jigs resulting in poor door and fender alignment on the early cars and an ongoing ill-fitting rear window problem.

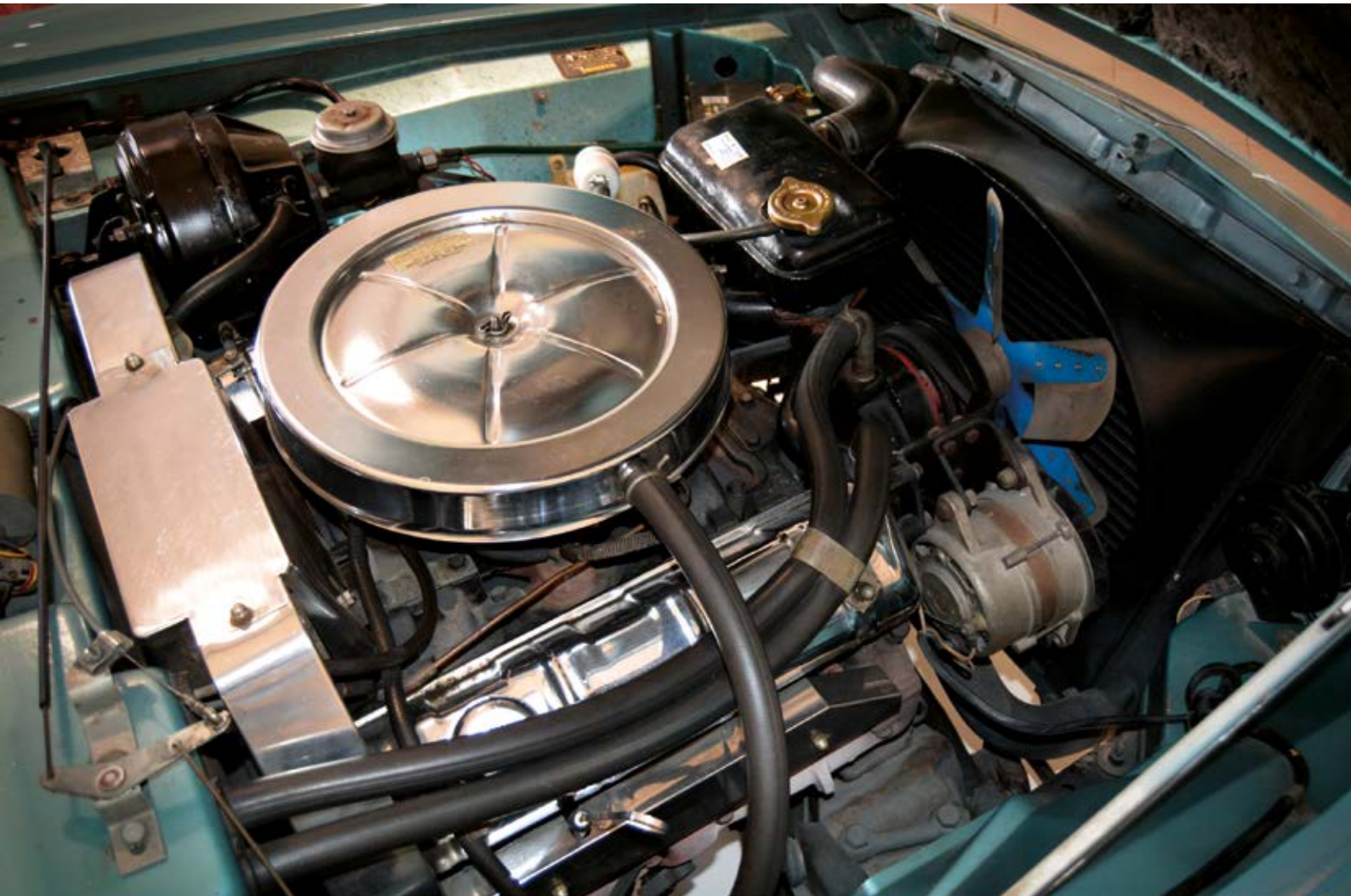
But despite the problems, the Avanti debuted at the New York International Motor Show in April 1962, just one year after Loewy’s clay proposal was given the green light. In May a hand-built prototype Avanti was an honorary pace car at the Indianapolis 500. Race winner Rodger Ward received one as part of his prize package. Building on the performance theme, without the benefit of any wind tunnel testing, Loewy’s rakish design proved to be remarkably aerodynamic when a supercharged Avanti broke 29 speed records at the famous Bonneville Salt Flats, reaching a top speed of nearly 271km/h, faster than any American



THE LOEWY CONNECTION

Raymond Loewy was born in Paris in November 1893 and after serving in the French Army during WWI he boarded a ship to America and started a career that was to last for seven decades. Working to his MAYA – Most Advanced Yet Acceptable – principle, Loewy worked as a consultant for more than 200 companies including Studebaker, with whom he had a long and fruitful – if sometimes fractious – relationship. His company, Loewy and Associates, joined the car maker in 1936. Amongst the earliest projects was the design of a new logo to replace the ‘turning wheel’ design that had been the trademark since 1912. During WWII, American government restrictions on in-house design departments at America’s Big Three automakers prevented official work on civilian automobiles but because Loewy’s firm was independent of the fourth-largest automobile producer in America, no such restrictions applied.

This permitted Studebaker to launch the first all-new post-war automobile in 1947, two years ahead of its rival manufacturers. To brand the new line, Loewy also updated Studebaker’s logo again by applying the ‘Lazy S’ element. His final commission of the 1950s was the transformation of the Starlight and Starliner coupés into the Hawk series for the 1956 model year. Loewy left the company in 1954 but in the spring of 1961, Studebaker’s new president, Sherwood Egbert, recalled Loewy to design the Avanti in order to help energise and attract younger buyers to the company’s soon-to-be-released line of 1963 passenger cars. The ill-fated car was his last automotive design and in 1972 Loewy was named one of the most influential Americans by *Life* magazine. He passed away in 1986.



production car had gone before.

Loewy's team used Jaguar's E-Type as one of its inspirational designs and the Avanti's long nose is perhaps the most obvious similar design element. Its looks are certainly distinctive, particularly at the front, the overall styling looking more European GT (Kellogg's influence, perhaps?) than American muscle, although performance was in the ball park of both classifications. This particular car is one of the 1964 square-headlight R1s fitted with an optional four-speed all-synchromesh manual 'box: Body number is 4434.

The doors are bulky and open up to reveal an interior that is light and roomy, even in the rear where the small, tapered rear side glass is not as sideways visibility restricting as it suggests from the outside. A neat touch is a panel in the rear parcel shelf that opens up to give access to the boot. Pleated leather adorns the seats, door panels and fascia, with wood veneer used for the two-spoke steering wheel rim (with horn buttons in the spokes), the eight-dial instrument

binnacle, the tunnel console and even the radio. Aircraft-style switchgear sprouts from the console and heating and lighting buttons are mounted in a panel in the windscreen header rail. The padded and quilted headliner is another neat touch and the overriding effect is of something a bit special – exciting, even futuristic.

Twist the key and the motor fires up with a healthy rumble. Snick the white ball-topped stubby gearshift into first and the Avanti pulls away with a surprising eagerness. Tipping the scales at around 1 430kg, performance claims for the R1 were 0-60mph (0-96km/h) in 8.4 seconds, the quarter-mile in 16.3 seconds and a top speed of 130mph (209km/h). Torque is strong from low down – the healthy peak of 414Nm is reached at 3 000rpm – and the car really does have a *Gran Turismo* feel to it. The gearshift is a delight, having short throws with a well-defined gate. Running on 215/75 R15 radials fitted to Halibrand alloys with fake spinners, the steering is naturally a little heavy when manoeuvring but improves as speed rises. Ride is

comfortable and the car feels all of a piece. Brakes are up to the task and cruising along the Avanti is effortless but the car's dated chassis offers little finesse in the handling department.

Despite the Avanti's promise and Studebaker's 'From the Advanced Thinking of the Studebaker Corporation' advertising, build quality problems continued and hampered sales from the outset, so by the end of 1963 only 3 834 units had been sold. Little was changed for the following year save for a switch from round to square headlights for the last 750 models before production ceased in December 1964 with a build total of just 4 643 cars. By this time Egbert was suffering with cancer and he died five years later. The Avanti concept was sold in 1965 to a couple of Studebaker dealers before passing through a number of other entrepreneurial hands during which time small volumes of variations on the theme were manufactured over the next 20 years. 'Avanti: The Maximum Automobile' was a gallant but ill-fated project that deserved greater reward. 📌



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THE FIRST CAR IN THE HELL



When a young Dirk van Zyl did some work in the Oudtshoorn area for a government department, he often travelled by South African Railways buses. On one such occasion the bus stopped at a remote spot between Calitzdorp and Ladismith to drop off mail. Dirk asked the bus driver for whom the mail was intended and was told about the Gamkaskloof and the people who lived there. **Ryno Verster** takes up the tale.

Gamkaskloof (also known as The Hell) got its name from the San people's word for lion, and lies alongside the Gamka River in an isolated valley 600m wide by 20 kilometres, in the Swartberg mountains. Residents, known as 'valley people', lived in isolation for many years. The only contact they had with the outside world was

when they loaded their donkeys with produce from the valley and travelled to nearby Prince Albert, Ladismith and Calitzdorp to sell their products and buy essential provisions. Several of the inhabitants never left the valley and had no contact with the outside world their entire lives. There was no road into the valley except the five donkey trails. What couldn't fit onto the back of a donkey would not make it into

The Hell. It was recorded that about 20 families, making up a population of about 120 souls, were living and farming in the valley at that time.

Dirk convinced his twin brother, Ben van Zyl, and a friend, Izak Burger, to hike to the Gamkaskloof during September 1958 to see if all this was true. During this visit they befriended several of the valley inhabitants, especially Martiens Snyman and his family.





The hospitality the hikers received from the kind people of The Hell distilled into a genuine desire to return the kindness by doing something that they thought would make life easier for those living in the valley. Their solution was a 1938 damaged Morris Eight that they bought for a pricey sum of £15 (then R30)

The reference to the Gamka valley as The Hell didn't please the inhabitants. They preferred to refer to themselves as 'Kloovers' – valley people. The origin of the nickname Hell isn't clear. The author visited The Hell in the month of February and the heat almost convinced him that in addition to the little wind movement in the narrow valley, this must have been the reason for the name. Apparently it is not so simple and many other explanations are on offer. It's likely that the difficulty in reaching this destination was a reason for the name. But whatever the reason, The Hell it is.

The hospitality the hikers received from the kind people of The Hell distilled into a genuine desire to return

the kindness by doing something that they thought would make life easier for those living in the valley. Their solution was a 1938 damaged Morris Eight that they bought for a pricey sum of £15 (then R30). The bodywork was modified by chopping off the damaged roof section - this also helped to lighten the load to get it to its destination! On 11 October 1958 they met 8 valley inhabitants and their 4 donkeys at the point where the Gamka River enters the narrow Gamka valley. They started their journey into The Hell at about 09h30 to deliver the first car to enter this remote destination.

The 15 kilometre journey to The Hell was laden with obstacles, and the Morris Eight had to be dragged, pushed

or carried through these obstacles by donkey power (4 x 4) and manpower. Initially it was the thick shifting sand dunes, sometimes mud and the occasional deep pools of stagnant water along the Gamka River banks. These first 4 kilometres were the easy part of the journey, soon to be replaced by a vast area of rough, jagged boulders which grew steadily worse as they approached their destination.

The adventurers and the Morris Eight reached their destination by 19h15 after a very gruelling day of pushing, dragging and even carrying the car. Reaction to the newcomer in the valley was mixed, and the children were especially suspicious and terrified of this thing that they had never seen





before. The new owner, Martiens Snyman, took his wife Sannie, daughter Anna and friend Piet Cordier as passengers on the Morris Eight's maiden run in The Hell. It was, however, not easy for Martiens as he had been a truck driver in WW II, which meant that the last time he had been behind the wheel of a vehicle was some 13 years before.

The intention to make life a little easier for the inhabitants in The Hell was a very noble one, but in practice the project was not viable. The Morris Eight was only used for short pleasure trips. Fuel for the car was the limiting factor. Everything coming in and going out of The Hell had to be moved by donkey power on one of the 5 donkey trails. Containers with fuel for the

Morris Eight were soon not considered a priority for the limited capacity of the donkeys. The Morris Eight was eventually mothballed. There are still remnants of the car on display in The Hell. Some 55 years later we salute them for their initiative, kindness to the inhabitants of The Hell and for creating some special South African motoring history.

IT'S ALL ABOUT TIMING

This adventure in October 1958 was perfectly timed. In 1958 the Dunlop Tyre Company launched their Gold Seal tyres and fitted them to two Austin Gipsys. The Austin Gipsy was an all-steel body, 4 x 4 vehicle with independent suspension aimed at the

Land Rover market. To test these tyres the 5 most challenging journeys in South Africa were selected. Naturally a journey into The Hell and back was part of it. This was undertaken in March 1959 and this expedition followed roughly the same route along the river banks and the vast area of rough, jagged boulders as the adventurers with the Morris Eight had followed. They often had to 'build their own road' to conquer the rocky section. Eventually, after 4 days and 4 nights, these Austin Gipsy vehicles (with the aid of winches, ramps and assisted by 18 support people) reached The Hell. So the Austin Gipsy became the first vehicle to reach The Hell under its own power.

The intention to make life a little easier for the inhabitants in The Hell was a very noble one but in practice the project was not viable





CHANGE IS INEVITABLE

Progress eventually caught up with the isolation of The Hell inhabitants when the Otto du Plessis gravel road was opened in August 1962. This road of 37 kilometres has a suggested travel time of 2 hours, stressing the difficulty factor. It links The Hell via the Swartberg Pass to the towns of Prince Albert and Oudtshoorn. Some sources remarked that 'this has to be one of the most iconic gravel roads in South Africa, holding almost pilgrimage status to gravel-road devotees'. The last 4 kilometres into The Hell go through the Elands Pass. This pass is hellish and intimidating, even in modern vehicles. It is mostly single-lane with only a few, very precarious spots for oncoming vehicles to pass by. The drop-offs are extremely

steep with no Armco barriers at all. In 4 kilometres it escalates by 403 metres and has 38 bends, of which 6 are hairpins and 32 are S-bends. This means that on average there is a bend every 105 metres of the pass. Not for sissies!

By 1992 there were none of the original farmers and inhabitants left in The Hell. The Otto du Plessis road opened up opportunities for them to seek their futures elsewhere. The Hell is presently run by Cape Nature as part of the Swartberg Nature Reserve and was declared a UNESCO World Heritage site. 📍

Thanks to Ben van Zyl who was willing to entrust his valuable photos of this historic motoring event for copying to me and for sharing the background and his memories of this event.

Some sources remarked that 'this has to be one of the most iconic gravel roads in South Africa, holding almost pilgrimage status to gravel-road devotees'



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UNDERRATED STYLE





As classic sports cars rocket in value and move out of the financial grasp of many enthusiasts, so the desire for more humble saloons has increased. Close inspection of the market and classifieds will show that the likes of Alfa Juniors, Giulias, BMW 2002s, Ford Escorts and Cortinas have suddenly raised their heads and prices have climbed dramatically. But **Stuart Grant** believes there is one car that delivers as much, if not more in terms of classic style, pedigree, performance and cost effectiveness. The car in question is Lancia's Fulvia Coupé. If it doesn't meet your rarity requirement then add the Zagato-bodied version to the mix.

Photography by Oliver Hirtenfelder, vehicles courtesy Lancia Restorations



Like so many great marques, Lancia started as the vision of a single man, Vincenzo Lancia. Born in the mountain region between Piedmont and Switzerland in 1881 to a reasonably well-off family, it was expected he'd study to become a lawyer. But time spent every winter in Turin threw a spanner into the chosen career path. Housed within the same block as his family home was the *Fabbrica di Velocipedi e Vetture Automobili Giovanni Ceirano* – a small workshop building bicycles and motor vehicles. Lancia became fascinated with these mechanical masterpieces. By 1898 he'd joined the outfit under the title 'accountant' but in reality was a Jack-of-all-trades and excelled in mechanical problem solving. The factory produced its first car, like the bicycles, named Welleyes in 1890. Nine years later the fledgling Fiat bought the Welleyes plant and patents as well

as taking employees across. Lancia became one of the official test drivers and Fiat factory racer.

In 1906 at the age of 25 Lancia branched out on his own creating Lancia & C. with the idea of building cars that would radically change the concept of the horse and carriage. The first Lancia, titled Alfa, rolled off the factory floor in 1907 and started a trend of innovation that continued for decades. Subsequent Lancias continued the theme of using letters from the Greek alphabet as the naming convention. Innovation like a monocoque structure continued and icons like the Lambda, Aprilla, Ardea, Aurillia, Appia and Flavia thrilled those in the know. Although class-leading in terms of technology, firms like Alfa Romeo were also pushing the boundaries by the 1950s and Lancia had to respond to keep up in the sales race and avoid going belly up. Vincenzo's son Gianni had taken over the firm

after his father's death in 1937 and his penchant for racing and developing costly prototypes nearly bankrupted the outfit.

In 1963 the public saw the arrival of the boxy Fulvia, a four-door Berlina model brimming with a V4 engine, disc brakes all round and independent suspension. By now Lancia had moved onto naming its cars after famous roads in Rome – in this case Via Fulvia, which earned its name from Fulvia Flacca Bambula, an aristocratic Roman woman and wife of Mark Antony. The Berlina wasn't a looker but proved practical and successful, and lent a lot of brainpower to the Fiat 124 and Lada of the same shape later. With these decent underpinnings and parts bin at hand, Lancia engineers and designers were tasked with developing a stylish coupé.

Rather than outsourcing the design, Lancia carried out the process in-house with Piero Castagnero heading the department. The Coupé looks



impressed on debut at the 1965 Turin Motor Show but despite being nimble, thanks to its transverse leaf-sprung double-wishbone front suspension and beam axle rear, the front-wheel driving 1216cc 80hp V4 didn't put it into the performance department. Soon after the launch though, this performance issue was improved on with the introduction of the 1966 HF competition version, which saw some tuning increase the horse power to 88, and aluminium doors, bonnet and boot combined with plexi-glass windows and removal of bumpers to shed a few kilograms to weigh in at 825 kilograms.

For 1967 capacity increased to 1231cc and then quickly to 1298cc good for 87 horsepower with the arrival of the model badged 1.3 Rallye. In HF guise the Rallye delivered 101 horsepower. The 1.3S arrived in 1968, sporting 90hp and a servo-operated brake system, but the real excitement came in the form of the 1.6HF. As the badge suggests this

featured an engine size closer to 1600cc (1584cc) which made a healthy 130 odd horses still powering the front wheels but this time via a 5-speed gearbox and alloy wheels on a wider track. Larger headlights gave the name 'Fanalone' to this version, which translates to large lights.

Fiat bought Lancia in 1969 and hastily launched a second series Fulvia Coupé. Fiat freshened the look with a new full width grille where the outer lamps were raised. The run of the mill 1.3S got a 5-speed box and an alternator replaced the old generator. Unfortunately, in order to reduce manufacturing costs the 1.3S was cheapened with aluminium panels being replaced by steel and plastic dash controls creeping in. A 1600HF Lusso was added to the mix in 1970. It had 115hp, 6J alloy wheels

under wider wings and featured electric windows. And Lancia went rallying in the World Championship.

With a 1600HF, Lancia finished third in the 1970 title chase and fourth in 1971. 1972 was Lancia's year, wrapping up the manufacturers' title, well clear of Fiat, Porsche and Ford. To acknowledge Sandro Munari's 1972 Monte Carlo Rally victory a bumper-less black-bonneted model named 1.3S Monte Carlo was launched in 1973. Running out of time the Fulvia got its final

With a 1600HF, Lancia finished third in the 1970 title chase and fourth in 1971. 1972 was Lancia's year, wrapping up the manufacturers' title, well clear of Fiat, Porsche and Ford



Series III updates at the end of 1973 – these included seats with headrests and white dials. One last offering before the pretty coupé faded away was the bumper-less Safari, which was basically a standard Series III with bumpers removed but some special trim, exterior badges and numbered plaque on the dash. By July 1976 Lancia's new Beta Coupé took centre stage and the Fulvia faded into the history books.

South Africa wasn't left out of the Fulvia mixing pot with CKD kits being assembled initially in Durban at Motor Assemblies before moving up to the Highveld. From 1966 through to the end of 1970 570 Series I units were sold nationally. The Series II was launched in 1971 and just over 560 of these sold before it was discontinued locally in 1974. It was not the cheapest car out there, costing R2 790 in 1967, significantly higher than the likes of a Fiat 124 at R1 725 and Mk2 Ford Cortina GT at R1 984.

You'll pay heavily for an HF (there are some in South Africa) but the common or garden variety 1.3S Fulvia Coupé now offers good value. Look carefully though as rust is the biggest

issue with the Lancia, especially around the area where the sub-frame joins the monocoque sill. Bear in mind that rust and cosmetic repairs usually cost more than mechanicals on any classic. A sorted Fulvia is a joy to drive once you get used to the dog-leg gear pattern (5-speed only), delivering a blend of liveliness, quietness and smoothness. Fulvias are practical with seating for four and a useable boot. And you will do well in the 'my classic is more advanced than yours' debate with the 4-wheel disc brakes and dual-overhead-camshaft in the arsenal.

If this isn't enough, splash out and find a Zagato. Zagato's Lancia Fulvia Sport adds rarity, a coach-built touch, brand name and added beauty to the equation. Worldwide, 7 300 Zagatos were produced, originally in 1.2-litre format then 1.3 and 1.6 followed. Zagato's Ercole Spada was called on to create the body style. 900 all-aluminium units were produced; this was followed by around 600 steel body units with aluminium doors, bonnet and bootlid before the final batch came in all steel. Like the regular Coupé the 45-degree cantered over

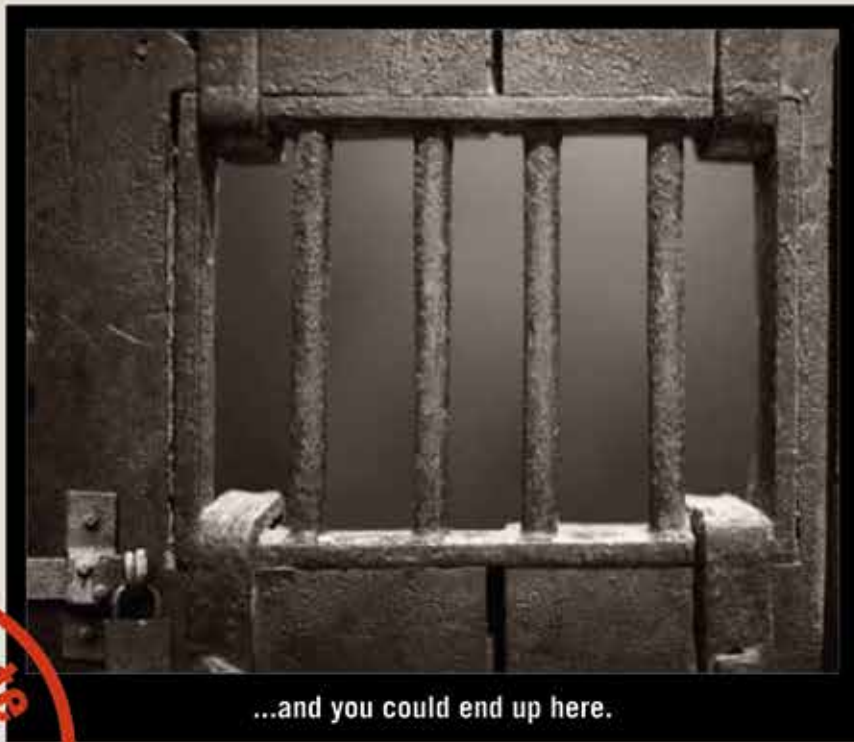
V4 allowed for a low bonnet line but he drastically changed the look by ditching the 3-box profile for a genuine fastback aesthetic. Quirkiness came in bucket-loads with the most notable being the side-hinged bonnet found on early models and an electronically latched bootlid that could be opened to improve cabin airflow as the rear quarter windows don't open. One of the earliest European hatchbacks, the boot area offers plenty of space and accessibility for your touring luggage requirements.

Lancia motorsport focus was on rallying the regular Fulvia but a few Zagato examples enjoyed some track success at Sebring, Daytona and on the PanAmericana race. Built between 1965 and 1972 the Zagato competed with the likes of Jaguar's XKE, Chevrolet's Corvette and the Shelby Mustangs in the showroom price war. A tough act, but those looking for something stylish, technologically advanced and slightly left-field, saw the light.

Today the Zagato and normal Fulvia offer a sound investment but more importantly a solid, comfortable, useable and joyous drive. **Q**



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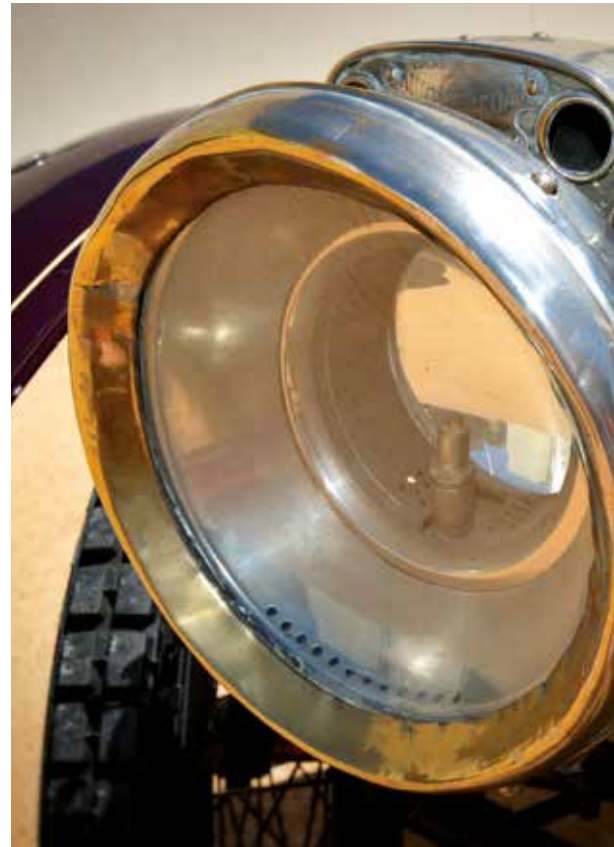


MINIMALIST CHARM

Mike Monk takes a ride (or is that drive?) in a centenarian that bridged the gap between motorcycles and cars.

Just over a century ago one of the deadliest conflicts in history, World War I, began in earnest and lasted four years with enormous loss of life – counted in millions – of both troops and civilians. But as anyone familiar with the book/movie/stage adaptation of Michael Morpurgo's *War Horse* will know, almost as many horses as humans died during the trench warfare. Armoured vehicles based on cars of the period were available in limited numbers, but





battles were generally fought on foot and hooves. When the conflict broke out the automobile industry itself was trying to meet the demands of society eager to move up into the world of the horseless carriage. At the beginning of the last century motoring was virtually an activity of the wealthy, but by 1910 increasing numbers of middle class citizens eager to join the movement demanded affordability that, in turn, led to the advent of the cyclecar.

In 1911 the number of cyclecar manufacturers was less than a dozen in each of the United Kingdom and France, but by 1914 there were over 100 in each country and even more in Germany, Austria and other European countries

Generally speaking, a cyclecar is a simply constructed, lightweight car with a small capacity engine (usually a single-cylinder or V-twin), a variation on what are often generally referred to as light cars or, in French, *voiturettes*. Manufactured mainly between 1910 and the late 1920s, cyclecars bridged the gap

between the motorcycle and the car and almost by definition, reliability was not necessarily a given due to the fragile engineering. In 1911 the number of cyclecar manufacturers was less than a dozen in each of the United Kingdom and France, but by 1914 there were over 100 in each country and even more in Germany, Austria and other European countries. While a reasonable number of the many vehicles that were produced by both the established and aspirant manufacturers were successful, practically all of them had a short lifespan due to the outbreak of WWI. One of the better examples is the 1914 Humberette.

The British Humber car company evolved from Thomas Humber's bicycle company founded in 1868, and following repeated requests to produce a motorised vehicle, delayed while Humber sought a suitable engine, a three-wheeled car was produced in 1898 followed by a four-wheeler in



1901. From factories in Beeston, near Nottingham, and Coventry a broad model line-up was soon established, ranging from a single-cylinder 611cm³ Humberette to several six-cylinder 6-litre models. By 1913, Humber was the second largest manufacturer of cars in the UK.

The first 5hp Humberette appeared in 1903 and a year later its engine was increased to 762cm³. This car was succeeded in 1912 by a much more substantial model fitted with a 998cm³ 8hp V-twin air-cooled engine with drip-feed lubrication, a leather-lined cone clutch, a three-speed plus reverse gearbox and shaft drive to a differential rear axle. However, despite being tagged a cyclecar, the 7cwt (784kg) Humberette marginally exceeded requirements for the Large class of a newly instigated two-level classification of cyclecars that specified a maximum weight of 350kg, a maximum engine capacity of 1100cm³ and a minimum tyre section

of 60mm (2.4 inches). Respective figures for the Small class were 150/300kg min/max, 750cm³ and 55mm (2.2 in.). All cyclecars were to have clutches and change-speed gears.

Despite its minimalism, the Humberette's two-seat body with centrally-hinged bonnet, lengthy scuttle and upright windscreen made it look relatively substantial. Its specification included such niceties as rack and pinion steering, a foot-operated band brake operating on the transmission shaft, and two external-contracting drum brakes on the rear wheel hubs activated by a handbrake. Front suspension was by a transverse semi-elliptic leaf spring with quarter-elliptics doing duty at the rear. Drive from the diff was via spring-loaded torque rods, and for topping up the diff oil a hatch in the flat boot could be raised giving access to the brass filler. Wire-spoked wheels were fitted with

By 1913, Humber was the second largest manufacturer of cars in the UK

FROM HUMBLE BEGINNINGS

It may be easy to overlook the cyclecar era as a passing fad but, in fact, it led to some significant developments. In 1912 the Cyclecar Club was formed that evolved into the British Automobile Racing Club (BARC) that famously exists today. The same year saw the Motor Cycle Show at Olympia become the Motor Cycle and Cycle Car Show, and on 27 November 1912, Temple Press launched *The Cyclecar* magazine that was later renamed *The Light Car and Cyclecar* and finally *The Light Car* and was published until the early 1950s.



2.5-inch beaded-edge tyres. The engine had high-tension magneto ignition and a Smith four-jet carburettor. Hand levers controlled the throttle and ignition.

Newspaper advertisements from 1913 promoted the Humberette as 'The Perfect Car in Miniature' and in a paper entitled *The Car and British Society* published by Manchester University Press in 1998, it was stated as being "... the most popular of cyclecars at that time". In 1914 the car received minor upgrades, and a water-cooled version with a front radiator was added, as fitted to the featured vehicle – thought to be one of only 50 left in the world.

For a car that has just passed its rooth birthday, the Humberette looks remarkably healthy, the sun reflecting off its maroon paintwork highlighted in places by hand-painted pinstripes. The lamps are works of art – headlights are ornate King of the Road items – and with all the steering, brake and suspension components visible through and under the bodywork, motorised transport does not get more honest than this.

With hood stowed, a veteran drive begins with opening the fuel line, setting the appropriate levers and turning the starting handle. The V-twin immediately bursts into life and settles to an even beat, the exhaust surprisingly crackly, spitting with all intent – all six kilowatts worth. But it surprises with the sprightly manner in which it pulls away and

Humber became part of the Rootes Group in 1931 until that company was taken over by Chrysler in 1967. The Humber name lasted until 1976 and now belongs to Peugeot after it bought Chrysler's European operations in 1978

settles down, easily moving through the gears into a slow but steady gait to the accompaniment of that crackly exhaust. Vibration is hardly noticeable and the ride most comfortable, the 26-inch wheels shod with tyres somewhat confusingly marked 700x80mm and 26x3 inches – do the sums.

It is a real step back in time to a period when efforts were being made to

make the motor car available if not to every man, then certainly to a rapidly increasing number of the world's population, those spared from paying the ultimate price of war. Production of the Humberette ceased in 1915 and was not revived after WWI when cyclecar popularity steadily declined largely the result of production economies in the manufacture of more substantial and

affordable light cars such as the Austin 7, Citroën 5CV and Morris Cowley. After WWII, small, economic cars were again in demand and a new set of manufacturers appeared, but the cyclecar name did not reappear as the new breed was called microcar by enthusiasts.

Humber became part of the Rootes Group in 1931 until that company was taken over by Chrysler in 1967. The Humber name lasted until 1976 and now belongs to Peugeot after it bought Chrysler's European operations in 1978. It is a pity that a name that played an important role in the evolution of the automobile is no more, but today the company's Humberette cyclecar stands proud as a prime example of early progress. 📌



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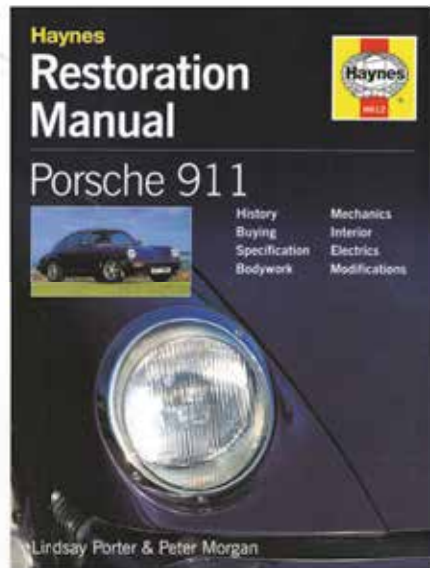
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1/18th Scale 1983 Volkswagen 1200 by Minichamps





AGAINST THE ODDS

Ryno Verster talks about the Metropolitan, a car that swam against nearly every current of American car design.

Breaking with tradition and thinking out of the box are the trademarks of the creatively brave and optimistic, and exploring untested waters is daunting. If this is done from a dominating position in the industry it is challenging, but if you are a relatively small player, mega guts is required. After World War II the so-called Big Three (Ford, General Motors and Chrysler) were dominating the American automotive market and the rest of the independent manufacturers like Packard, Studebaker, Nash, Hudson and others were battling to survive. The conviction that 'bigger is better' was still firmly entrenched.

Analyses of American automotive market trends after World War II suggested new patterns of transportation. Two-car families would become the norm, with female drivers increasingly becoming the second-car

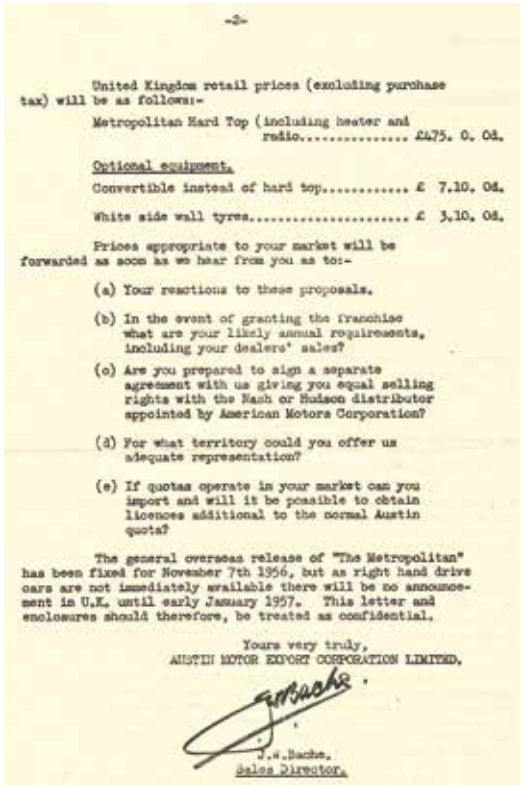
driver. This pointed to a market shift towards smaller cars that could be used over shorter distances by the mother of the family. It was well-known that small cars were not cheaper to build but that buyers were more willing to pay higher prices for bigger cars. This caused the Big Three to abandon their own compact car plans in post-war years. George Mason Nash, Kelvinator's president decided, however, to produce a small car for the American and Canadian market, with specific focus on female drivers.

In late 1948 he commissioned William Flajole to design a prototype of a small car called NXI (for Nash Experimental International). Flajole was contracted to produce a series of sketches for the NXI project and then develop and build concept prototypes using the Fiat 500 chassis and Fiat small engine. A second prototype was built with a bigger Standard

engine. Interchangeability of the front and rear body panels was initially investigated, but in the end it was only the symmetrical door skins that made it into production.

Mason then followed another approach never tried before by an American automotive manufacturer by conducting unconventional marketing research in the form of 'Survivals' (previews linked to surveys by way of questionnaires). A concept (styling) prototype was shown to a cross section of invited opinion makers. The results showed that the car had potential but that changes would have to be made for the American market. These changes were incorporated into the production prototypes that were then built and extensively tested. The name was changed to NKI for Nash-Kelvinator International.

The decision to go into production was taken yet there were several problems.



Tooling costs for manufacturing in the USA were totally prohibitive. Labour cost in the USA was also considerably higher than in Europe, and there were insufficient steel supplies. Mason had to find an innovative solution to what seemed to be insurmountable challenges and he came up with that solution – building a car exclusively for the American and Canadian markets entirely by an outsourced provider and exporting it to America.

Nash stylists stepped in to ‘Nashify’ the NKI by introducing some subtle styling improvements to highlight certain recognisable Nash hallmark features. It is said the final look mimicked the Nash Statesman. Nash was a well-established and respected brand and the decision-makers wanted the car to be instantly recognisable as part of the Nash stable.

There was no opening boot lid and access to the loading area was through the rear seat upright.

ENTER THE AUSTIN MOTOR COMPANY

George Mason and Donald Healey met when Healey went to America to try and persuade General Motors to make engines available to fit in the Healey Silverstone. His request was denied and Healey and Nash-Kelvinator entered into a co-operation agreement whereby Nash-Kelvinator would supply their 3.8 six-cylinder engine to be built into a re-styled Healey Silverstone and be called a Nash Healey.

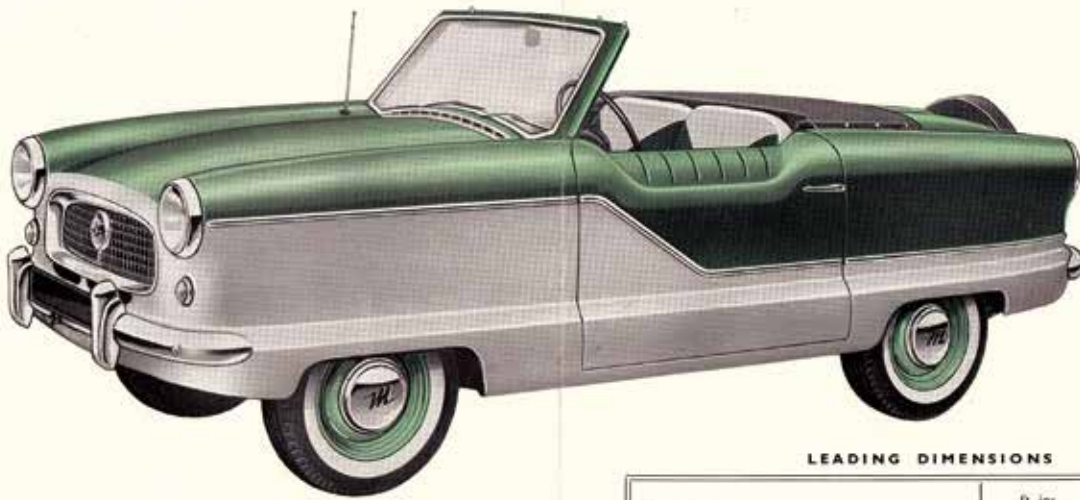
Nash-Kelvinator announced on 5 October 1952 that it had found a partner in the UK in the Austin Motor Company (by then part of British Motor Company) and the body-manufacturing company Fisher and Ludlow to manufacture the NKI Custom. Bodywork would be produced and painted by Pressed Steel Fisher while mechanical components and final assembly would be done by Austin Motor Company. A contract for producing 10 000 cars was signed.

Production started at Austin’s Longbridge factory

in October 1953. At that stage the car was still called NKI Custom but two months before launch in America the name was changed to Metropolitan, in line with what it was intended to be: a small city runabout. The first Metropolitans badged as a Nash and referred to as Series I went on sale in America in March 1954.

Two models were offered to the public: a hard top and a soft top version, both featuring two doors. Body structure featured the advanced Nash unitary all-steel (monocoque) body concentrating the strength in the floor structure – necessitated by the wide and deep door openings and unstressed roof. The front and rear wheel arches as well as a ribbed-scuttle pressing helped stiffen the structure. There was no opening boot lid and access to the loading area was through the rear seat upright. The spare wheel was mounted on and in the rear bumper. The hard top version featured a 3-piece wraparound rear window. Bodies were painted in two-tone bright colour schemes with lower panels in Mist Grey and upper panels in Spruce

THE METROPOLITAN "1500"



LEADING DIMENSIONS

Wheelbase	7	1	Metric	2.2 m.
O/A Length	12	5 1/2		3.8 m.
O/A Height	4	6 1/2		1.4 m.
Ground Clearance		6 1/2		0.16 m.
O/A Width	5	1 1/2		1.6 m.
TRACK:				
Track, Front at ground level	3	9 1/2		1.15 m.
Track, Rear	3	8 1/2		1.14 m.
Turning Circle	36	0		10.97 m.
APPROXIMATE WEIGHT: (with oil, water, spare wheel, heater, radio, no tools)				
Hardtop	16 1/2	cwt.		838.2 K. gms.
Convertible	16	cwt.	21 lb.	822.3 K. gms.

Green, Canyon Red, Caribbean Blue or Croton Green.

Suspension was independent wishbone, coil springs with shock absorbers at front and leaf springs with shock absorbers at the rear. Brakes were Girling hydraulic with twin-leading shoes at the front. Mechanically the 1200cc Austin A40 engine as used on Austin Devon and Dorset models was employed (pre A-series), with gearbox reduced to 3-speed. A single Zenith carburettor was used. An interesting feature was that the electrical system was 12 volt when most American cars at the time were still 6 volt. In the end almost all components on the Metropolitan were UK-manufactured.

The Metropolitan was the first post-war American car that was marketed specifically to women. The first spokesperson for the Metropolitan was Miss America 1954, Evelyn Ay Sempier.

In May 1954 Nash-Kelvinator Corporation announced that it had merged with the Hudson Motor Company to form American Motors Corporation (AMC). This meant that Hudson dealerships could also sell

the Metropolitan.

After 10 000 Metropolitans were built the engine was changed to the BMC B-series engine yet still in 1200cc format. This was an engine similar to what was used in the Austin A40 Cambridge. An updated gearbox was fitted as well as switching to hydraulic actuation for the clutch.

This was called the Series II and was introduced on 19 August 1954.

The announcement of the Series III Metropolitan was made in November 1955 followed by its launch in April 1956. Several substantial changes were introduced. The BMC B-series engine was still used but now in 1489cc format. Suspension changed to longer, outward-braced diagonally placed springs. Stainless steel sweep-spears were added to the body sides allowing new two-tone finish and colours changed to Caribbean Blue, Sunburst Yellow and Coral Red with Snowberry White. Berkshire Green and Mardi Gras Red were added some months later. In September 1957 AMC

The Metropolitan was the first post-war American car that was marketed specifically to women. The first spokesperson for the Metropolitan was Miss America 1954, Evelyn Ay Sempier

announced that it was dropping the Nash and Hudson brand names and that the car would in future be called simply Metropolitan 1500.

SELLING THE METROPOLITAN IN OTHER COUNTRIES

In late 1956 the Austin Motor Company obtained permission from American Motors Corporation to sell Metropolitans in the United Kingdom and overseas countries where AMC did not have a presence. Production of the right-hand drive Metropolitan 1500 model for these markets started in January 1957 and the car went on sale in April 1957. Austin Motor Export



Corporation Ltd in Birmingham sent out a circular to Austin dealerships and overseas assembly plants alerting them of the addition of the Metropolitan to the product range. Interestingly, the circular stated clearly that 'the Metropolitan and its outward appearance will not be identified either as a BMC or as an AMC product'. Despite this declaration the name *Austin Metropolitan* in popular parlance set in, also in South Africa. The official stance was however that there was never a model called Austin Metropolitan, only Metropolitan.

This arrangement by the Austin Motor Company Ltd and AMC meant that the Metropolitan was, apart from being sold in the United Kingdom, also sold in countries like France, Germany, Switzerland, Holland, Australia and South Africa.

According to NAAMSA figures a total of 606 Metropolitan Series III 1500 units were sold from June 1957 to March 1960 in South Africa. While

most of these were sold by the Austin Motor Company dealerships, 34 units were sold by Nash and Hudson dealerships. With our sunny weather one would have expected that the soft top version would have been fairly popular but only 33 soft top units were sold from 1957 to 1960. The Metropolitan in July 1957 sold for £711 (R1 422) on the Reef compared to £872 (R1 744) for a Triumph TR 3, MGA Sports car for £716 (R1 432) and a Morgan Plus 4 for £777 (R1 554). In June 1959 it increased to £741 (R1 482) but was dropped substantially in November 1959 to £678 (R1 356) as a stock clearance special price.

LAST FACE-LIFT

Smaller mechanical, body and interior improvements were introduced on a regular basis during 1957 and 1958. Most important was the introduction in mid-October 1957 of a higher compression ratio B-series engine (still 1489cc, delivering 55bhp) as was used in the Austin Cambridge A55. A significant body change was introduced in January 1958 in the form of a one-piece wraparound rear windscreen on the hard top Metropolitan 1500.

When introduced in mid-January 1959, the

Metropolitan 1500 MkIV featured few major changes, the most notable being the introduction of an opening boot lid.

PRODUCTION

Production of the Metropolitan for the UK market stopped in February 1961 while the last bodies for the USA and Canadian markets left Pressed Steel Fisher on 10 April 1961. A total of 104 370 Metropolitan units were built by Austin Motor Company of which almost 95 000 were sold in the USA and Canada.

People had strong feelings about the Metropolitan. Some were positive and glowing. Others were negative and ridiculed the Metropolitan. Few were neutral.

George Mason and his team were brave to challenge the traditional mindset of 'bigger-is-better' in the US automobile market dictated by the Big Three. The odds were firmly stacked against them as a relatively small automotive manufacturer. They settled for the design and production of a very small car by American standards.

By early fifties standards, the Metropolitan must have been a culture shock to many in the American automotive industry, and it 'swam against nearly every current of American car design'. 📌

By early fifties standards, the Metropolitan must have been a culture shock to many in the American automotive industry



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In 1969 Terry Townsend (7) represented South Africa at the Nürburgring.

KEEP IT SIMPLE

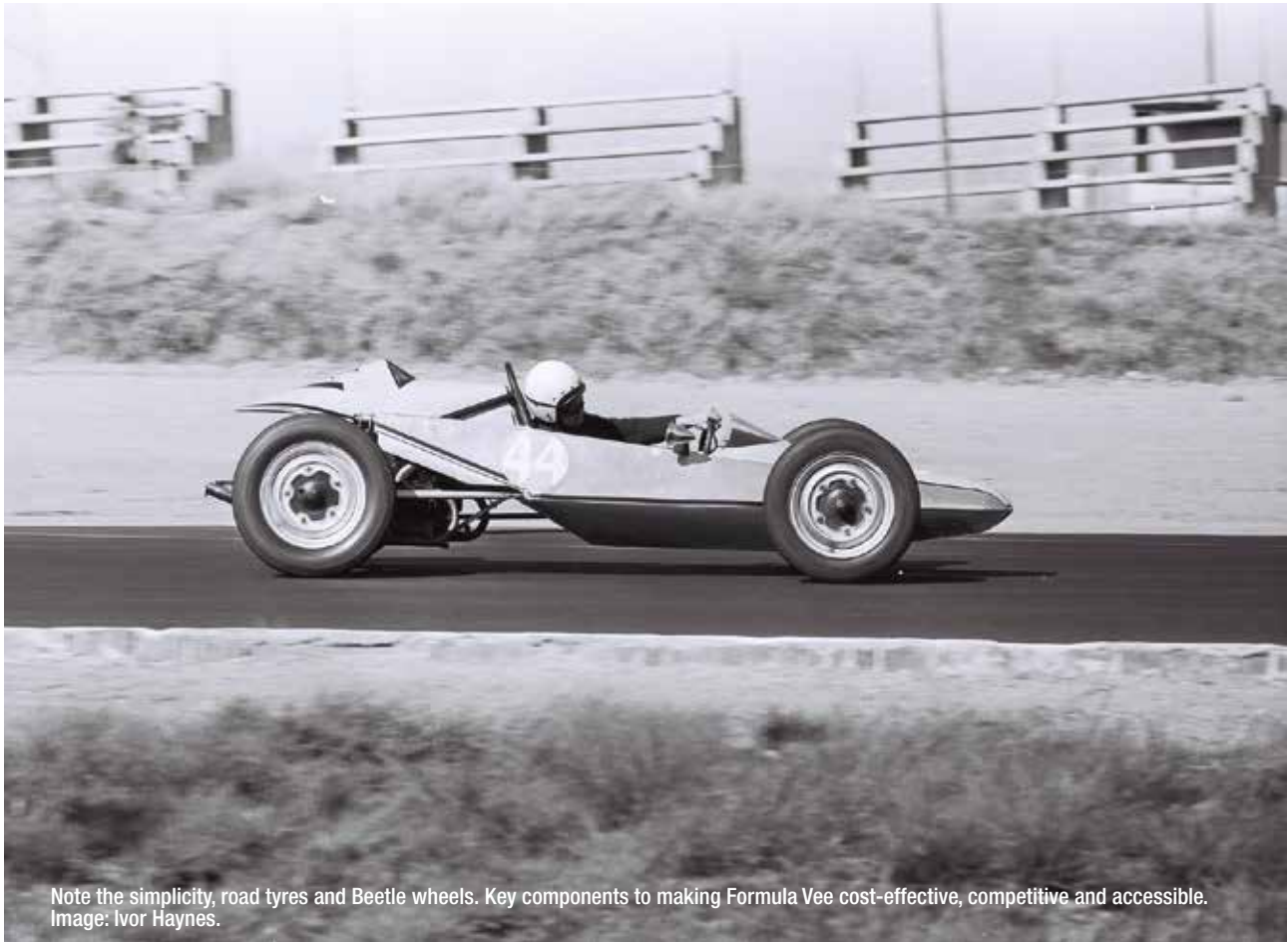
One only has to look at the dismal state of our current national racing circus to realise that a simple, cost-effective and competitive formula is needed. In both single-seater and saloon formulae the writing is on the wall. **Stuart Grant** looks back fifty years to the birth of Formula Vee and reckons a leaf could be taken out of this colourful book.

Formula Vee excelled, creating world-class drivers, car builders and technicians by keeping rules simple and enforcing these rules. Although a one-make engine class, it allowed drivers to develop race craft and setup skills, while the inventive out there could build their own chassis and a name.

In 1959 Hubert Brundage, an American Volkswagen dealer with a bent for competition conceived the idea of a VW Beetle-engined single-seater for the average man on the street's bank balance. He'd visited the Nardi steering wheel manufacturing facility in Italy and was so impressed with the quality

of their work that he commissioned the outfit to build a chassis to house a Beetle power unit. By 1962 there were 8 similar machines competing in the USA. Eugene Beach then started producing Beach custom cars and the Formula Vee one-make series officially kicked off Stateside in January 1963.

Dave Charlton and Tony Jefferies stumbled across this while on a visit to America, and the seeds for a South African series were sown at a meeting before the Formula Vee Association of South Africa formed on 15 May 1965. Three Formula Vee cars competed at Kyalami six weeks later. By '66 the category was granted Transvaal Championship status and our tracks



The first lady to win a Formula 1 race, Desire Wilson, spent seat time in a Vee and Judy Witter became the first female motor racing National Champion when she took home the 1973 laurels

still see this class, albeit in modernised water-cooled format, doing battle. Running through a list of past Formula Vee drivers reads as a who's who in South African motorsport. Try these for size:

Cooper Formula 1 ace Tony Maggs, British Touring Car Champion and six times SA F1 Champ John Love, Love's nemesis Dave Charlton, F1 and Le Mans competitor Peter De Klerk and Daytona 24 Hour winner Tony Martin. The first lady to win a Formula 1 race, Desire Wilson, spent seat time in a Vee and Judy Witter became the first female motor racing National Champion when she took home the 1973 laurels.

Basil Mann cut his teeth in Vees before heading overseas and becoming a champion in the British Formula Ford Championship. Rad Dougall followed a similar path, scooping the 1977 British Formula Ford 2000 title and then moving on to the European Formula 2 Championship. More recently names like Etienne van der Linde, Wesleigh Orr, Toby and Tomas Scheckter have dabbled in Vees before excelling overseas and flying the flag for us local lads.

Initially the cars were driven by two 1200cc air-cooled Volkswagen Beetle engines but by 1967 the 1300cc found place in a myriad of locally designed and built chassis. Dave

Charlton drove a Peco Vee to the '67 title and with that earned the right to represent SA in an international Vee race at the Nürburgring. Despite showing promise he crashed out early in the race. Jeffries took the 1968 title honours in a Capital Vee, resulting in a ticket to compete overseas, this time in the Bahamas. He piloted his Pretoria-built Vee with such aplomb that he beat 96 other cars, winning by over ten seconds from future Touring Car star Dieter Quester and F1 champion Jochen Rindt.

Formula Vee earned National Championship status in 1968 and continued sending the champion to fight it out with the best Vee drivers in



Formula Vee is a tight-knit community, and as our drivers have headed overseas to compete, so the series has brought tourists to our tracks

Judy Witter in her Witter Formual Vee at speed.
Image: Ivor Haynes.

the world. This time Meyer Botha was the man of the moment and headed out to compete at Daytona. A meteoric climb through the field saw him get up to sixth position before a tangle led to him flipping out of the race.

In 1969 Terry Townsend shone, securing his seat in a Vee at the Nürburgring. Terry qualified 34th from 89 entrants and finished up 19th on the notorious Nordschleife track. From 1970 Formula Ford, with its Driver to Europe programme, took over as the series that sent our hard chargers overseas to compete, but Formula Vee continued to grow and develop some of the best talent seen on the black stuff and in the workshops.

Despite the demise of the VW Beetle production, Formula Vee soldiered on with its air-cooled motor until 1990 when it adopted the 1300cc water-cooled lump as found in the Citi Golf. Heinrich Lategan went down in history as the first Formula Vee champion with a radiator. The front axle remained Beetle but as time moved on so the drum brakes were replaced with discs, the single carb was swapped out for a double set and a hotter camshaft profile became the norm. Volkswagen ceased production of the 1300cc Golf engine in 2004, replacing it with a 1400cc lump so it was not surprising that the formula did the same. Road tyres had always

been the rubber of choice but a semi-slick race tyre became the control from 2005.

Formula Vee is a tight-knit community, and as our drivers have headed overseas to compete, so the series has brought tourists to our tracks. In 1995 five times American Champion Bill Noble, five times German Champion Urwin Gasser, future German Champion Joachim Lutz, and 1995 British Champion Andres Serrano duked it out against the local lads as well as Australian Champion Daniel Orr, a few other Americans, British, Germans and a Swiss racer.

Four South Africa drivers, led by three-time SA Vee champion Gawie



Formula Vee supporting the 1969 South African Grand Prix. Dave Klapham (4 Peco) and Terry Townsend (36 Vemo) lead the pack. Image: Ken Stewart.



1970 SA Grand Prix Formula Vee race start rounding Leeukop. Image: www.motoprint.co.za.



Desire Randal (now Wilson) leads Wesson (44), Metzgar (18), Knez (7) and a gaggle. Kyalami 1972. Image: Malcolm Sampson Motorsport Photography.



Judy Witter (1 Witter) ahead of boys through Kyalami's Clubhouse corner in 1972. Image: Malcolm Sampson Motorsport Photography.



Pat Sonnenschein powering the number 1 plated Peco Vee at Kyalami. Image: Ivor Haynes.

Gouws, took part in the American 30th Anniversary. The same year the South Africans flooded the Nürburgring grid with nine drivers taking part in the 30-year celebratory race where Victor Marcon, Symm Grobler, Peter Hills and Jack Tocknell finished second, third, fourth and fifth respectively. Rob Opeka competed at the American 35th Anniversary event and a handful of Germans came here for South Africa's 35th anniversary. In 2005, South Africa celebrated 40 Vee years and again the Germans joined the party.

Although it dropped off the main national race day calendar a few years back, Formula Vee has continued

to do what it does best – providing cost effective, highly competitive, nail-biting National Championship racing. Jaco Schriks notched up the 2014 National title, beating out Greg Wilson, Alan Holm and Peter Hills to the title. In these trying times for motorsport Formula Vee keeps on going and impressing thanks to simple, consistent rules and honest competition. Surely this is the Formula that can reignite South Africa's passion for single-seater competition and

catapult youngsters to greater things. 2015 sees the party continuing. With 50 years under the belt, we can't wait to see celebrations with as many Vees known to survive hitting the track together. 🏁

Although it dropped off the main national race day calendar a few years back, Formula Vee has continued to do what it does best – providing cost effective, highly competitive, nail-biting National Championship racing

Alfa Romeo's 75, sold from 1985 to 1992, replaced the Giulietta as the firm's compact executive model, and thanks to sales of close on 237 000 units was regarded as a commercial success. With Alfa pulling out of South Africa because of the political climate we never got any official 75s but as **Stuart Grant** discovers, the handful that trickled in as private imports offer an alternative to the better-known 1980s Alfas on the roads.

Images by **Oliver Hirtenfelder**

Named as a salute to Alfa Romeo's 75th year of production, it was also the last Alfa model developed independently before Fiat took over the brand. Technology learned from the GTV was employed and improved upon but the real game changer was Alfa design head Ermanno Cressoni's dramatic wedge-shaped body and must-have '80s dash-mounted computer and electronic gadgetry. Like the 1960s Giulia, the box shape impressed in the aerodynamic department with a drag co-efficient of 0.34.

4-pot engine derivatives ranged from a 1.6-litre petrol through the 1.8s in both turbo and normally aspirated versions and on to 2.0. Like the BMW and Mercedes-Benz showroom competition 6-cylinders also made their way into the Alfa 75 with 2.5 and 3-litre versions. Perhaps with the Italian taxi market in mind, a pair of diesel versions also featured.

Like the earlier GTV, a near perfect front-to-back weight distribution was achieved by using a transaxle system where the gearbox was mounted towards the rear, connected directly to the differential – power obviously then being delivered to the black stuff via the rear wheels. Keeping the rubber on the road at the back was done by a De Dion tube and shock absorber setup while the front

ALTERNATIVE
SOUND







used a torsion bar and shock combo. Discs all round did the stopping, with the rear fitted inboard like its Alfa predecessor. For the sporting driver a Limited Slip Diff came as standard equipment on the 2-litre twin spark and 3-litre V6 versions from 1987.

Motorsport called it the Italian Stallion and it went racing in the Italian and European Touring Car Championships with a homologated 1799cc Garrett T3 turbo-charged unit. To meet the requirements laid out by the FIA a similarly powered road version was released, good for 155bhp. The top of the 75 road car pile has to be the flared up 'Evoluzine', of which 500 were built to meet the Group A race rules. Although enlisting ex-Formula 1 ace Nicola Larini, Gabriele Tarquini, Alessandro Nannini, Jacques

Laffite and Mario Andretti, as well as World Sportscar champion Jean-Louis Schlesser, the BMW M3 outclassed the 75 in the World Touring Car Championship. An even wilder version, built for the American IMSA series, enjoyed success in the States as well as in the famed Tour of Italy at the hands of Riccardo Patrese, Nicola Larini, Miki Biason, Gianni Morbidelli, Alessandro Nannini and Gianfranco Brancatelli.

IMSA involvement showed Alfa's intent to make the 75 a seller in the States and the model hit the shelves there — but was badged as Milano. North American federal regulations resulted in a number of modifications such as concertina-style bumpers, side indicators flush-mounted in the bumpers, reinforced doors and safety hooks under the bonnet (hood to them)

designed to stop the bonnet dislodging in the event of a prang.

Sporting the concertina bumpers and rear badge reading Milano the pictured vehicle is one intended for America. So testing it meant climbing on board through the wrong door. Once inside, the side-supporting Recaro bucket seats hug front occupants firmly. Like so many Italian cars the seating position is slightly offset but you can adjust the steering wheel for reach. Trying to open the front windows took a while as the switches sit out of initial view up above the windscreen. Another oddity is the U-shaped handbrake that'd look equally at home in a 1980s executive jet aeroplane.

Turning on the ignition results in the dash lighting up orange behind a



leather-clad 3-spoke steering wheel, and a glance across to the centre console reveals both aircon and ABS braking systems.

Crank the key and the 75 jumps to life with one of the best sounds known to man – an Alfa V6. Blip the throttle and it revs up quickly. Unlike the Germans of the era, the manual box is of a traditional H-Pattern and not a 1st down action. Clutch action is light and thanks to claimed 187bhp and 250Nm of torque, the Milano pulls off effortlessly. Keep the loud pedal buried and the fuel-injected Milano should hit 100km/h in about 7.5 seconds and gallop on to a top speed of 220km/h. Steering has a weighted and direct feel and the ride, although sporting, isn't harsh or jarring and the LS diff helps the 1 210kg saloon exit the corners in

a nippy manner.

Alfa's 75 is a goer, and thanks to some modern touches, a very practical everyday classic. Yes, a classic! The Europeans call collectable cars of this generation 'Youngtimers'. Generally speaking, to fit in with this frame the car needs to be 25 years or older and in original condition with the intention of preserving it as per the manufactured period. More often than not a Youngtimer is a vehicle that kids of the 1980s grew up in or filled saloon car racing grids in the heyday of Touring Car championships or Group B rallying. An added factor is the ability to be able to use it as a daily commuter. BMW's 3 and 5 Series, Merc's W123 and Volkswagen's Golf and Scirocco are hot property from the German marques; the French come with Peugeot 205GTis

**Alfa's 75 is a goer,
and thanks to some
modern touches, a very
practical everyday
classic. Yes, a classic!
The Europeans call
collectable cars
of this generation
'Youngtimers'**

and Renault 5 Turbos, while the 75 leads the way for Italy.

A 75 is a sound move for aspiring Youngtimer owners and collectors and in V6 guise just sounds damn good. **👍**

PACKAGE AGE DEAL

Block out the mental image of dodging potholes on your way to work. South Africa is blessed with some of the best driving roads on the planet. A combination of seemingly infinite straight stretches mixed with gear-swapping twisty black ribbons, all surrounded by a wide variety of scenic backdrops. **Stuart Grant** heads to the Klein Karoo and finds that it has it all.





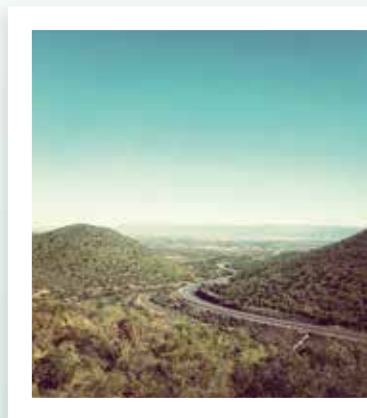
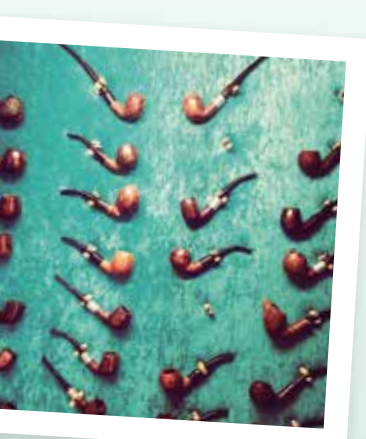
In an attempt to dodge the beach-going masses using up their timeshare points and package holidays, Calitzdorp became the unlikely destination of choice. Situated about 40km from Oudtshoorn and about an hour from Mossel Bay and George, it offers the option of heading to a large metropole if reading, sleeping or lazing on the river or sampling port and wine from the numerous award-winning cellars in the area gets boring. But for a motoring type it doesn't get boring – in fact, perhaps a name change to CARlitzdorp is needed.

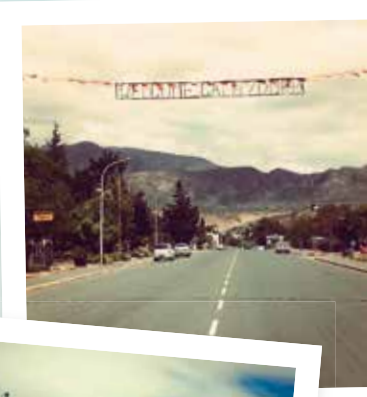
My education into the wonders of the Klein Karoo started earlier, when

the chosen route from Johannesburg branched off the N1 at Colesberg and headed onto the N9 and through Noupoort. Between Noupoort and Graaff-Reinet the idea that this area is made up of arrow-straight roads was debunked first by Lootsberg Pass, then Wapadsberg and finally Naudesberg Pass. Overnighting in Graaff-Reinet is brilliant, with many of the B&Bs filling preserved historical buildings and the first taste of the region's lamb at the old Club a treat. Leaving Graaff-Reinet in the morning a driver is immediately offered the challenges of Munnikspoort Pass, before the straight stretch past Aberdeen. Although it is spectacular

and has the ability to make one realise just how small and insignificant one is, boredom can set in. But never fear: Kaapse Poortjie and Perdepoort passes liven up the drive before Willowmore.

Willowmore was a real eye-opener, stumbled upon only because a bathroom stop was needed. Take this turn-off. Without being kitsch or trying too hard, this town is a wonderful step into how things were in days gone by. It doesn't try to be this. It is just this: a place where form follows function. An original Mk2 Cortina trundled up the road, stopping at Zaayman's garage – a third generation-run facility that is a time warp in its friendly manner and





pristine appearance (even the parquet flooring in the showroom looks mint). Seeing classics still in daily use proved to be a common occurrence throughout the trip. A lunch of Roosterbrood was followed by tackling Buyspoort and Ghwarriepoort before joining the R62 at Uniondale, where a ghost known as the Uniondale Hitcher is said to occasionally catch a ride!

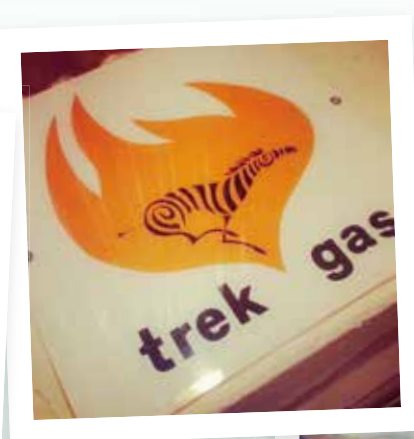
The R62 has spawned a reputation similar to that of the American Route 66, running east to west from Jeffreys Bay to Montagu and the N1. From Uniondale, Calitzdorp is in a westerly direction with Oudtshoorn (famous for

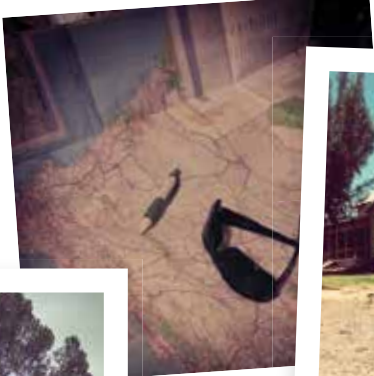
its ostrich farming) *en route*.

Having had the misconception of this area's roads being somewhat dull blown out the water, a map was the first purchase. Armed with a Bic pen, bought together with some Route 62 wine at the local corner café, each pass was highlighted and driven over the next few days.

Drive One went to Mossel Bay on the R328 and took in Robinson Pass. Named after the Commissioner of Roads in the Cape the pass was originally built by Thomas Bain in 1869 but re-routed between 1958 and '63 to current format. Tarmac is in brilliant condition

and there are good viewing points along the way as you wind your way over a distance of 17 kilometres while changing altitude by 523 metres. From Mossel Bay you can set out on the R327 and conquer Du Plessis and Cloetes Pass, or head to George and climb the Outeniqua Pass travelling through the hop-growing area back to Oudtshoorn. Outeniqua was built in the early 1950s to provide an alternative route to the Montagu Pass, which can be seen from safe viewing points. S-bends and switch backs cut through bedrock as you wind up 575 metres in 12 kilometres. As you head back to CARLitzdorp, branch off





the R62 at De Hoop and follow the first concrete road in South Africa. Regular expansion joints make the ride sound like an old train but the surface is still very usable – just watch out for tortoises crossing.

Drive Two was an all-day affair heading up, over and down the famed Swartberg Pass to Prince Albert. Bear in mind that Swartberg is a 25-odd kilometre gravel stage but before this, Schoemanspoort will thrill with some beautiful tar curves, and one could stop at the Cango Caves. Swartberg was Bain's last Cape project, built between 1883 and 1886 with the help of some

250 convicts providing the manpower. Corners are named with descriptive plates: Die Stalletjie, Witdraai, Fonteintjie and Skelmdraai. Die Top is the place to take your picture, although some have felt the need to graffiti the sign. Winding down in a low gear, proteas highlight the fynbos before you start cutting through the stone-walled kloofs and enter the hip and happening Prince Albert. In total the climb is 799 metres over 25 kilometres and takes in the region of 1 hour 40 minutes.

Prince Albert is a smart town with tidy coffee, antique and gallery shops perfect for the must have small town

main road photo – although I'm not sure the Art Deco-styled theatre fits with the rest of the *dorp*. Exiting the town you head back towards Oudtshoorn on the R407, joining the N12 and cutting through Meiringspoort. A photo of your car carving through the rocky sandstone walls and flashing over the streams will make any vehicle look the part. An engineering feat of gigantic proportions, the route was opened in 1858 and saw the first shipment of wool from inland to Mossel Bay. A mermaid was said to live in a bottomless pool at the point called Skelm but when the area flooded in 1996, she was washed away down the





Groot River, into the Oliphants and out to sea. The story goes that a fisherman netted her and she was taken to the CP Nel Museum in Oudtshoorn.

It isn't all roads and driving down this side of the world though, with each town having some sort of eatery, shop or attraction. A rest day in Calitzdorp can be filled with wine tasting, eating at a host of restaurants and coffee shops, browsing the museum or admiring the historical buildings along Queen Street that is currently undergoing rejuvenation. It is worth stopping at the old railway station for a drink and riding the pump cars up and down the rails. For fans of vintage signs and top coffee try the old convenience store.

Refreshed and with commitments calling it was time to head home, but not before one last exploration of the surrounding roads, this time heading west out of the town on R62 towards Ladismith. And the best came last for sure with a freshly paved pass right

on the doorstep. Huisrivier Pass winds between two valleys and is packed with beautiful naturally cambered corners for 13 kilometres. When built in the 1950s it employed revolutionary ways of stabilising the rock face alongside the road to reduce the chance of rockfalls.

The more adventurous can nip off the road just before Zoar and tackle the gravel Seweweekspoort to Gamkapoort Dam. Although gravel, this road is in top condition and possible to drive in any car. And it is well worth it, arguably the most beautiful stretch of dirt road in SA. It twists and turns for 17 kilometres and is a decent shortcut for those wanting to go to Laingsburg or Sutherland. (Continuing to Laingsburg will also expose you to Koueveld Pass, Witnekke Pass and the Rooinek Pass.) It is widely regarded that the name came from the Seven Weeks Fern which grows all over the area but there is also the theory that it was the original route and time it took for brandy smugglers to carry

their contraband from Beaufort West to Ladismith. The road falls under the control of Cape Nature Conservation and is a Unesco World Heritage Site. In 1859 convicts were roped into building the road without an engineer present, but Adam de Smidt (Bain's brother-in-law) took over the effort in 1860. Bain and De Smidt are said to have argued so much over the engineering needed for Seweweeks that they never spoke again. When completed, a toll of a penny per wheel was levied on users and remains of the tolling office can still be seen.

Time is a problem and this was just the tip of the Klein Karoo iceberg driving routes. It is an area that needs to be explored. For those in the Western Cape it is a perfect alternative route to the Eastern Cape. For those further afield make time and book some accommodation. If you are going to the George Motor Show I'd say take a few extra days on the trip back, and explore this all-in-one holiday package. 📍





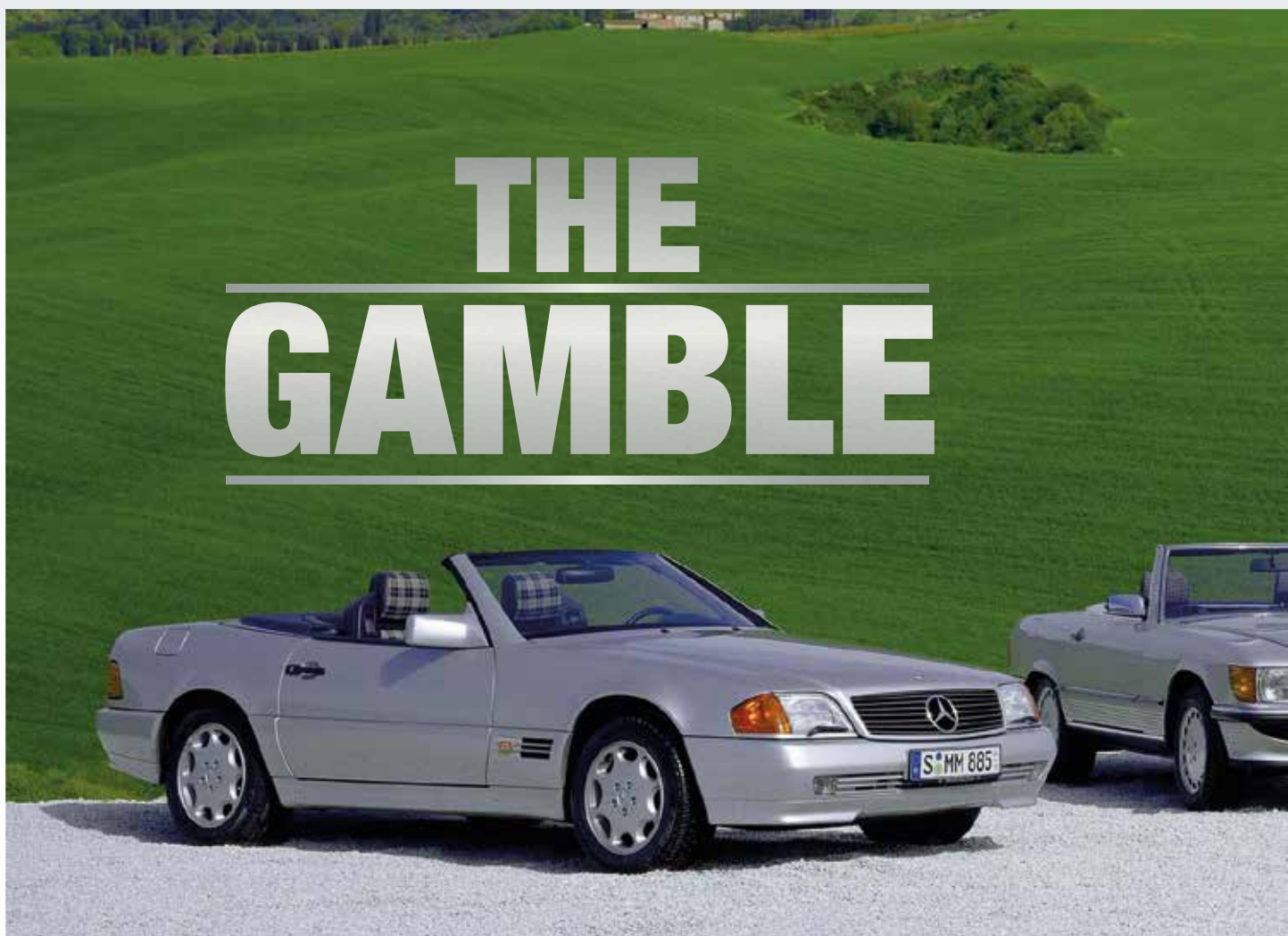
Silent Design

An Extractor fan
to bring world class
silence to your bathroom

**Silence ...
to relive the moment ...**



THE GAMBLE



Those of us afflicted with *Chronicus Collectorlitis* mouse the midnight internet with the perverse intention of leading ourselves into temptation. Suddenly, there it appears: A 'classic'! We click on it, read the data, pause, lean back in the chair and as **Chris Van** reports, ponder the vexing question of: Is it, or is it not... collectible?

Each to their own, but for me, a 'classic' is machine that for some or other reason *moves* me. The issue is to what extent and when in the life of the machine does this process of 'moving' the beholder begin? Does it happen from day one?

Next part of the problem is that to merely gaze upon this object of desire, to admire it, and to appreciate it for its mere existence is not enough. Oh no, we need to *own* the blessed thing.

Irritation arises because of course, as the machine moves me, so too does it move others. And thereby hangs the price. 'Market forces' as they call them, may be a euphemism for 'emotion equipped with a bank account, times the number of people who want to buy the same item'. Fortunately though, there are sufficient so-called 'affordable classics' to keep those of us that have day jobs, check, if not exactly on silver cloud nine.

Extremes are always easy. With

the exception of the so-called 'lunatic fringe', the most desirable machines are universally admired.

For this to happen, it seems that these machines must possess four qualities:

- 1) Aesthetics – including that *je ne sais quoi* quality of being cool.
- 2) Design Integrity – including that *je ne sais quoi* quality of charm.
- 3) Provenance – the place of origin, earliest known history or accomplishment.
- 4) Rarity.



Greatest of these is Rarity. Rarity has to do with the number of items made while scarcity has to do with their availability. A 1955 'Gullwing' Mercedes-Benz is rare, but it is not scarce.

With these four attributes in mind, let's consider the steel-bodied Jaguar XK-E or E-Type produced from 1961 to 1975. This car possesses Aesthetics in abundance (its Malcolm Sayer-penned design even famously endorsed by Enzo Ferrari). It has Design Integrity too (Bob-Knight's rear suspension a

wonder of independent thinking). As for Provenance, the marque's heritage and motorsport success has made Jaguar a byword for luxurious performance the world over.

But 72 515 roadsters and coupés, compromise its Rarity and thereby make the unit affordable for the leather-heeled enthusiast today.

Next, consider the 1960 Ferrari 250 GTO – 'O signifying *Omologato* (homologation) indicating that a minimum number of one hundred

would be built to go racing legally.

Sergio Scaglietti's wind-tunnel-scalloped bodywork with its killer Borrani wires is diminutively replicated in man-caves everywhere thanks to its Aesthetic appeal. Design Integrity was there too with Mauro Forghieri's hand-made masterpieces good enough to compete with all comers (Piper and Maggs even won the Kyalami 9 Hour in one), its integral beauty augmented by the six Weber DOHC per bank, V12 three-litre engine,



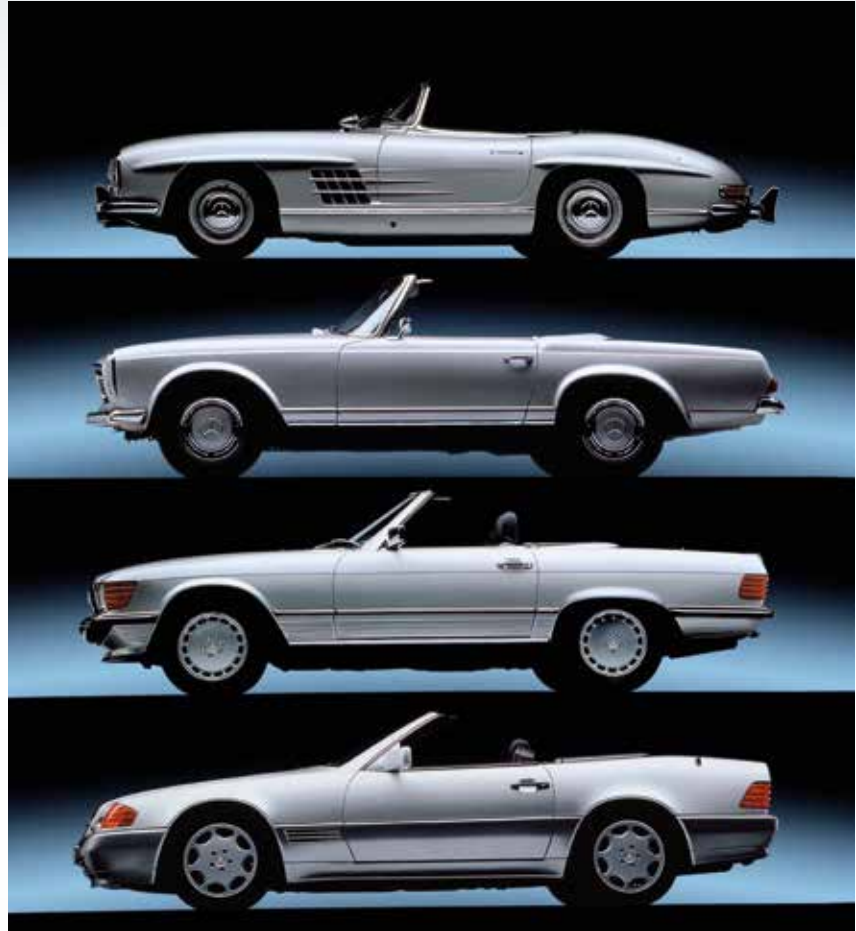
never mind the aural aesthetics once the machine is put to work.

What about Provenance? Beyond that Enzo's surname has become the most emotive word in automobiledom, each GTO has its own personal track record. Literally. And Rarity? Over the three production years, Maranello's craftsmen turned out thirty-nine GTO 250s. (All of which are accounted for. And then some.)

This rare combination of Aesthetics, Design Integrity, Provenance and Rarity is why GTOs change hands for sums that could secure ownership of a small African country. When you want to prise something away from a rich man who knows he can't replace it, the enticement must be sufficient to elbow out the other penthoused supplicants who have also caught the whiff of blue chip exhaust smoke in their nostrils.

Back on planet earth, let's consider brand new machines. Again, the extremes are easy. A brand new Lamborghini Anything or Ducati Desmosedici is an automatic classic. All four attributes are well answered. Moving down the market things become tricky. Price and volume have an inversely proportional relationship. And as volume increases,

This rare combination of Aesthetics, Design Integrity, Provenance and Rarity is why GTOs change hands for sums that could secure ownership of a small African country.



so Rarity flies out of the chrome quarter-window.

Well, for a while it does, anyway. From 1950 to 1967, on the lowly Beetle floor pan, Volkswagen produced hundreds of thousands of Volkswagen split-windscreen Kombis. So how, in 2014, did a 1955, thirty horsepower, 23-window Samba Microbus fetch US\$235 000 (R2.74 million) on the auction block? It has Aesthetics – there is just something about the bus. It looks fantastic!

Design Integrity? Ironically, the basic, noisy – but unstressed and cheap to fix – flat-four air-cooled Beetle engine was part of the Design Integrity of these buses and is what helped give them a seventeen-year production run. Even for an entry-level 1950s people-carrier, the build

quality is obvious.

Provenance? Who knows from whence the emotional pull of these vintage buses derives. Perhaps they represent a bygone era of carefree living and travelling. Or tug on childhood memories. One thing is for sure though, like a 1950s refrigerator today they are just unbelievably *cool*.

And finally... Rarity. Because so many of these buses were made, they were taken for granted and were treated as consumables. Not deemed collectible during their shelf lives, few survive, and those that do have for the most part gone to seed.

As Shakespeare says in *Much Ado About Nothing*:

*What we have
We prize not to the worth whiles we
enjoy it,
But, being lacked and lost, why, then
We rack the value, then we find*



The virtue that possession would not show us

Whiles it was ours...

I sometimes wonder if today's cars like the Nissan 1400 bakkie, or the current Fiat 500, will not go the same way our '50s Microbus has gone: charming workhorses, consumed into oblivion, and then desired into oblivion.

When a unit that was once plentiful becomes scarce and sought after, finding a good specimen becomes difficult. This helps explain why the Microbus in question fetched the money it did. This example had done 6 400 miles since new, and because a car is only original once, makes it more valuable than a restored one. Condition therefore becomes more important as Rarity *decreases*, because the Rarity then is in the Condition. Thus, the collector who owns a vehicle that is relatively plentiful should strive as far

as possible to maximise its Condition. This principle is illustrated in the Hagerty's online valuation charts.

There may be a discernable price trend for mass-produced aspirant classics that possess Aesthetics, Design Integrity, and Provenance... but do not possess Rarity. Note that these qualities are not the exclusive domain of machines that carry a hefty sticker price.

While it is still in production, the price of a future classic depreciates like any new vehicle. Once the production run ends and the replacement model appears, it experiences another slump in value, which continues until the *second or even third* new model appears. The

price bottoms out as it is *too old to be fashionable, and too new to be seen as classic*. It is in what can be called a classic car's twilight zone. The buying opportunity for the collector is now at its prime, because the price will likely never be lower and the market has not yet cottoned on to its virtue.

To illustrate this principle consider the Mercedes-Benz SL series. We have seen this phenomenon happen three times with the badge. First with the achingly beautiful 190 and 300 SL built between 1955 and 1963. Then came the Paul Bracq-designed W113 'Pagoda' (1963 to 1971) where despite 49 000 units being manufactured, values have rocketed in recent years.

Succeeding the Pagoda was the W107, which saw 240 000 of varying engine sizes churned out between 1971 and '89. These cars are now emerging from their twilight zone and prices have started to go up. The cat is out of the bag though as the W107 has become a certifiable collectors' item.

Will this trend repeat itself for a fourth time? Maybe with the W129 SL, which ran from 1989 to 2002. 213 000 were made and pricing is within reach of us mortals.

Time will tell, but maybe it is a case of take a chance – win a prize. No matter how smart we are, there will always be surprise collectible classics; it makes the markets fun to watch. But be warned, gambling is addictive. 🎲

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TRIALS

TRIBUTATIONS

In our last issue we covered the road racing career of that grand old English gentleman Frank Cope, who died at the age of 76 after crashing a Yamaha 200 at Roy Hesketh in '71. In this issue **Gavin Foster** takes us back even further, to Frank's career on three wheels.

Frank Cope's days of racing motorcycles in South Africa every year between the mid-1950s, when the UK authorities decided that at 60 he was too old to compete, and 1972, when he died after a crash at Pietermaritzburg's Roy Hesketh circuit, are well known to older racers and fans. What isn't so well documented in South Africa is what he got up to in earlier years, before he took up two-wheel road racing. After all, he only commenced his string of Isle of Man TT appearances in 1948, at the age of about 52, when he was already a very wealthy motorcycle dealer with shops all over the UK, so what had he done when he was younger? I found the answer on the U.K.'s BSA Front Wheel Drive Club's website, where they republished an article written by Frank himself for their March/April 1965 newsletter *Front Drive*.

Frank kicked off with: "It was rather strange, the manner in which I came to ride BSA three-wheelers in competitions, and all rather unexpected. For many years, I had been the sidecar competition rider for Velocettes, and

had ridden one of their K.T.T. and sidecar machines in these competitions with a fair amount of success." He went on to say that he enjoyed driving across the country to the meetings with the outfit on a trailer behind, with Velocette paying all of the costs. The events he then indulged in were, according to the BSA FWDC, long-distance reliability trials that saw competitors in cars or on motorcycles wrestling their machinery across some of the most fearsome

As the doctor informed me, this would take some years, and, as I did not want to give up competition riding, I thought the BSA Trike was the next best thing and so it proved to be

terrain to be found in the UK, with observed sections consisting of 'rocky, muddy, boulder-strewn steep inclines on private land...' In the car and three-wheeler world of the 1920s and 30s trials occupied a place similar to that which International Rallying occupies today. Most famous of numerous events were the M.C.C. Land's End, Exeter, and

Edinburgh long distance reliability trials. The aim was simple: to climb without a failure.

Frank goes on to tell how his dreams were shattered when one day, while out on a hunt, his horse balked at a stream, causing him to fall off, and then laid him low on the turf with a knee in the stomach. "After all this I was in hospital for some time. A major operation made such a weakened stomach that I could not ride motorcycles in competitions until I had fully recovered. As the doctor informed me, this would take some years, and, as I did not want to give up competition riding, I thought the BSA Trike was the next best thing and so it proved to be."

Apart from being extremely wealthy, Frank was very well connected, and whatever he wanted, he got. BSA had been dabbling in the car market for years, first – abortively – between 1907 and 1912 in its own name, and later through Daimler Cars that it bought in 1910 and only relinquished to Jaguar in 1960. During WWI the factory turned to armaments manufacture and after the 1918 armistice destroyed that market, produced a light car using a 900cc



V-Twin Hotchkiss engine. In 1929 BSA introduced a new three-wheeler, aimed at the growing market dominated by Morgan, with the same engine, and three years later upgraded that to a 1075cc nine-horsepower four-cylinder. This was what Frank managed to get his hands on. The remains of this machine resurfaced about eight years ago and were donated to the BSA FWD Club by the Cope family, who ascertained from the chassis number that it was originally allocated as a 'works' car by the factory. BSA's chief engineer and works manager, Bert Perrigo, who also ran the factory's competitions department, competed in trials with these machines between 1933 and 1936, but despite achieving two 'Golds' for conquering the Land's End and Edinburgh events without failing a hill, the third at Exeter eluded him, leaving him unable to claim the coveted Triple Award. The factory packed in its efforts, and it was probably one of the Perrigo machines they passed on to Frank.

Frank had the time, the money and the know-how to overcome the traction problem, and he didn't give up easily. "I approached BSA who informed me they would only be too pleased to put a machine at my disposal. So, off I went on

my new venture, but it was not as easy as I'd anticipated ... climbing hills with the front-wheel-drive with the weight on the front wheels, adhesion at the tyres got less the more severe the gradient, so I promptly made a new front bumper of 2-inch round tubing and filled it with lead. This made a vast difference, but still I couldn't get the adhesion at the front wheels that I wanted. I had a fair measure of success, but nothing approaching that of the Velocette and sidecar, so I thought of further means of improving the performance on hills. The only solution I could think of was drive on all three wheels. I looked around and decided that a Velocette 2-stroke engine with an inlet valve in the crankcase would do.

"Velocette had used it for experimental purposes and tried it out in the practice TT races. It had plenty of power low down, but did not greatly exceed the power of the standard 250 two-stroke at full bore, so they dropped the idea of manufacturing in quantities due to the extra expense, and disposed of the two experimental engines to me. I had used these engines in the freak hill climb at Redmarley some years previously and also at grass-track racing, but as they tended to overheat, I

fitted an aluminium water jacket onto the cylinder barrel after turning off the top five fins in the lathe. This had been lying in the corner of the workshop for some years and I thought it might be the solution to the rear wheel drive for the BSA. I fitted the engine into the boot along with the radiator and a Triumph gearbox, which took the primary drive from the engine, and then fitted a sprocket on the rear wheel, giving a ratio in bottom of about 20:1. I also fitted a spring chain-tension sprocket to take up the play.

"Upon trying this out on some local hills, leaving the passenger in charge to engage the gear, operate the clutch and the throttle of the extra engine, we soon made a team that could gallop up the local hills without any trouble at all. We entered in the local trials and also the M.C.C events and I must say that we had to keep the lid of the boot open about two inches to let out the exhaust gases and to provide a little ventilation for the engine radiator. It amazed people to see all the smoke coming out of the boot; they often thought we must be on fire, but they were even more amazed at the way the car climbed the hills. It was pretty well invincible in the M.C.C trials. One of the best awards I won

9.17	87	Sugden, A. G. D'A.	...	Vincent H.R.D.	...	499
9.17½	88	Willitts, F. R.	...	Ariel	...	497
9.18	89	Dagwell, L. C.	...	Rudge	...	499
9.18½	90	Lovell, J. A. P.	...	Francis-Barnett	...	249

Class II. SIDECARS (3)

Starting from STRATFORD-ON-AVON.

9.19	91	*Brough, G.	...	Brough Superior S.S.100	...	996
9.20	92	Stevenson, F. W.	...	Brough Superior	...	1100
9.21	93	Osborne, F. W.	...	Levis	...	592

Class III. THREE-WHEELERS (1)

Starting from STRATFORD-ON-AVON.

9.22	94	Cope, E. F.	...	B.S.A.	...	1324
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with it was the Triple Award, a silver signpost pointing to Edinburgh, Exeter, and Land's End. This award was for the three events, to the competitor who did not lose any marks in these three trials, and, as the total distance was just under 1 000 miles (1 600km), you can understand that it was no mean feat for the BSA. There were very few of these trophies awarded for solo or three-wheeled entries." Frank also won an award for having the quietest-running three-wheeler but this was not really surprising, because noise testing was carried out on the open road and Frank only started the noisy Velocette two-stroke engine when he required it on the hills, fitting the drive chain at the same time.

Frank had to give up trials when WW2 broke out in 1939, and history remains silent on what he did for those six long years. When the dust settled, though, he started road racing, and carried on with fair success until his crash at Roy Hesketh in 1972. In his 1965 *Front Drive* article he said that although he had ridden foreign machines on occasion, he much preferred to race British machines, especially those made in Birmingham, where he was born. His final race – and

NEWS FROM THE BSA FRONT WHEEL DRIVE CLUB IN THE UK.

Just as I finished my story I received an e-mail from a very helpful Graham Skillen of the BSA FWDC. Attached was a story he wrote about Frank for *Autocar* magazine some years back. It tells how Frank, the son of a Birmingham gunsmith under whom he trained, entered the army as a gunsmith after WW1 broke out in 1914. He very quickly became the youngest warrant-officer in the army, thanks to his skills, and after the armistice returned briefly to his trade at his father's business, Chas. E. Cope & Sons, named after his grandfather who had started the business. During his service in France Frank noted the usefulness of the motorcycle despatch riders and decided there was plenty of scope to sell the machines on the civilian market in the English Midlands. He opened a motorcycle dealership under the same name – Chas. E. Cope & Sons – in nearby Smethwick, and because it was not in Birmingham, managed to get franchises for Norton, Velocette, BSA and other brands. In the 1930s he rode extensively in trials and, apart from that, earned his Gold Star for lapping Brooklands at over 100 miles per hour.

It seems that his altercation with the horse that nearly crippled him happened in 1934, because late in that year he joined BSA works drivers Bert Perrigo and G.A. Norchi, driving a 1075cc four-cylinder water-cooled BSA three-wheeler at the Exeter Trial. "This was almost certainly the car he used from 1935 onwards," says Skillen. Registered as AOC727, the three-wheeler was only six months old and presumably in near standard condition. Frank won two bronze awards in his first three trials, which was good but not good enough for Frank, so he got to work on his three-wheel-drive conversion. In 1937, '38 and '39 he was the only driver to achieve a Premier, or Gold Award in any of the three events, and in the '30s only two drivers earned Triple Awards for clearing all three events in the series in a single year. Frank got his on his BSA AOC727 in 1938.

Skillen says the restoration of the historic BSA three-wheeler donated to the club by



I could never have disposed of it to be broken up for scrap, having been such an old friend of mine. I am pleased it is giving other members of the family so much pleasure

the Cope family a few years ago is progressing slowly. “Mechanically the car is mostly complete and in good condition, with the exception of the 1922 Velocette engine, which is totally missing. Many components have been modified for trialling, such as the use of heavier section 17-inch RWD BSA wheels. A non-standard bumper is there, together with the number plates and trial entry number board. Vestiges of the scuttle, doors, instrument panel and so on survive, but not much to do with the rear body.

“The rebuilding task is assessed as being largely straightforward, with the exception of the rear engine. The chassis has been repaired – there were a number of bad dings from trialling, with some rips, which are now all welded up, and it is stored with me. I’ve also got a set of road wheels all ready to go – these are replacements as the originals were rotted out. The plan is to restore the car as a running ‘normal’ trike initially and then work up to adding the second engine. The original second engine is missing – it was a development prototype found under a bench in the works by Frank Cope and presumably has been scrapped or gone into someone’s bike.

“The nearest equivalents that we have are two GTP engines requiring restoration and ancillaries, which we will get around to in due course. There was very little sign in the wreckage indicating how the second engine was fitted and used as it was all fastened to the bodywork, now mostly lost. The chassis has a steel angle iron welded across it at the rear which we think was to resist the rear engine torque which otherwise would have interfered with the rear suspension. Allegedly the engine drove through an early Triumph gearbox as the input and output are on opposite sides which suit the installation. The final drive by chain and cog wheel seems pretty simple – we haven’t the cog, but believe it was just fitted using long studs on top of the rear wheel. There are no photos of the installation in the car. As we’ve not started to build up the car yet with restored bits there aren’t any nice pictures of work in progress unfortunately.”

We trust we’ll be able to do a report when the project has been completed.

crash – in South Africa was on a 200cc Yamaha borrowed from a teenaged Rodney Gray who went on to become one of South Africa’s greatest racers, with 10 championships to his name.

Frank’s business premises became an army auxiliary workshop during the war and the three-wheel-drive BSA lay around there for years, being badly knocked about. “I went to look for it one day but could not find it. When the war was over it was discovered under a large heap of coke,” he told his readers in the article 20 years later. “The grandchildren playing about in it on wet days are getting just as much pleasure as I did. I could never have disposed of it to be broken up for scrap, having been such an old friend of mine. I am pleased it is giving other members of the family so much pleasure. My three greatest sporting treasures are: a Brooklands Gold Star for lapping Brooklands at over 100mph, the replica of the Lord Woolavington Trophy for winning the Port Elizabeth 200 in South Africa, and the Triple Award for not losing a mark in the three major M.C.C Trials. I value the Triple Award, won on the BSA three-wheeler, more than any of the others. That’s the end of the story of an excellent car.”

PANDORA'S



More machining has been needed to get rear ride height and suspension geometry correct. Machining and fabrication of one-off parts has turned out to be a major cost factor in the build

Sometimes when I'm exhausted I collapse onto the couch, reach for the remote with my final reserves of strength, and watch programmes on home renovations – it makes me feel a lot better about a car restoration/custom car build like our own.

By Adrian Burford

Clearly, taking a decrepit old barn built two centuries ago and turning it into a habitable home while maintaining a 'period' exterior resonates particularly well with me right now, and confirms the importance of planning and project management. But there are still knock-on effects when it comes to unpacking what is invariably a Pandora's Box – cars and houses alike. Brace yourself for unpleasant surprises which will cost money to solve which, in the case of the barn being converted in a quaint English village, caused a chronic cash flow catch-22 for the (initially) enthusiastic owners: the bank would only release tranches of cash once



BOX



With a bit of luck, the 2002 will have all four wheels on the ground by the time you read this. Track our progress on our Facebook page: BMW 2002 Youth Project

Overshooting timelines is one thing, overshooting the budget is another. Taking every nut and bolt into account, we've spent about R105 000 on the project, and that excludes a similar amount in 'trade exchange' arrangements

certain phases of the build had been completed, but they needed the money to complete the phases.

Still, Project 2002 has been fun, and more so now that we've resigned ourselves to the fact that it's ready when it's ready. Having said that, I want to try have it 'visually' complete for Angela's Picnic on April 5, and if possible invite our long-suffering project partners to the event and at least buy them a drink to say 'thank-you'. Ironically, the annual Delta Park old car bash is just three months prior to James's 19th birthday, when the original plan was to have the car driveable for his 18th... oh well, the best laid plans of mice and men ...

Overshooting timelines is one thing, overshooting the budget is

another. Taking every nut and bolt into account, we've spent about R105 000 on the project, and that excludes a similar amount in 'trade exchange' arrangements. The biggest part of the latter is carried by Cornrights, whose rehabilitation of the rusted shell and subsequent painting thereof was a significant cost, while the use of workshop facilities, expertise and the casual donation of many parts (front brake calipers, E30 propshaft, brand new power steering reservoir and a pile of consumables) has made Evolution 2 a bigger collaborator than Alec Cernich originally thought.

Two things have made our car expensive to build: our choice of engine and our insistence on fitting ABS

brakes. The former required significant fabrication and machining work, with the M44 engine as fitted to the E36 318is being far larger in overall dimensions than the original M10 - especially in the sump area. Also, once bolted to the requisite gearbox, significant reshaping of the transmission tunnel was needed. We were also forced to change to rack and pinion steering as there was no space for a 'box.

Furthermore, redesigning the rear subframe to accommodate E30 trailing arms (and E30 driveshafts with the ABS wheel speed rings) added cost and all told we're in for about R25 000 under the heading: 'Welding, Cutting, Modifying And Turning Things That Will Fit This Car Only And No Other'.



Putting the screen in has suddenly made a world of difference! Steven and Andrew from Glass Zone in Midrand will do the same thing at the other end at a later stage



Neville from Nev's Auto Trim in Maraisburg took care of the roof lining – which we decided to have grey rather than black – and came up with a solution to fitting our high-level brake light too. New roof looks amazing!

Nevertheless, we're well down the road and the back end of the car is almost ready to be lowered onto the floor, which will be cause for celebration

As I've noted on our Facebook page, of all the skills I wish I had, welding is right up there with playing guitar like a Rock God and driving like Mario Andretti.

Nevertheless, we're well down the road and the back end of the car is almost ready to be lowered onto the floor, which will be cause for celebration. Suddenly, it looks far closer to completion than before and this is thanks to the expert installation of our brand new windscreen by Steven and Andrew from Glass Zone in Midrand, who were also good enough to fit our front door rubbers.

But the star of the show has to be Neville from Nev's Auto Trim who made a new roof lining and then drove across from his Maraisburg shop to fit it. The original plan was to re-use an old 'roof' and install it ourselves (having

researched the topic on-line) but using Nev's for both turned out to be a much better idea. I suspect a roof lining – along with fitting handlebar tape on a racing bicycle – are not things you get right at your first attempt!

Nev made it look easy though, also taking charge of accommodating our requirement for a high-level LED brake light, and the only stress for us is whether opting for grey rather than black was the correct choice. The jury is still out on that one but the die is cast - though the Zeitgeist is that black would've been better. Incidentally, the brake light is from a Toyota Etios.

Other significant developments are the fitment of a classy Stack electronic speedometer, which will detect road speed using a proximity sensor



It won't get anywhere near 260km/h, but Stack electronic speedo integrates neatly with original 2002 instrument cluster. A cable-free solution was forced on us by the absence of an output from the E36 gearbox we are running. It is called the knock-on effect

Another 'knock-on effect' has been the need for a shorter clutch master cylinder, as the angle and position of the 16-valve cylinder head means there isn't sufficient space for the stock item

positioned behind the right front wheel. This is as a result of using an E36 gearbox - which doesn't have a speedo drive. It'll use the ABS ring to detect wheel rotation.

Another 'knock-on effect' has been the need for a shorter clutch master cylinder, as the angle and position of the 16-valve cylinder head means there isn't sufficient space for the stock item. After grinding my teeth for about 10 milliseconds I decided to bat that one in the direction of Gavin Ross from Norbrake - after all, hydraulics is their area of expertise. Unfazed as usual, he said he'll make a plan once the car is moved to the Far East.

Hopefully the ride height measuring and calculations we've done will put everything in the right place once the

car is on the ground. If not, we can adjust up or down with a selection of stock 2002 spring pads of varying thicknesses, or lower it by trimming some material off the aluminium spacers made by AP Machining. We've made sure the springs will compress correctly, by drilling out the upper spring retainers and repositioning them slightly further forward inside the wheelarch.

Achieving visual perfection is one thing but getting the geometry correct is another and hopefully the trailing arms will have the correct amount of droop. Initial set-up adjustment has been catered for by slotting the trailing arm mounting points on the 2002 subframe (inner gets a vertical slot for camber, outer gets a horizontal

slot for toe) and fitting thick washers at either end of the bolts. So, once we set the angles we'll tack-weld the washers to the mounting points to 'lock' the geometry. The trailing arms will then be removed and the welding completed. Once reassembled, and on the ground, we can make a final call on the revised position for the lower damper mounting point - the stock position on the E30 arms will cause it to collide with the actual strut tower as it compresses, so it will have to relocate further outboard, and more or less where the rear caliper attaches.

It's another technical challenge we will have to overcome, but it isn't the first, and it won't be the last! 📺

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



BY THE BOOK





England boasts some impressive car museums but the recently renovated Haynes International Motor Museum is by far the most spectacular as it has been put together by one enthusiast – a man who’s been a virtual mechanic to most of us, thanks to his range of owner workshop manuals says **Graeme Hurst**.

To anyone who’s ever attempted serious DIY on their car – whether it’s a simple cambelt renewal or braving a gearbox strip-down – the name Haynes is likely to be music to your ears. The English car manual publication has been a guiding hand for many a DIY mechanic over the last four decades, with its distinctive, step-by-step illustrated format inspiring confidence in owners to tackle the most daunting of tasks.

However, the publishing house doesn’t just write about how to pull cars apart: founder John Haynes has long been the custodian of one of the world’s most enviable car collections, put together out of a passion for everything on four wheels and the fruits of his publishing efforts. Based in Yeovil in the county of Somerset, it re-opened early

last year after a total makeover, and now boasts more than 400 cars across 12 halls.

Like most automotive museums, the collection kicks off with a display of early motoring, from a replica of the world’s first car, the 1886 Benz Patent Motorwagen, to equally ancient candidates such as the 1903 Curved Dash Oldsmobile and a twin-cylinder 1910 Renault AX, but that’s not to say this automobile shrine is based on a predictable chronology: the Haynes’ team has grouped a lot of cars by genre, making for a diverse visitor experience.

That means Jaguar and Lotus fans have their own corner of Browns Lane and Colin Chapman gems respectively to drool over, while anyone who’s a child of 1950s or ‘60s Britain will rekindle their childhood memories in the British Hall, thanks to a plethora of Austin, Morris and Ford fare.



John Haynes' deep affection for American cars (he built a large part of his publishing empire by creating workshop manuals for American stuff) is evident with the Corvette centrepiece featuring one of every model of the iconic Chevrolet sports car.

But the *pièce de résistance* is the museum's famous 'Red Room' – a hall devoted to 50 sports cars from around the world, all in red! There's everything from a pre-war 1750 Alfa Romeo to the latest Ferrari California on display,

while more classic standouts include a 512 Ferrari BB and a Facel Vega (a bit OTT in red!). Home-grown fare extends to a 1969 Marcos (which famously sports a wooden chassis) and a Reliant Scimitar GTE. The latter packs the ubiquitous Ford Essex V6, so familiar to us Saffers. Also boasting a link is an SA-built Sunbeam Tiger (one of 73, see *C&PCA* Dec 2014/Jan 2015) while even the most die-hard petrolheads are unlikely to have seen some of the Red Room's rare stuff such as its 1934 Marendaz 13/70

– a special built by Captain Donald Marendaz who moved to SA two years later and became a multimillionaire producing diesel engines!

Other never-seen-before candidates include the Bricklin SV1 – the only car to be both designed and built in Canada and most remembered for its gullwing doors. New since the revamp is the Supercar Century display, featuring everything from a 1960 Ferrari 250 GT to a De Tomaso Pantera, Porsche 2.7RS and a Jaguar XJ220, the latter





the prodigy of South African-born car designer Keith Helfet.

There's also plenty to keep racing fans occupied with a range of track-related cars, from the ex-Prince Bira 1936 Delahaye 135 to a 1974/5 Lola Cosworth Formula 1 racer and a copy of Michael Schumacher's 1996 Ferrari Type 310 – the first V10 Ferrari. And Haynes isn't just about four-wheels: the Motorcycle Mezzanine features the Forshaw Speedway, British and International Motorcycle collections.

Without a doubt the jewel of the Haynes' crown lies in the museum's extensive American Collection with the magnificent 1931 Duesenberg Model J Derham-bodied Tourster. The epitome of decadence from the pre-war 'Gatsby' era, this 6816cc, straight-eight leviathan is one of just eight made and was previously owned by Mrs Paul Whitney of Pratt & Whitney aero engine fame. It's on show with another equally imposing American motoring icon: a 1936 Auburn 852 Supercharged

Boat Tail Speedster – complete with the factory dashboard plate stating that it had been tested to 100.8mph by racing driver 'Ab' Jenkins.

Of course there are plenty of more 'modest' but hugely popular models, from Henry Ford's famous Tin Lizzie to Chevrolet's Bel Air – along with a red-over-cream 1947 Chevrolet Fleetline Aerosedan that was sold new to a schoolteacher here in SA! 📍

See: www.haynesmotormuseum.com to plan a visit.





Photos by Dave Hastie



The Midas Historic Tour continues to boast some of the largest grid numbers in local motorsport. Here the Lotus brigade line up to tackle Zwartkops.



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MIDAS HISTORIC TOUR CALENDAR 2015

- 31st January Zwartkops
- 7th February Killarney
- 7th March Kyalami
- 11th April Dezzi
- 9th May Kyalami
- 6th June Zwartkops
- 19th September Zwartkops
- 10th October Phakisa
- 14th November Kyalami



Steve Truter's Escort leading the way in 2014.



Patrick Gearing (Alfa Giulia) leads the pre66 field around a very wet Phakisa Freeway.



Roger Houston (MG B).





Pete (shaded) on pit lane with Alessandro Nannini and Benetton Ford.

TOP TUNER

He travelled around Europe fettling Yamahas for South Africa's two motorcycle roadracing world champions, and has for the last two decades been a key member of the Benetton/Renault/Lotus Formula One team, working for Michael Schumacher and Nelson Piquet, amongst others. **GAVIN FOSTER** asks the questions and Peter Aldridge comes up with the answers.

“I grew up with bikes because my dad was involved with them and had an engine reconditioning workshop in Maritzburg and another in the UK. In '61 I had my first taste of being a race mechanic, when Dickie Dale (British ex-works Guzzi and MV rider who died at the Nürburgring a few months later) came out to Roy Hesketh. He needed to change the jets in his Ariel Arrow, and my 12-year-old hands were small enough to do the job without removing the carb. He rewarded me with the trophies he won on the bike that day.” Peter still has those.

Pete moved to the UK in '65 and served his apprenticeship as a machinist in his father's workshop there. He was also responsible for preparing the various Doug Aldridge-sponsored racing motorcycles, and designed and built racing frames for South African racer Barry Spring's 350 Ducati.

Living as he did in this dream world it was natural for the youngster to try his hand at circuit racing. “My dad had collected lots of bits and pieces over the years, so in '72 I built up a 500cc Manx Norton and did a few races without achieving much. I never thought I'd be anything special, but reckoned that with a better bike I'd do better, so I got hold of an ex-Mike Grant Yamaha TR2B for '73. I didn't do any better in club races on the new bike though – every race I was at or near the back. The final death knell for my motorcycle racing career came at a practice day at Snetterton while Kork Ballington, who'd just come across to Europe, was staying with us. Kork borrowed my brother Bob's elderly 250 Bultaco single and was absolutely flying on it. I was going as fast as I could on my 350 Yamaha twin and couldn't stay near him. That's when I decided to work on bikes rather than try to race them.”

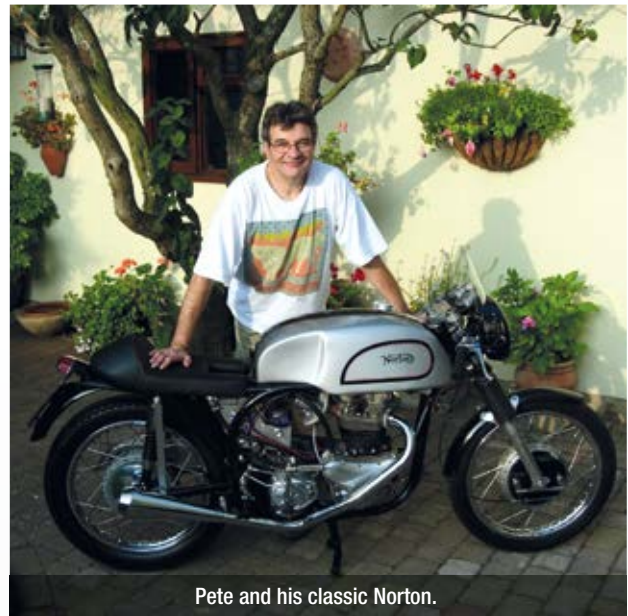
Pete spent much of the '70s working on racebikes for first Kork, who went

on to win four world championships with Kawasaki, and then Jon Ekerold, who as a privateer won the world 350 title in 1980. “During those years I did basic assembly work rather than look for horsepower. Kork's brother, Dozy, was a brilliant tuner, and Jon and Kork were both very capable tuners as well as racers. I spent the first three months of '78 with Helmut Fath, who was tuning Jon's cylinder heads, barrels and so on. I'd then replicate his work, assemble the engines and do dyno tests. The following year we had a similar arrangement with Harold Bartol, and I learnt enormously from them both. We even built a 350cc disc valve motor that gave us four or five extra horsepower, but it wasn't reliable enough to race. I wasn't making big money but Jon paid me well enough and I was happy – I carried on learning and made a living so that my wife and kids back home could get by.”

Pete's days with Kork earlier on had been equally exciting. “Kork stayed



Pete with Jon Ekerold, 1980 World 350 GP Champion.



Pete and his classic Norton.

with us between 1973 and '75, and in all that time my brother Roger and I were always with him. We did all the UK races and I built a couple of engines for him when he went abroad. Dozy was there or thereabouts most of the time, doing the tuning.”

So what about all that nocturnal snuggling we’ve heard about? Pete laughs. “That was at Silverstone in '74. We were sleeping together in the back of the Transit van – Kork in the middle, me on his one side, and his now wife, Bronwyn, on the other. Kork turned over the wrong way in the middle of the night, didn’t he, and started rubbing noses with me.” Kork still has fond memories of good times with Pete, although not of course in a sexual way! “He was an incredible help with bike preparation between meetings and at the circuits,” he recalls. “He’s one of the most astute technicians I have known, and by Jesus was he a formidable drinking partner after the events when we let our hair down!”

How did our two world champs compare with each other? Kork, on the works Kawasaki 250 and 350cc tandem twins won 31 GPs (four as a privateer)

and four world titles in '78 and '79, while Jon was, in '80, the first and only privateer to clinch a title in the modern era, with seven GP career wins. “I think Kork possibly had more natural talent than Jon,” muses Pete. “He knew what he could and couldn’t do – you could say he was clinical – and he wouldn’t take unnecessary chances, while Jon would tell himself he was going to win

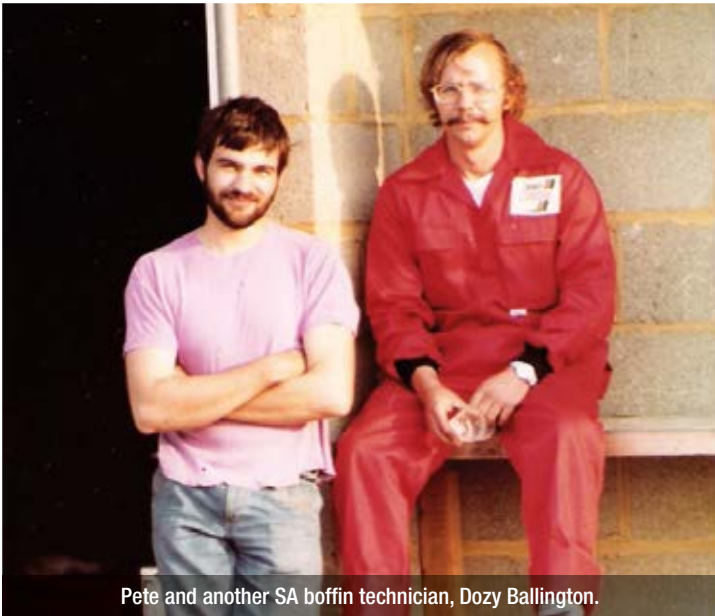
Pete really started learning about tuning engines for performance, rather than being a meticulous engine builder who simply worked with what he was given

a race, come what may, and go for it. Jon was obviously very talented, but that little extra it takes to get to the top came from sheer determination.”

Pete worked for both Kork and Jon in the years they were building their reputations in international races and Grand Prix, but didn’t share a championship-winning year with either. “That’s a big regret,” he remembers. “I was bitterly disappointed that I couldn’t continue with Kork because I’d seen him grow from arriving in the UK to becoming a

successful privateer and then moving on to the GP scene. My dad’s business was in trouble in '76 so I had to go back to England and get a real job working in Formula Ford car racing. Kork couldn’t guarantee me full-time employment and I needed to feed my family. It was sad that I had to leave, but that opened other avenues for me and I formed friendships that paid off in later years. The same thing happened later on with Jon. I went back to bikes in '78 and '79 with him, and '79 started really well. We won a GP, were leading the championship and winning international races all over, but then Jon broke his collarbone and the year fell apart. I decided I had to do something more secure and went back to cars in 1980, while Jon went on to win his title.”

In the end, the move to race car engineering did Pete more good than harm. In the UK he met up with another South African, a very successful ex-bike racer called Trevor van Rooyen, who in '81 invited him to return to South Africa and work for his performance shop. There, Pete really started learning about tuning engines



Pete and another SA boffin technician, Dozy Ballington.

In his travelling days Pete built and prepared F1 cars for Teo Fabi, Gerhard Berger, Thierry Boutsen, Nelson Piquet, Alessandro Nannini, Johnny Herbert, Martin Brundle, Jos Verstappen and Michael Schumacher

for performance, rather than being a meticulous engine builder who simply worked with what he was given. “We had a dynamometer and flow meters so we could experiment properly. I developed and built race engines for superbikes, Yamaha TZ two-strokes, Formula Atlantics, Formula Fords and so on. It was my first real experience of finding horsepower on my own through using ingenuity and skill.” Pete was responsible for preparing the engines for the Formula Two car that won van Rooyen the SA Drivers Championship in 1985. “In my opinion Trevor is the best engineer/driver outside of Formula One. Being an ex-motorcyclist was a good starting point, and he showed me the way to go in the car world. He taught me a lot about setting cars up, and five years of that was what convinced me to try my hand at F1,” says Peter.

Ahhh! Formula One! “Contacts played a big part,” says Pete. “When I decided to return to the UK in ’86 Rory Byrne was chief designer for Benetton, that later became Renault F1. I knew him from my Formula Ford days and asked him for a job. I’ve been there for almost 30 years now, and have done just about every job there is to do in F1.” That’s pretty accurate. The boykie from

Pietermaritzburg has worked, amongst other things, as general gopher, race mechanic, No. 1 mechanic, testing mechanic, spares co-ordinator, spares manager, and for the last ten years as the Manufacturing Data Manager at the factory, ensuring that everybody who has a hand in building the F1 car does the job exactly as it should be done. In his travelling days Pete built and prepared F1 cars for Teo Fabi, Gerhard Berger, Thierry Boutsen, Nelson Piquet, Alessandro Nannini, Johnny Herbert, Martin Brundle, Jos Verstappen and Michael Schumacher.

With retirement looming for January 2016, Pete started a part-time business a few years ago in the UK. Peter Aldridge Classic Motorcycle Restorations did well, partly because of another South African F1 technician and good friend, Alistair Gibson, who commissioned him to restore a 1928 Scott Squirrel and a 1912 Douglas. “Alistair then came along with an interesting project/proposition: he had been approached to build a 1930s spec Brough Superior for an attempt on the land speed record for this age of machine at Bonneville, USA. The plan was that Alistair would construct a completely new bike, and I would rebuild an original V twin JAP motor and an old-style Norton Dolls

Head gearbox, both of which had previously been used by Eric Patterson when he attempted the record in 2008. I, of course jumped at the chance to be involved in the project. During the course of a week in September 2011, they made several attempts at Bonneville, on each occasion upping the record by a few mph, and on the final day they set a new speed record for the class of 125mph.”

Pete was seriously thinking of quitting Formula One and running his business full time when, in August 2012, he started having heart problems that led to an urgent triple bypass. After four months away from Lotus and his own business he resolved to finish off the motorcycle work he’d taken on and not accept any more work. Fun is a different matter, though. “My plan now is to build a 1960s café racer. I have one in progress which should be a real show stopper when completed. It’ll feature a 500cc Weslake 8-valve motor which was originally built for sidecar racing, plus a 5-speed CR Manx gearbox and a replica Manx frame with the usual extras like a Fontana four-leading-shoe front brake, alloy rims and Manx spec petrol and oil tanks, built to look like the original Manx racer.” 🏁

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BEING FRANK

Further to the article on Frank Cope in the last issue, I had some contact with Frank's family via the husband of his granddaughter. He was the one who pulled the trike out of the barn on Frank's sister's farm in Worcestershire and dismantled it for rebuilding, along with the S1 Land Rover, his own stationary engines, his house and generally anything else he was interested in. At the time of Frank's death he unsuccessfully searched Frank's house in Birmingham for the missing engine.

When I first saw the trike, the chassis had been dragged out from a 20-year storage under a holly hedge, the engine and mechanicals were under his bench

in the workshop, hubs and various other parts emerged from under some old windows on the other side of the garden and even some body panels made their appearance, albeit hardly recognisable.

My current understanding is that the car was used in a variety of trials by

Frank. Many of these were amateur events and records are very hard to find. Frank was known for driving to events in his Bentley with his trials machine in tow.

The car is subsequently recorded as trialling or competing both with and without the 2nd engine, I understand. At some stage the main engine was also altered, fitting a Scout 1200cc block to replace the original trike 1000cc block (we think). My suspicion is that the frame was in fact a cut-down motorcycle frame welded to a baseplate and reversed to put the gearbox ahead of the engine.

Things ceased at the outbreak of war, but it seems the car reverted to road use by the family. There is a story of one of his daughters on military

service driving it up to Catterick in Yorkshire in a wartime winter (circa 100 miles). Whatever Frank's recollections, it seems that post-war, the car ended up on his sister's farm, at various times in a barn or a field, and became a children's plaything. Eventually the barn collapsed, and the car was hauled out and stored as described. I suspect the 2nd engine got parted from it in 1939-40 and is unlikely to emerge.

I understand he moved to SA when he was too old to ride in competitions in the UK. Perhaps it is also worth noting his wife remained in the UK, although after his injury, she paid to have him flown to Birmingham in the hope of better medical care. In the end, he did not survive, and the family story is that he might have survived had this not been attempted.

Regards

David Daniel

Thank you for the details, David. Frank was certainly an interesting character and highly competitive on 2 and 3 wheels. Gavin Foster continues Frank's story in this issue. Enjoy.

Stuart

STANLEY MOTORS & MORE

I really enjoyed the latest issue of *CPCA*, especially the Austin Healey story and résumé on the Willys station wagon. My interest in these two makes stems from my early years, as my father was works manager (JHB) of Stanley Motors Ltd, which was a listed company on the Johannesburg Stock Exchange.

This company really took off in the motor boom after the 2nd World War. It acquired franchises and agencies

for a wide variety of makes: Hudson, Willys, Simca, Vedette, Peugeot, Austin, Kaizer, Henry J, Rolls and Bentley. It was an amazing range of vehicles and a great place to spend school holidays – in the workshop and go out with the mechanics for test drives, but never in an Austin Healey!

What made Stanley Motors so special was that it had an assembly plant at Natalspuit right next to the Johannesburg International Airport in Alberton (before what today is known as

OR Tambo.) One interesting side issue was that when Jan Smuts was built, the old airport was used as a racetrack. It was at this plant that they assembled Austin, Hudson, Peugeot, etc – the Blackheath and National Assemblies plants (Durban) only came later. In 1959 I spent a Saturday morning at Stanley Motors (End Street) and could not help marvelling at a long line of Austin Healey 100/6s which had just arrived from Cape Town. I was never allowed to go on a test drive in one of them, but I did go

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out in the Austin A90/95s and a special Austin Healey-engined 105 which had been set up for the LM Rally in 1957 (that was a scary experience). The Healey Sprite did not interest me much as my dad maintained that it was only a shell of a motorcar! The Austin A30/35s were interesting, also the later Austin A40. The Hudsons were quite another story, as well as the panel shop which had very interesting cars being repaired after accidents in the Rhodesias and Mozambique: Healey 100/4s, Austin A90s, Sports A40s, Jowetts, etc.

The Willys agency meant a lot to Stanley Motors during the war years. Post-war the market fell away, particularly when the new CJ Jeep arrived, which was expensive and not practical. The Willys station wagon was an interesting vehicle and farmers bought them but they were underpowered until they came with Kaizer engines. I once had a ride with the workshop manager at the SM Branch in Vereeniging. It reached 90mph on the clock and then ran out of petrol – it was heavy and very thirsty.

Stanley Motors was taken over by the Roots Group in the early sixties. I have no idea when the assembly plant closed; the only cars that really interested me in their new range were the Sunbeam Tigers, which were imported. Stanley Motors was in the right place at the right time in the post-war years when the motor industry took off in this country. There was more demand than supply and the waiting list for an A40 Somerset was 18 months plus, but by the end of the 50s the story of Stanley Motors was over. All Austin (BMC) production moved to Blackheath in Cape Town; agencies were rationalised; Simca V8s, Willys, Kaizer were gone; Hudson became Rambler, etc. The Roots Group became Chrysler a few years later. Natalspruit was discontinued and the branches sold off. Sad, but that is the cycle of enterprise.

When I was 11 years old, there was this 'bloke' testing a racing car – sans body work - which intrigued me. Some 35 years later, I finally met him. It turned

out to be John Meyers and the car was a Protea, South Africa's first production car. Today I am fortunate to own one of the thirteen made.

If there is anyone out there who knows something about Stanley Motors, I would really appreciate being filled in.

Sincerely

Peter du Toit

Thank you for the kind words and support, Peter. I am constantly amazed by the local motor industry and how large and varied it was back in the day. The various models and manufacturers churning vehicles out is something that I need to look into further. I will ask our contributors for information on Stanley Motors but perhaps the readers can help with this one.

Stuart



ARMSTRONG MEMORIES

The article in the December issue on the Armstrong Siddeley 17 brought back memories. Late in 1959 I bought my first car from a foreman on Daggafontein Gold Mine. He was selling one car from his collection of Armstrong Siddeleys to make room for another. He even had an Armstrong Siddeley bakkie.

For £75, if my memory is correct (and yes, this was before the advent of the Rand) I bought a grey 1932 Armstrong Siddeley 12 Sports Coupé. The 17 featured in your magazine bears some similarities. My 12 was powered by a 6-cylinder engine of 1424cc and reputedly gave 30hp. All the ignition leads were contained in a steel tube mounted on the side of the engine.

Opposite each spark plug was a hole and the correct lead exited the tube

and was connected to its spark plug. Transmission was a Wilson pre-select gearbox with a Newton centrifugal clutch system. Lubrication was by the oft-mentioned one shot system where all grease points were fed by a reservoir and activated, supposedly, every 100 miles by a hand pump mounted under the dash board on the passenger side. Mounted either side of the running board, but without any covers, were the spare 19-inch wire wheels.

While it was a full four-seater it was only a two-door but was presented as a pillarless coupé. The door windows wound down and the rear side windows could be slid completely out, horizontally, and were then placed in their own padded drawers which were stored beneath the front seats.

One was required to be very lucky and adroit to start her, even when hot. First switch on the rear-mounted electrical fuel pump and when the ticking stops, switch it off and switch on the under-bonnet pump. Now set the advance and retard and choke and throttle using the steering column levers.

There were many unusual and memorable features and incidents surrounding her. The headlights were huge stalk-mounted items and were always on high beam. Operating the dip stalk energised a magnet beneath each light's internal reflector bowl. Even while driving the car one could hear the resulting clang, as the headlight bowl pivoted downwards to produce the dip beam.

The engine could run at very low revs in first gear and one night four of us set off from Springs to see the movie *The Ten Commandments* at the Jo'burg Colosseum. No highway in those days so the most-used route took us through Alberton and up the notorious Alberton Hill. As we drove into Alberton we found ourselves in the middle of a Highveld summer thunderstorm with heavy rain. At the bottom of the hill we were stopped by a traffic cop who told us that the hill was closed. In those days Alberton Hill was a

dirt road. Taking a deviation via Primrose plus the rain would have meant that we would miss the start of the movie. So despite the cop's view that this old jalopy would get stuck, we set off and the old Siddeley never missed a beat in getting to the top.

This was the car in which I took my driving test in Springs. The examiner was extremely interested in this old car – one he had never seen – but stated that he was pleased that it was not an automatic since he had counted 3 pedals. At that time American cars ruled our roads so he was quite used to steering column gear change levers.

So off we went, and of course with a pre-select gearbox, you drove say in fourth with the gear lever in third and when the revs dropped the centrifugal clutch automatically put you in third. This feature caused the examiner much puzzlement in the three-point turn test.

The Springs test ground had two brick walls between which a 3-point turn had to be done. Easy! In first gear put the lever in reverse and at the correct moment stamp the clutch pedal and you are in reverse gear. I passed but I often wonder what effect the Armstrong Siddeley had on the examiner.

I sold her to a farmer in Trichardt, where she passed the MOT purely by giving the examiner a drive around the town. I often wonder what happened to her... maybe the ASOC can throw some light on this.

Regards

Eric Fletcher

Brilliant memories Eric, thank you. Having never driven a car with a pre-select gearbox, my sympathies lie with the driving instructor. Hopefully a reader

might be able to shed some light on the whereabouts – cars of such solid character have a way of staying alive.

Stuart

CADDY STATS

Well done on another superb mag. With reference to your article in the Dec/Jan issue on the 1959 Cadillac, I see it referred to as a 'Biarritz'. However this particular Cadillac is a series 62 convertible, as the Cadillac crest is found on the front fenders below the leading spear.

Another thing to note is that there was no series 63 convertible for '59, only the series 62. However, as shown in one of your shots, it is the door panel detail which is the same as the door panel for the series 63, i.e. the Deville series, and this (Series 62) convertible carried this as well as the interior trim from the Deville.

The Biarritz had a more elaborate side trim detail running from the 'A' pillar all the way to the rear tail light bezels, then back across the bottom to the front wheel arches. Hope this all makes sense.

Massimo Lupini

Hi Massimo. Thanks for the finer details on these monstrous cars. I'll be sure to look more closely at these cars of the chrome age in future. They really are exquisite but unfortunately I don't have a garage capable of holding such an item.

Stuart

HARD CHARGING 1

Reading your current publication and the previous one – both of which, incidentally, were received by post – I refer to the letters regarding Harry

Pierce MG (TC) racing cars. When I was a schoolboy (I must have been in Std 9 at the time) we lived in a mining town called Stilfontein, in what was then the Western Transvaal. I noticed a chassis of a car complete with engine, gearbox and diff and only the rear 19-inch spoked wheels, on an open-sided veranda (with a roof) attached to a standard mine house. I approached the owner and established that the chassis was that of an MG (TC) and that it was the remains of a racing car that was previously owned and raced by Harry Pierce. I bought the remains, along with a separate magneto and a Shorock supercharger, as well as a few articles regarding Harry and its racing career. Unfortunately I never kept the documents, which is a pity because of the interest in its history. All the assembled parts in standard trim were in perfect running condition and I managed to find an almost complete red TC body (minus any mechanicals) on a farm in the district. I rebuilt the car during my Std 9 and Matric school years into a licensed vehicle and drove it to school in Potchefstroom to write my Matric final exam – and actually passed. I do however have a photo of the chassis as received and one of the completed car. After returning from the Naval Gym a year or so later I sold the car (which if I remember correctly, was sent to Cape Town) to finance a 105E Anglia.

I currently reside in Stellenbosch and operate a Caltex filling station. I see that this week we received your latest publication on our magazine stands, which is great.

Finally, a pal and I never miss a race at Killarney or any local motoring

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event , however we never find events advertised. Could you not include a calendar of planned club, vintage and racing events countrywide in your publication? Thanks for a great magazine.

Regards

Basil Hinks

The interest around these Pierce MGs has been phenomenal. I have forwarded your mail on to the experts and let's see if the whereabouts or details of this Special can be tracked down. Glad to hear the postal system has started working again and the magazines have been coming through. Thanks for the correspondence, Basil.

Stuart



HARD CHARGING 2

Harry Pierce, like others, started racing a sports car of the day. Then he began to fettle and tune it, ultimately building his own cars, of which there are 3 that I know about. His third and final car was never supercharged.

I am building a stroked XPAG , Wade Supercharged engine for his Fatman special. It will be exactly 1450cc without boring the block and sleeving into the water chamber, which is where the weakness is normally found. The pistons will run in the original block material. The Wade is a R015, which is quite big. I'm looking for about 15lb boost.

Fatman never ran blown in period either. I, however, don't use Fatman in FIA correct period guise. If I ever do, I would revert to the existing bored 'on the limit' with correct carburettors, XPAG engine. The problem with the Pierce car is that it can only run in pre-1952 classing to be competitive and a

previous UK owner fabricated its build date to allow this. All fun really.

Regards

Rodney Green

Thanks Rodney. The remembering, researching and chasing old cars is a large portion of the enjoyment surrounding classics. And then of course the using of them as intended. Look forward to seeing Fatman blown and charging hard on hillclimbs and SA race tracks.

Stuart

CATS OF ZIMBABWE

Hi Stuart

I have just read with interest your article by Graham Hurst on the E-Type. Brings back memories from my days in Zim!

I had the sister car to Roger Woods, also a primrose yellow series 2, 2+2. As far as I am aware (but may be wrong) there were two primrose Es in Zim at the time. I had the one and, at one time, the other was owned by Martin Locke of radio broadcasting fame. I assume Roger's one could have been owned by Martin?

I bought mine around 1980 from a family lady friend who had had it from new. The only reason she sold it was that her insurance company refused to carry on insuring it once she turned 85! At that stage in Zim new cars were difficult to get but I managed to 'secure' a new Ford Laser (rebadged Mazda 323) which I drove straight to her on delivery and swapped it, as agreed, for the E-Type!

The car had 16 000 on the clock and effectively cost me the price of the new Ford of Zim\$16 000. The E was used weekends and occasionally by my wife to go to tennis or the shops with our 2 young kids. The rule was that they could not have sticky sweets, chips or ice-cream in the car but invariably when I came to use it, the back seats were covered in ice-cream, chips papers, etc!

In 1984 I decided to return to SA

and at the time had the E and an Austin Healey 100/6 apart from our 'daily drives'. I drove the E down to Johannesburg and the car was valued by House of Sports Cars at R30 000. I then drove back and sold the Jag for the equivalent of R30 000 up there and decided to emigrate in the Healey. As mentioned in the article, we were only allowed 1 of each when leaving, and as Roger did, I fitted a tow hitch on the Healey and bought a boat. So we travelled down in the Healey, the kids in the back and the boat attached. The Healey went perfectly but I enjoy relating the fact that in the Warmbaths area, the road in those days was pretty bumpy through the hills and the Healey wallowed around while the boat and trailer were firmly planted! The Healey was subsequently sold and the proceeds used as the deposit on our first house in Johannesburg.

Memories indeed! Up in Zim I also had, for a short time, a dark blue Healey 100M, which I wouldn't be surprised to be the one at FMM?? (Sold that one due to pressure from the wife, the car being the most 'expensive' car we owned at that stage and it was just parked in the garage!)

I am currently refurbishing a Mini Moke and a Mini Mk3.

You also carried an article on Geoff Kriel's TR5 (I used to work with him up in Johannesburg) – so small world indeed!

As I say, the classic car bug has no known cure! Thanks for the mag and I must subscribe – I live in Cintsa along with an old friend, Neville Lederle.

Regards

Rob

Hi Rob. Swapping a Ford Laser for an E-Type is surely one of the best deals ever done. If only we could find some of those barterers now. We live in hope of that elusive classic deal. Thanks for all the support and kind words. I too have no cure for the classic car bug.

Stuart



CAPE HEALEY REP

I really enjoy each issue of the *Classic & Performance Car Africa* magazine, after first buying one a few years back. I am writing to you as I have read in the later issues that you are considering visiting the Cape to do some articles on motoring legends and cars. I have attached a few photos of my car, a replica of the Austin Healey 100 (BN1), which I bought in Cape Town last year. I have spent many hours getting this car into the condition it is now. Basically all Ford components are in this car, but many were fitted with Nissan straight six engines and some with BMW in various stages of tune.

I have managed to find the contact details of the original owner of the company who produced these replicas, John Woodley, who still lives in Cape Town. He made these cars in the earlier 90s and sold them as Woodley Healeys. John sold the company and today, replicas of the Austin Healey 3000 MK111 (BJ8) are still being produced in Somerset West under the watchful eye of Mauritz Prinsloo. It would be nice if

you could do an interview with John and Mauritz to get a bit of history on these fine cars and give the readers some insight into the number of cars made, and the various specification details. Who knows, you may even be given a chance to test drive one of the latest ones for an article.

I know of a few up in KwaZulu-Natal and I was thinking that it may be a good idea to start a register of all the ones still in the country. If any of the readers out there have one, they can send me an email (dawie.tanner@gmail.com) with the details of the car and a photo or two with their contact details and I will set this up. Owners of the replicas are also more than welcome to join the Austin Healey Club of Southern Africa. For membership details go to www.healey.co.za.

Kind regards, and keep up the excellent articles in a great magazine!

Dave Tanner

Thanks for the lead, Dave. Replica building is strong in South Africa and we have a decent reputation on the international scene, with many seeing our products as high quality. I will follow up on this one. A register is a brilliant idea, well done and best of luck.

Stuart

ROAD TRIPPING

I keep reading of your East Cape road show but don't know if it's happened

or not. Some contacts for you to mull over:

- Neville Lederle: SA Formula 1
- Lionel Rowe: Raced Chevrons, Gordinis, Fords and has knowledge of the races at the old St Albans track in PE.
- Lionel Hall: Was Jody Scheckter's mechanic and has extensive knowledge of the Renault racing days in SA.
- Charles Harris: He was a partner of the Scheckter-Harris Garage and is an engineer. He was also part of the Jody team. I believe he made a V8 out of two Honda straight 4 bike motors – quite a feat for a one-off.
- Barry Kapelus, PE: Has been racing Minis in PE since the late 60s.
- Kingsley & Ralph Wood of Power-King: Raced very quick Minis and also had a rather unique Mini-engined dragster which embarrassed many a V8!

So, that's my ticky's worth. If I can help in anyway, please let me know.

Best wishes

Rod Paxton

Thanks for the leads, Rod. The road trip hasn't happened yet, but the month of March looks likely. I now have a list of names as long as my arm and look forward to getting all the stories from these legends.

Stuart

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HEAD TURNER

Germany's CMC continue to churn out impeccably detailed 1:18th scale models for the mass market and this Ferrari Testa Rossa continues the theme. A full-sized 250 TR went for \$12.5 million back in 2009, making this R3 495 model a steal – that is how I convince myself at least.

The Testarossa name, which means 'red head', comes from the red-painted cam covers on the engine and the double meaning with a red-headed woman was intentional with Ferrari, and they regularly used descriptive terms related to a female's body when describing the style of their automobiles. As one of the most hot-blooded and successful race cars of all time, it led Ferrari to win several Sports Car World Championships and three Le Mans victories (1958/60/ 61), among others. It is worth mentioning that this model doesn't recreate a specific car, chassis number or race machine. It is a summary of what the TR between 1957 and '61 represented.

Paint finish is very impressive and so too are the details like the readable gauges, complete with bevelled edges. So too are the textured seats, made even better by decently scaled and toned white piping. Steering wheel, pedal box and gear lever are spot-on and looking under the dash brilliantly reveals a bit a wiring harness.

If I had to be fussy, I'd say the windscreen surround looks a bit cheap and plastic. The bonnet straps appear oversized and some of the rivets look over exaggerated. But I'd still put one of these CMC Pontoon Fenders on the display shelf any day of the week. 🏁

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