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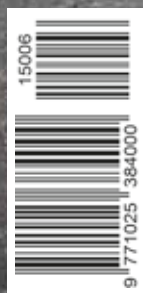
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# CONTENTS

June/July 2015

- |    |  |    |  |
|----|--|----|--|
| 04 | <b>NEWS &amp; EVENTS</b><br>Latest from the classic scene    | 62 | <b>LA DOLCE VITA</b><br>Vespa versus Lambretta                         |
| 16 | <b>RESCUE MISSIONS</b><br>A pair of special MG Triple Ms     | 66 | <b>KEEP 'EM ROLLING</b><br>Using a Lamborghini Jalpa                   |
| 22 | <b>MILITARY DECISION</b><br>Willys MB Jeep                   | 70 | <b>TIDDLERS WERE TOPS</b><br>50cc Buzz bikes                           |
| 28 | <b>WHEN DAIMLER WENT FOR A BULLSEYE</b><br>Daimler S250      | 74 | <b>SLOW &amp; STEADY</b><br>Honda Express                              |
| 34 | <b>BIG IN JAPAN</b><br>Datsun 240Z                           | 76 | <b>GETTING A HANDLE ON IT</b><br>Round 12 of our BMW first car project |
| 40 | <b>ALTERNATIVE TASTE</b><br>Audi 100 Coupé S                 | 78 | <b>LUNCH WITH LEGENDS</b><br>Chequered Flag Museum luncheon            |
| 44 | <b>THE LOVE BUG</b><br>Volkswagen Beetle at 80               | 82 | <b>A WELCOME RETURN</b><br>Midas Historic Tour – Dezzi Raceway         |
| 50 | <b>RACY COVER STAR</b><br>Olive Hendriksz                    | 91 | <b>LETTERS</b><br>Have your say  |
| 54 | <b>IT'S NOT A MAN'S WORLD</b><br>Lady racers in South Africa | 93 | <b>GEARBOX</b><br>Classified adverts                                   |
| 58 | <b>FORM, FUNCTION &amp; FAILURE</b><br>Chrysler Airflow      | 96 | <b>A BLAST FOR THE PAST</b><br>Dustless media blasting                 |





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**CTP** printers  
CAPE TOWN  
ISO 12647 compliant

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# TIME FLIES

## WHEN YOU'RE HAVING FUN

I must be getting old, or as I prefer to call it, classic. As kids the weeks and months took ages between annual December holidays. Only our parents moaned about how fast the year was going by. And now I moan. I had every intention of rebuilding a Formula Ford to race in January 2015 and 6 months later not much has happened on that project. I took the cambelt out of my Peugeot to change for a trip down to Maritzburg but 3 months later I am still waiting for spares.

Thankfully there are those of us out there who seem to have the time to get cars to the shows and this month the news pages are jammed with a whack of national events from the last month or two. And South Africa can be proud of the quality of cars on view lately. Well done to those who have stuck to their guns. Congratulations must also go to Dezzi Raceway near Port Shepstone for bringing circuit racing back to the KwaZulu-Natal region – Colin Windell covers the action.

In the feature department Graeme Hurst looks at the big gun from Datsun – the 240Z that is often regarded as the big Healey or Jaguar E-Type competitor from the Land of

the Rising Sun. You are open to form your own opinion on that fact but there is no denying that it put the brand on the sports car map and is highly prized in the classic world today. Graeme also looks at Daimler's oddball SP250 commonly known as the Dart, while I drive a pair of Audis with a 40-year age gap before teaming up with Mike Monk to look at some VW Beetle memories in celebration of 80 years of the People's Car.

With the world remembering 75 years since the Battle of Britain, Roger Gaisford delves into the military Jeep history. Mike Monk goes Art Deco with a Chrysler Airflow and also joins in the MG Triple M party by covering two overseas cars that made the trip to SA.

Two-wheels aren't forgotten with Barry Ashmole pitting a Vespa and Lambretta head to head and Gavin Foster getting teary-eyed about 50cc buzz bikes.

Once again, thank you for the continued support and all the help offered. Please feel free to advertise your items for sale in our Gearbox Classifieds or drop a letter to me relating your motoring memories.

Stuart

## CLASSIC EVENTS

### 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	Ferdi's Swap Meet	Midrand
30	Lowveld Classic Ford Day	I'Langa Mall Nelspruit



# ALFA CAPE CLUB TURNS 50

The Cape Alfa Romeo Club celebrated its 50th birthday recently with a National Convention and proper party. Festivities began at the Protea Hotel Tygervalley with registration, a commemorative gift bag, violin quartet-backed cocktail party and the necessary speeches. Guests included a large contingent from Kenya, KwaZulu-Natal and Gauteng.

Saturday morning saw a convoy heading to Franschhoek Motor Museum for a Concours d'Elegance on the immaculate lawns while the rest displayed in front of the four exhibition halls. The museum came to the party with its own Alfa Romeos on display too. It was Alfa heaven! Mid-morning saw the arrival of the Giulietta Tour from its three day run through

the Cape and Route 62.

Lunch was held in Franschhoek at Allée Bleue with live music and yet more of the Cape's finest before luxury buses shuttled the Alfisti to Cape Town for a sunset boat cruise in Table Bay and dinner at the Waterfront.

Sunday breakfast was once again a breathtaking affair overlooking Table Bay and Robben Island from the Durbanville Hills Wine Estate followed by a quick trip to the Cape Alfa Romeo Club stand at Killarney Race Circuit. Of course a few laps with a photo opportunity was not to be missed. Lunch, prize giving and a birthday cake took care of the afternoon.





# JAGUAR JAMBOREE

The Jaguar Clubs Association of Southern Africa held its biennial Jamboree in Clarens in March 2015. A superb range of Jaguars took part, from 1950s XK models, E-Types, 1960s saloons, XJ-S, as well as more modern saloons and sports cars. 60-odd cars came from all corners of the land arriving in time for a British-themed supper on the Wednesday evening.

Thursday breakfast was followed by a bus trip to see the Boer War sites but when rain put a damper on that, the tour guide provided an 'alternative' history of South Africa with particular emphasis on the events in the Clarens vicinity. A tasting of locally made wine preceded lunch, where accommodation in a leaky old barn provided just the right atmosphere for friendly banter and the meeting of new friends. A temporary break in the weather allowed a visit to the historic Surrender Hill and a fabulous view of the valleys along the Caledon River before a pit stop at Clarens Brewery.

Friday dawned bright and clear and was spent at Sandstone Estate, the trip beginning with a gleaming snake of beautiful cats winding its way down the Caledon valley. At Sandstone, a Garrett-powered steam train gave all the members a tour of the 26km of narrow gauge track. The ladies in the group were then rescued by two military vehicles, a Casspir and a Ratel, in time for a separate lunch, leaving their other halves to explore Sandstone and its transport of delights.

An early Saturday breakfast preceded a much needed tarding up of the cars for show day on the Clarens square. The Jaguars were arranged in chronological order, whereupon the local burghers were presented with the very pleasing sight of some 34 Jaguars. Comments heard around the town and the number of photos taken, confirmed that JCASA had entertained many of the public. An example of the great camaraderie between clubs was the way that one member buried himself under the bonnet of a fellow's XJ-S, which had blown a water hose.

After clearing the square, some took the opportunity to drive to Golden Gate, where the late afternoon sun provided some special photo opportunities before a formal farewell dinner gave thanks to those involved in the planning and execution of a most enjoyable Jamboree.





# KYALAMI RETURNS HOME

When the hammer fell at the auction of Kyalami Grand Prix Circuit on 24 July 2014 motorsport fans, both locally and internationally, breathed a sigh of relief. Toby Venter, a well-known and respected motor business entrepreneur, visionary and successful race driver was the man behind the successful final bid and plans for the future are big.

First on the cards is a full resurfacing and change in circuit layout with the blessing of the FIA, so you can bet some form of international racing will be back soon. Most notable is the extension of the main straight which will now lead into a tighter corner with over-taking opportunities. The wonderful elevation changes remain as this extension then joins back to the old circuit at what we all know as Turn 3 and then continues to Sunset, Clubhouse, the Esses and up to Leeukop before shooting down The Mineshaft and into a re-profiled Turn 13.

And the old corner names are back too so we have The Kink leading into Crowthorne, then Jukskei, Barbeque, Sunset, Clubhouse, The Esses, Leeukop and down The Mineshaft. Turn 13 should be popular with the fans thanks to a wide entry and heavy braking zone and has been named Crocodile. From there it is a sprint into the very fast Cheetah corner and on to the final corner labelled Ingwe (Zulu for leopard).

The redevelopment highlighted the importance of easy access into the central area of the property. Plans have been drawn up to create an underpass which, when finished, will allow access to the centre of the circuit directly from the existing main entry point.

As part of the project certain changes will be made to areas off track. The old pit complex will be restored to its original condition and serve as a secondary pit complex. The pit entry will also be brought in line with FIA specifications. This facility will act as a support pit area to accommodate local categories racing at international events.

Day-to-day circuit operations such as driving schools and race vehicle testing could also run from this facility. This will free up the main pit and conferencing facility allowing other non-track-related events to take place without interruption. The parking area above the main pit complex and the parking area alongside the karting facility will also be resurfaced.

It has been the stated intention of Toby Venter to refurbish existing spectator areas. Further, and more importantly, to allow race fans the opportunity to



spectate from previously prohibited, as well as new exciting areas on the circuit. The area at Crowthorne will offer one of the most exciting views available in motorsport. The main straight will be clearly visible as race cars drop down from the start line, through The Kink, over the underpass and then steeply into the new corner. Jukskei Sweep and Barbeque will also be visible as well as the top section of the circuit toward Leeukop and down The Mineshaft.

New spectator areas will be created on the outside of Jukskei Sweep and Barbeque as well as the area between Sunset and Clubhouse. With the removal of two of the bomas, views of the upper section of the track will now also be possible from this area. Many of the bomas on the outside of the circuit between Clubhouse and the Esses will be demolished, opening up these previously 'private' areas to fans. The few remaining bomas in this area will be refurbished into public ablution areas and a new PA system is also planned for all of the general public spectator areas.

Although motorsport remains at the heart of its existence, commercial opportunities need to be explored focusing on the other facilities the circuit has to offer. Exploiting these opportunities will ensure financial viability for the Kyalami facilities. The conferencing and exhibition areas will receive a major refurbishment focusing on ablutions, catering areas and other requirements for this vital aspect of the business model.

The handover of the site to tender-winning contractors took place on 24 April 2015. Off-track earthworks have commenced and it is expected that the circuit will be re-opened between end August and end September 2015.



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# CRADOCK MG MAGIC



If one had to choose an ideal spot for 100-odd MG enthusiasts from all over the country to gather for their biennial Cape Centre's Gathering, the Eastern Cape dorp of Cradock might not be top of the list. Big mistake! The town that celebrated its 200th anniversary in 2014, pulled out all the stops to welcome 51 MGs ranging in age from 6 TDs built in 1950, to the latest saloon model MG3 Style.

The event was hosted by the Border Centre of East London at the Victoria Manor Hotel, a grand old lady of Victorian architecture, which dominates Market Street and dates back to 1848. The whole street has been declared a National Heritage site and the beautifully restored cottages – Die Tuishuise – now provide cosy and comfortable accommodation, with a huge Octagon, celebrating the golden anniversary of the MGB GT (1965 - 2015), used to decorate the main function room, while the street frontage formed an elegant backdrop for the cars.

A vintage double-decker London bus, still decorated with vintage cobwebs, was wheeled out to trundle the visitors around the town and, most appropriately, to visit the fascinating and extensive collection of cars owned by Danie and Eugene Gerber. The collection includes a 1935 Railton, a prow of Jaguars, some 70s muscle cars... and an MGB.

The long weekend allowed plenty of time to tour the town and nearby Mountain Zebra National Park as well as the exchange of MG news, both technical and social. The theme for the Friday evening function was 'Jannie & Sannie op die Plaas' which produced some hilarious and creative costumes with members clad in gumboots, veldskoene, hats and dungarees, who pranced around the dance floor until late into the evening. Who says the Classic Car brigade don't know how to have fun?

Here's to the next one!

## BMW CONCOURS JACKPOT

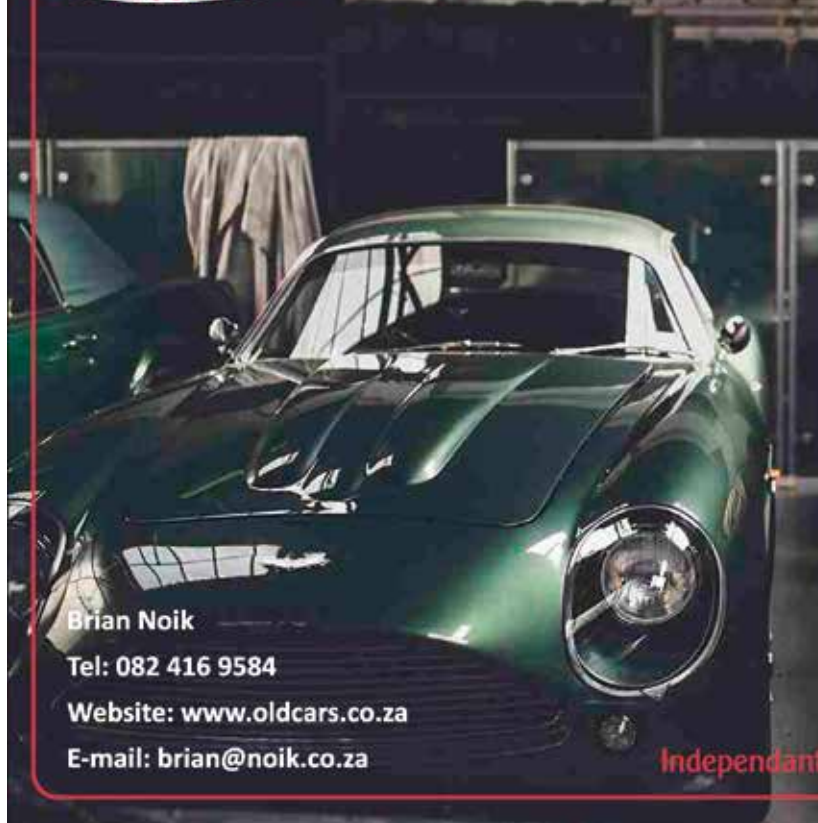


The BMW Car Club Gauteng will host its 33rd Concours d'Elegance, the most prestigious event on the Club calendar, at the Montecasino Outdoor Piazza on Sunday 30 August 2015 from 09:00 – 16:00. There will be plenty of classics on display as well as some more modern BMWs. Montecasino is the perfect venue – with a wide range of restaurants and a host of activities to enjoy, it's a great day out for the entire family. For more information, contact BMW Car Club organiser Johann Venter at [Johann@BMWCarClub.co.za](mailto:Johann@BMWCarClub.co.za)



# LANGEBAAAN

In early May the Langebaan Lagoon Festival took place in the West Coast town of Langebaan and the West Coast Old Car Club was invited to exhibit cars. Chairman of the club, Danie Marnewick, put in the long hours and was rewarded with huge success, further enhanced by the inclusion of 5 vehicles from the Renault Club. Magnificent weather prevailed, thousands of visitors saw the display and all left feeling that this annual event will grow from strength to strength. Next year you can bet the festival will need to secure more than 31 parking bays for the old cars.



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# KNYSNA SHOWS CLASS



The Garden Route Motor Club, the organisers of the 12th Knysna Motor Show, can be proud of their hard work. Not only has the event grown significantly but it is also a leading light in terms of quality vehicles on display, and if you are a petrolhead it is a must attend show.

Between 3 000 and 4 000 people visited the motor show with participants coming from Johannesburg, Cape Town, East London, Durban, Port Elizabeth and the Garden Route area and a total value of the 300 machines present was estimated at around the R1 billion mark.

It wasn't only cars though, with a strong focus on vintage and veteran motorcycles from road, racing and off-road arenas. Among the amazing 45 highly regarded motorcycles on display were some very rare items, from a 1955 Jawa of which there are only three in the world, to a great selection of Nortons from 1926 onwards, Ducatis, Yamahas, Greeves, Moto Guzzi, BMW and of course, the Japanese.

To bring in an educational aspect there was a thirteen-and-a-half-meter model of the supersonic Bloodhound car, which will be attempting to achieve 1 600km/h land speed record later this year at Hakskeenpan, and the Nelson Mandela Metro University displayed their Eco Car project being developed to do 300km on 1 litre of fuel. These developments all involve engineering, science, maths and

materials. In addition, local businesses shared their knowledge on how an engine, transmission and differential works, the function of a radiator, and the importance of tyres and wheels. To showcase new vehicle models offered by franchise dealers and the related automotive products, stands were placed among the classic cars to enable the public to see the new versus old classic cars.

The final element of the Knysna Motor Show was to support local charities, with the monies raised going to Hospice, Animal Welfare, E-Pap, FAMSA, Knysna High School and Change for Change.

The Public's Choice award for the most appealing and beautiful car was awarded to Jan du Rand with his 1953 Super Buick Convertible, while a panel of judges nominated Brian Bruce's 1952 Tickford Healey Coupé as their choice in terms of standout appearance, cleanliness and authenticity.

The Style Et Luxe trophy covering a one-make feature car was awarded to Sep Serfontein with his immaculately prepared 1947 Packard Super Clipper, the trophy combined with an Auto-Glym Car Valet Collection Bag and weekend away from Protea Hotels.

The Public's Choice for the most appealing and beautiful motorcycle was awarded to Lofty Pretorius's 1955 Jawa.







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## WILD FIRE

The Cape is known for having some of the worst wild fires in South Africa that often leave vast areas devastated, homes and businesses destroyed and animals maimed or even killed. Government, nature conservation and local farmers cannot fight these fires alone and that's where the Volunteer Wildfire Services step in. The VWS is a non-profit organisation and to help raise funds, the Franschhoek Motor Museum sent along some of

its vehicles to add a little extra spirit to a recent trail run and awareness day held by the nearby Jonkershoek VWS station at the Lievland Estate. FMM's 1953 Merryweather and 1956 Bedford fire engines were the stars of the show along with 1946 Willys Jeep, DKW Monga and Citroën Mahari. Museum staff joined the crowds in having a great time and making this a very enjoyable and successful day.

## LEGENDS' DAY OUT

Four of Cape Town's 'old school' of racing drivers were recently entertained at the museum by workshop manager Lorenzo Farella. Peter Gough, Denis Joubert, Piet van Niekerk and Jan Driedyk arrived in the morning for a coffee and chat before taking a walk around the four exhibition halls where much interest and discussion took place around many of the cars, old and newer. Naturally, the more sporty models garnered the most comment and reminiscences began to flow around the ones that each had had an association with during their careers. A visit to the museum's workshop followed and a trip around L'Ormarins led to a late lunch provided by FMM's popular delicatessen.

Gough began racing in 1961 and went on to win sports car, saloon and WesBank Modified championships. Joubert began in 1959 and successfully raced in all manner of categories. He is a founder member of the Western Province Motor Club and was chairman from 1970 until 2006. Van Niekerk was another versatile racer and is best known for his association with the Dart/Flamingo, a car that he is still very passionate about. Driedyk is well known for building, preparing and racing Alfa Romeos, which he continues to do.



### 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, log on to [www.fmm.co.za](http://www.fmm.co.za)

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





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Philippe Douchet's K3 in the foreground with Barry Foster's Montlhéry Midget behind.





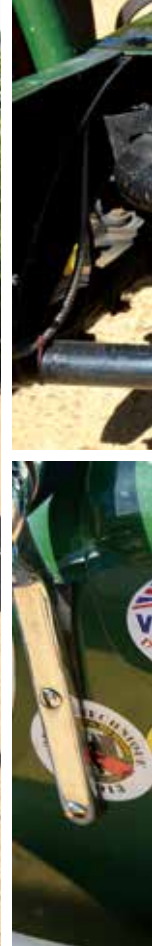
# RESCUE MISSIONS

In the 1930s the overhead cam-engined Midget, Magna and Magnette models – the Triple Ms – created a proud sporting heritage for MG. Two prime examples of these charismatic cars came from overseas to participate in this year's MMM Gathering in Franschhoek, both with a fascinating history. **Mike Monk** was on hand with pen, paper and a camera.

**I**n the pre- and post-WWII period, if ever there was a marque that epitomised affordable sporty motoring it was MG. The company was created in 1924 when talented engineer Cecil Kimber was general manager of Morris Garages, the Morris car company's flagship dealership based in Oxford, England. Kimber commissioned six two-seater convertibles to be built on Cowley chassis that were an instant sales success, which led him to build 'Old Number One', a special designed specifically for competition use and generally credited as being the first MG. More specials followed that were equally successful, leading to Kimber establishing MG as a separate marque in 1928. With William Morris a major shareholder, in 1929 Kimber set up an MG factory in Abingdon and became managing director the following year.

The company flourished starting with a range of increasingly upmarket road cars – 14/28, 14/40, 18/80 – but economic reality meant a more affordable model was necessary for survival, which is where Kimber's passion for lightweight two-seaters led to the introduction of a car that





helped create a sporting legacy synonymous with MG to this day.

At the Olympia Motor Show in London in 1928, MG introduced the M-Type Midget, based on the overhead cam 847cm<sup>3</sup> Morris Minor. *The Autocar* commented that it would "...make small sports car history" while *Motor Sport* said it was "A little gem of a car, fit to take two people and their luggage anywhere, happy as could be". *The Motor* road test said "...this exceptionally attractive little vehicle" realised a top speed of 65mph (104.6km/h) and 42mph (67.59km/h) in second gear with "...only the vaguest suspicion of valve bounce". With its three-speed gearbox, acceleration to 60mph (96km/h) took 45 seconds. Average fuel consumption was given as 40mpg (7.1l/100km). The four-wheel, cable-operated drum brakes were

described as "quite good" while roadholding received praise for secure handling and light, accurate steering.

But the best was yet to come. In 1931 a racing version, known as the C-Type, was introduced, with a short-stroke 746cm<sup>3</sup> version of the engine producing 44bhp (33kW) at 6 400r/min. A

supercharger (first offered as an option on Midgets in 1930 along with a four-speed gearbox) boosted power to 52.4bhp (39kW) at 6 500r/min that helped achieve a top speed of 90mph (144.8km/h). In its first year, a special car, EX 120, was prepared for George Eyston to attack some class records at the Montlhéry circuit situated 24km from Paris, during which it became the first sub-750cm<sup>3</sup> car to surpass 100mph when it covered two miles (3.2km) at 102.76mph (165.37km/h). The C-Type was subsequently known as the Montlhéry Midget.

Ebullient Englishman Barry Foster is a C-Type aficionado and the owner of the 30th of the 44 Montlhéry Midgets that were built during 1931/2. Chassis number C/0280, engine number AA127, body number 220631 C28, the car was used extensively in various forms of competition by no less than 10 owners before ending up in pieces in the back of a scrapyard following an accident. Then in 1978, 47 years after it was first registered, Foster bought the wreck and spent the next three years rebuilding it. Registered VD30, Foster has since taken the car around Britain, Europe, Scandinavia, the Benelux countries and to South Africa entering all manner of events, each tackled with the same flat-out, drifting driving style that is a delight to behold. In one of

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VD30's early forays, an observer remarked that Foster's cornering style was "like a rat through a bran tub", leading to the car being known as "The Rat" thereafter.

Foster's greatest achievements have been at the Klausenrennen, a daunting 21.5-kilometre time trial over a mountain pass taking in over 100 hairpins, two tunnels and a stream in the Swiss Alps, that was initially run from 1922 to 1934. Since 1993, memorial runs for vintage cars have been held nominally every four years and in the first of these, held in wet conditions, Foster finished 14th overall out of 250 entries and first in the 1 100cm<sup>3</sup> unlimited racing class with a time of 18min 08secs. In 1998 he clocked 15min 51.66secs to finish 20th overall and second on the 1500cm<sup>3</sup> racing class in front of 25 000 spectators. In 2002 he entered the sports car class but suffered a puncture 7km from the end of one of the two runs, the tyre rolling off the rim and jamming against the bodywork, effectively reducing VD30 to one-wheel drive. Despite this, on aggregate Foster finished second in class to an ex-works MG K3 driven by Philippe Douchet, of which more later. But the crowning glory occurred in 2006 when Foster ran the course in 15min 13.02secs to beat three-time European Driving Champion Rudolf Caracciola's pre-

war record time of 15min 22secs set in his supercharged 3.4-litre Mercedes-Benz W25 in 1934. Not only that, but Foster's time was three seconds faster than Hans Stuck Snr in his V16 Auto Union.

VD30 has been active in record-breaking runs too. In 1986 a team of four MMMs tackled some British national records at the 4.99-kilometre Motor Industry Research Association (MIRA) test track near Nuneaton in the English midlands. A series of misfortunes led to the car only being readied at the eleventh hour with an untried engine with modified rocker gear. The Rat was piloted by Foster and three others driving in two-hour stints and during the 24-hour run suffered a sticking carburettor piston, a puncture, a dud battery, a broken rocker (that to fix involved removing the cylinder head in a stop lasting 45 minutes) and a loose oil feed pipe before another broken rocker forced a clattery but still mobile end to the record attempt. However, despite these setbacks the run was a success with all the targeted records broken. The Midget covered

1 000km at an average of 100.42km/h, 2 000km at 95.37km/h and 24 hours at 94.87km/h. Total distance covered was 2 277 kilometres.

In September 1992, Barry took The Rat to Pendine Sands at Carmarthen in Wales to tackle the British Class H Flying Half-kilometre record. Pendine is an 11km-long beach that was used at the turn of the last century for numerous car and motorcycle events and especially land speed record attempts, including J G Parry-Thomas's fatal run in March 1927 when his aero-engined 27-litre Higham Special overturned while trying to beat Malcolm Campbell's record set a few weeks earlier. Sixty-five years later, Barry's run was thankfully drama-free and he set a new

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record with a speed of 150mph (184km/h).

However, if historic cars with a dramatic background are your scene then the aforementioned K3 belonging to Philippe Douchet certainly fits the bill. The K3 was the racing version of the Magnette that evolved from the K1 saloon and K2 two-seater, and came into being after much persuasion from the noted racing peer Lord Howe to contest the new International Class G (1100cm<sup>3</sup>). The two prototypes were quickly put together, the chassis resembling the Midget's except that the wheelbase was 4 inches (102mm) longer and larger brakes were used, changes that would prove to be very effective.

Production models appeared in 1933 with a 1 086cm<sup>3</sup> six-cylinder engine with a four-bearing crankshaft and 1<sup>7</sup>/<sub>8</sub>-inch SU carburettor force fed by a Powerplus No.9 eccentric-vane-type supercharger running at approximately three-quarters engine speed. For 1934 a new cylinder head and a choice of compression ratios were introduced along with the adoption of a Roots-type Marshall No.85 supercharger, the changes helping realise

124bhp (92.5kW) at 6 500r/min. It was capable of a top speed of 125mph and a 0-96km/h time a shade under 10 seconds.

Chassis number K3026, the 'works' car, left the factory on 17 April 1934 and was lent to George Eyston for whom Henry Stone race-prepared the car, which was painted in Eyston's team colours of beige and brown. The car then competed in a number of major races in Britain including the Mannin Beg race on the Isle of Man in July when Wally Handley crashed into a lamp post, seriously damaging the chassis and tank. Soon after it was shipped to Czechoslovakia to race and later – in 1935 – it was bought by Jiri and Zdenek Pohl who continued to regularly campaign the now green-painted car around that country, including Zdenek winning the Jeneralka Hillclimb. In the 1950s the car was lowered, painted red and fitted with a Skoda engine, but the original (damaged) motor was kept. The car is known to have still been active in the 1960s. However, back in Europe, for racing purposes, in 1935 the K3 – 31 were built – had given way to the R-Type, which is another story, but back to K3026.

Fast-forward a couple of decades and Swiss-born MG fanatic Philippe's desire to own a K3. He had traced the whereabouts of K3026 and went to Czechoslovakia – which politically was then still behind the Iron

He had traced the whereabouts of K3026 and went to Czechoslovakia – which politically was then still behind the Iron Curtain – met with the Pohls in Prague and struck a deal to purchase the car





Curtain – met with the Pohls in Prague and struck a deal to purchase the car, which was in pieces, with the proviso that the parts were all replaced with something similar. Combined with the problems of how to get the money into the country and how to get the car out, it was a formidable deal, but Philippe is nothing if not determined.

Over a period of time Philippe made a number of visits into the country smuggling in the cash about his person before a daring plan was conjured up to get the K3 across the border, which was tightly controlled by the State Security Service (Stasi) who would think nothing of imprisoning, maybe even executing, anyone caught enacting such a plan. Philippe and his twin brother Bernard made themselves out to be a back-up crew for a classic car race taking place in the country. At the border they presented and unloaded a mass of car parts, each marked and numbered according to a manifest, for inspection before being allowed through. Once safely at the Pohls, the bogus parts were swapped for the real K3 items carrying the identical numbers and the intrepid Douchets headed back to the border post to be met with a different, and surly, pair of guards. Following a prolonged inspection of all the parts, clearance was given and so in September 1980 Philippe realised a dream as his prized K3026 returned

to the Western world.

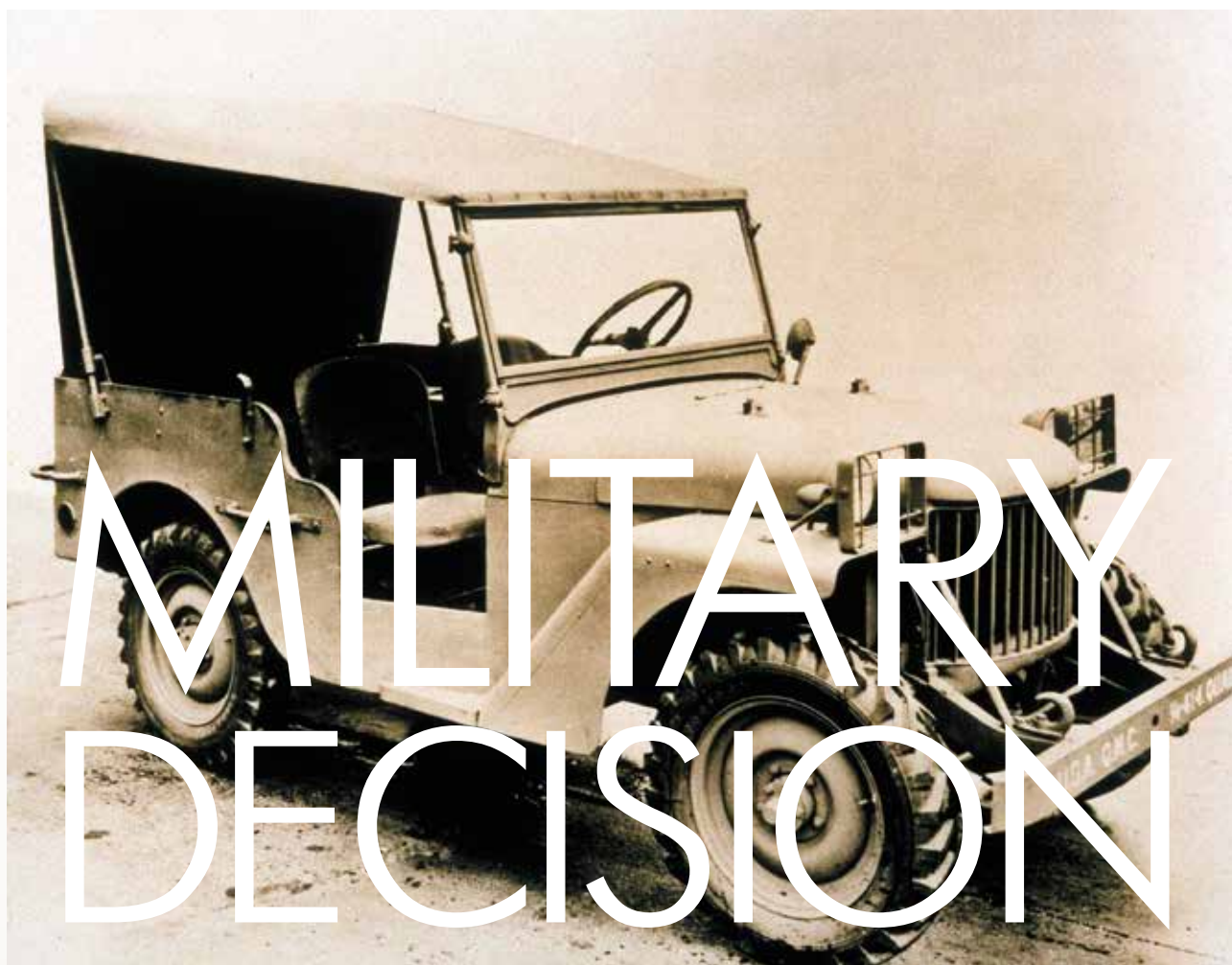
A full rebuild was undertaken that took three years and the car returned to active racing service around the world. Most of the bodywork is original (painted back to British Racing Green) and all of the instruments and switches are original although the dashboard is new. In 1987 while attending an international event at the MG factory in Abingdon, Philippe met with Henry Stone and exchanged stories including how Henry had spent three weeks making a curved inlet manifold only to have it rejected and having to make another. Remarkably, at that meeting mention was made of Mike Allison, who they went on to visit as he was in possession of Henry's special manifold. On the same trip they visited the premises where Stone had repaired K3026's chassis after the Handley crash in the IoM.

Since 1991 Philippe's car has run with engine number 619AK while the original – 620AK, as provided with the car – is kept as a spare. The Marshall supercharger is defective, so the car currently runs a Volumex blower. It certainly makes a distinctive six-cylinder sound – quite a contrast

with Barry's four-cylinder Midget – the two cars complementing each other in superb fashion. That the two cars and their drivers share a fond Klausenrennen memory merely adds to the spirit of competition.

As guests of honour at the MMM Gathering in Franschhoek, Glastonbury-based Barry and his wife Maisie continue to travel around the world, participating in classic car events with an infectious enthusiasm and sense of humour. Aubonne-based colleague Philippe is slightly less active but he continues to race in a handful of races each year, the car having appeared in well over 80 events since being restored. Both The Rat and the K3 featured here could have been lost to the motoring world yet, thanks to their owners' enterprise and dedication, were rescued and have been brought back to sporting life. Some 80 years on – Octagon? – they are simply MMMarvellous! 🏁

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With the Union Defence Force preferring to use Ford V8s back in the day, the classic WWII-developed Willys MB jeep is rare in South Africa. However, a small number found their way down and are sought after today. While studying at the University of the Witwatersrand in 1967, **Roger Gaisford** laid his hands on one and takes up the tale.

**A**t the time the jeep was used by engineering students to lure student teachers and nurses on bouts of bad behaviour in Braamfontein and Hillbrow. I was enamoured with the idea of a vehicle which could explore unknown Africa, and the jeep seemed just the thing. I managed to buy it by flashing money I had wheedled out of my brother. R220 changed hands and I drove the jeep home to Irene.

The jeep had the Union Defence Force number U 47521 stamped on its scuttle. On disposal it was bought by a fellow in Hermanus to use on fishing trips before his engineering student son took it to Jo'burg. It proved to be a mechanical potjie pot with years of being thrashed taking toll: front axle was bent by a boulder and replaced with a CJ2A unit which had a differential ratio of 5.38:1 while the rear axle was the original with a differential ratio of 4.88. The gearbox, which had ills, was also from a CJ2A but fortunately I had been given a

workshop manual in the deal, so became a regular customer at Main Spares in Johannesburg's Harrison Street.

Later, a jeep-mad fellow by the name of Eugen Nick came knocking, saying he wanted the MB and I sold it to him for enough for me to buy a very good Willys CJ2A Jeep. This was a 1948 model which I still own and with which I have had great adventures. Eugen did a wonderful restoration back to its WWII glory days on his, and regularly used it on rallies and twice, in 1984 and '94, shipped it, together with his Ford GPA Amphibious jeep, to France for the D-Day landing commemorations. These old veterans of the Second World War are much sought after and command high prices, so how did these interesting machines come about?

The outbreak of the War in September 1939 saw the German Army overrun Poland, Holland, Belgium and France. With this on the go the US President made a proclamation to increase the size of the Army and the US Quartermaster issued a specification to





Before: Gaisford's first jeep, a 1943 Willys MB as a student car.



MB needed never ending mechanical fiddling.



After: Following a beautiful rebuild by Eugen Nick.



Eugen Nick in his 1943 Willys MB on Old Trucks Babanango.

American motor manufacturing concerns for vehicles. As part of this process, 135 companies were asked to tender on production of a prototype lightweight cross country vehicle.

Rewind a bit to 1937, when Major Robert Howie and Sergeant Melvin Wiley developed a light cross country vehicle that, thanks to a low profile platform running on fat, little tyres (its only suspension) was said to perform like a 'snake in the grass'. With no bodywork and powered by a rear-mounted Austin Seven engine, the Howie-Wiley Carrier was capable of about 45km/h while the driver and gunner lay on mattresses. Not surprisingly, the device became known as the 'Belly Flopper' but the Howie-Wiley Carrier idea intrigued the Army. This meant that the 1939 lightweight reconnaissance car tender was based on the Belly Flopper's dimensions. It needed to carry 275kg, have a wheelbase of 2.03 metres, be less than a metre high, use a 4-cylinder engine pulling from 8kph to 80kph and be four wheel drive with low ratio. The gross vehicle weight was

to be below 590kg. What's more, a prototype had to be available for testing within 49 days from 22 July 1940. With such criteria there was little interest shown and only the American Bantam Car Company, which built Austin Sevens under licence, and Willys Overland responded.

Almost bankrupt, American Bantam was the first to seize the challenge because the possibility of a contract had great appeal. An army delegation visited the firm and viewed a stripped Bantam chassis in action. Its performance was cause for optimism and three Bantams were given to the Philadelphia National Guard for testing. Robert Brown, a civilian engineer attached to the military vehicle testing ground at Camp Holabird, then joined Roy Evans and Harold Christ of American Bantam to aid further development and realised that the vehicle would have to be all-new, as the Austin components were too flimsy.

Final bids and specifications were presented by Bantam and Willys at a meeting at Camp Holabird. Only Bantam

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Toyota AK 10 of 1942 based on captured Bantam BRC 40 jeeps.



A Willys MB jeep on Utah beach on the morning of 6 June 1979.



Jeep modified as used by SAS in North Africa 1942-1943.



Ford GPW jeep seen at Arromanche Normandy in 2004.

provided drawings of their proposed vehicle but representatives from Crossley and the Ford Motor Company were present. Bantam won the contract on price, initially calculated for 70 vehicles and promising a test unit within 49 days. Realising that the vehicle was vital to the US Army, the Quartermaster made Bantam's drawings available to Willys, Crossley and Ford.

Over the next weeks a new Bantam chassis and body were fabricated. Spicer engineers developed axles, a narrowed Studebaker Champion back with the differential offset to the right, and the same axle modified with swivel housings and CV joints to provide front wheel drive and steering. Spicer also developed a transfer case to drive to the rear axle for normal travel, or drive to the front axle as well, for four wheel drive, and a low ratio, for very rough going. Power came from the 4-cylinder 1700cc Y 4112 Continental which produced 45 horsepower at 3500rpm and was commonly found in forklifts. The Bantam Reconnaissance Car (BRC) took shape but the initial weight criteria

demanding by the Army proved unrealistic as the Bantam weighed in at over 860kg.

On 23 September 1940 the test Bantam was driven 370km over mountainous roads to Camp Holabird in Maryland, beating the 17:00 hour deadline by 30 minutes. The first jeep was alive! Over three weeks this was tested for 5500km cross country and along rough tracks. While testing, the weight debate was resolved and a new maximum of 980kg set when a sergeant got four soldiers to lift the Bantam from a mud hole. Engineers from Willys and Ford were present during the testing.

As a result of the BRC's performance, American Bantam was given the order for the further 70 vehicles, these to incorporate various improvements. In the meantime, Willys and Ford worked on a pilot model of their Reconnaissance Car.

Willys Overland had experience producing cars powered by their proven 2.2-litre side valve engine designed in 1924 for the Whippet car. Realising that to remain competitive, it needed a new engine, but, short on capital, they contracted engineer

Barney Roos to improve the existing unit. Testing the original engine flat-out for seven hours showed signs of wear. He replaced the cast iron pistons with aluminium ones, improved the crankshaft, bearings, breathing, lubrication and cooling and the result proved astonishing, running 150 hours without any sign of wear. This engine, now called the 'Go Devil', outperformed the opposition and Willys won the contract for the Reconnaissance Car.

Axles and transfer case were Spicer units as used on the Bantam, but with the differential offset to the left. Gearbox was a Warner T 84 3-speed with synchromesh on second and top, as used on the Bantam. The Willys car, known as the Quad, was delivered to Camp Holabird in mid-November 1940. The Army found the car unwieldy and a lot heavier than the Bantam but the engine left its competitors in the dust.

The Ford Motor Company delivered their prototype, the Pygmy, to Camp Holabird two weeks after the Willys. This was powered by a modified Ferguson Dearborn tractor engine, the NNA 119.5 C10 of





Ford GPW in Pietermaritzburg.



Ford GP 119 cubic inch engine.



MB jeep at Arromanche in Normandy in June 2004.



Ford GP, one of 4 500 produced in 1941. Seen in 2005.

1939cc good for 45bhp at 3 600rpm. Gearbox was a modified Ford Model A unit, a 3-speed without synchromesh. Axles and transfer case were Spicer but with differential offset to the right as on the Bantam.

In March 1941, American Bantam, Ford and Willys were given orders for 1 500 improved models. All three had observed their competitors' vehicles during testing, and incorporated aspects of their designs into their vehicles. The Ford Pygmy was praised for its flat bonnet, which could be used as a table, and flat grille which protected the radiator and headlights. Ford headlights were also mounted on brackets which could be swung backwards to illuminate the engine compartment for maintenance. The Bantam BRC 40, the Ford GP and Willys MA all looked fairly similar, but because of its outstanding engine, the Willys outperformed the others. Vehicles were sent to bases around the US, incorporated with motorcycles, Dodge ½ ton 4x4s, and White Scout Cars fleets.

In July 1941 the US Army placed an order for 16 000 Reconnaissance Cars. Ford was initially favoured because of its massive production facilities, in spite of the Willys having better performance and slightly cheaper price: \$748.74 as opposed to \$788.32. However, Bill Knudsen, President of General Motors, who had been asked by President Roosevelt to head War Production, was of the opinion that Willys was quite able to handle production so the contract went to Willys for an improved MA, the MB. This was the jeep that from November

## FOR THE TECHNICALLY MINDED

<b>VEHICLE:</b>	Willys MB/Ford GPW
<b>TYPE:</b>	¼ ton 4x4 Reconnaissance Car
<b>PRODUCTION:</b>	November 1941 – September 1945
<b>LENGTH:</b>	3.35m
<b>WIDTH:</b>	1.575m
<b>WHEELBASE:</b>	2.03m
<b>ENGINE:</b>	Willys 'Go Devil' 4-cylinder side valve 2.198cc Bore 79.37mm Stroke 111.12mm 60bhp @ 4 000rpm Max torque 105lb/ft @ 2 000rpm
<b>MAX. SPEED:</b>	100kph downhill with a push from a fat man on a bicycle.
<b>AXLES:</b>	Spicer 23 Rear Spicer 25 front Ratio 4.88:1
<b>TRANSFER CASE:</b>	Spicer 18. Ratios 1:1 High. 1.97 Low
<b>BRAKES:</b>	Lockheed 9-inch, hydraulic
<b>STEERING:</b>	Ross cam and lever



A flat grille Willys MB one of the first 25000 built.



Ford GPW nomenclature plate. This one delivered 17 September 1941.

1941, first appeared in general service, the jeep now famous.

Ford produced some 4 500 GPs before production stopped. However, realising that the US Army and allies needed large numbers of the little vehicles, Ford co-produced the Willys MB, and so in January 1942, the Ford GPW (GP Willys) saw the light of day, identical to the Willys MB, with all parts being interchangeable. However, Henry Ford was determined that American boys must know they were in a Ford, so every individual component of the GPW was stamped with the Ford 'F' script. Both early production Willys and Ford jeeps had the manufacturer's name stamped on the lower left of the rear body panel. Later a jerry can bracket was fitted there and the stamping deleted. The first 25 000 MBs built were known as flat grilles from the radiator grille made of flat bar. Ford grilles, however, were stamped from sheet metal. From April 1942 Willys incorporated the Ford GPW-style grille on the MB, the grille so familiar today.

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Between November 1941 and September 1945, 358 489 Willys MBs were built while 277 896 Ford GPWs were manufactured by end of production in July 1945.

Because of limited production facilities American Bantam, having fathered the jeep, was not given further orders for their BRC 40 other than completing another 1 000 for supply to the Russians and Dutch. But the firm did secure a contract to build trailers for the jeep, the MBT, supplying 73 689 by the end of the War.

And the name jeep? Those who know little declare it comes from the Ford GP, the so-called General Purpose. However GP does not stand for General Purpose. GP was Ford's production code for the vehicle: G for Government issue, and P the code for 80-inch wheelbase. Another argument is that the jeep got its name from a doglike creature in the Popeye comic which could do anything, go anywhere, and never got tired. A number of other versatile pieces of US Military equipment were also known as jeeps – one was a large 6-wheel drive Minneapolis Moline tractor, so too the Dodge 4x4 ½ tonners and a light twin-engined aircraft built by Curtiss.

Jeep, with a capital J is the trademark registered by Willys Overland. The civilian CJ2A, first produced in July 1945, was known as a jeep, but it was only after a long legal battle with Ford over the use of the

name Jeep, that Willys won the right in 1948 to use the name with a capital J as their trademark. The Bantam, Ford and Willys Reconnaissance Cars produced during the War and referred to as jeeps, are annotated with a small j.

Bantams were the first jeeps to see action, some serving in 1941 with Dutch forces in Java. A number of captured Bantams were sent to Japan for evaluation, resulting in the military authorities tasking Toyota with building a similar vehicle. The result was the Toyota AK10 of 1942. Powered by a 4-cylinder engine through a 3-speed box and suspended on quarter elliptic springs, the vehicle needed development but was however the beginning of great things.

The Russians too, got into the action. As a result of the supply of jeeps to Russia, Stalin ordered a similar vehicle to be produced. This saw light of day in 1943 as the GAZ 67. GAZ produced cars and trucks based on the Ford Model A, the tooling bought from the Germans when the Ford Cologne factory began production of the Model B. So the GAZ 67 is little more than a four wheel drive Model A in disguise. Powered by the famous Model A 3.2-litre side valve four, driving through a Model A 3-speed non-synchromesh gearbox and modified Ford axles it is an archaic and basic vehicle, but a simple, good performer.

The British also fiddled with jeep-type vehicles, some being lightweight machines powered by motorbike engines, and others based on a standard pickup chassis, but with only two wheel drive.

The Jeep. So much from the small beginnings of the Belly Flopper. 📌



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# WHEN DAIMLER WENT FOR A BULLSEYE

**I**t's all too easy to get caught up in stereotypes while enjoying the classic car hobby... think of Porsche and the image of Butzi's iconic 911 shape probably springs to mind, along with the acoustics of its howling flat-six. Ferrari? Anything red with a V12 up front or a V8 amidships, while the mention of the word Jaguar will no doubt have you picturing an E-Type or the bank robber favourite, the 3.8-litre MkII. And Daimler? That'll be the Coventry Cat's softer, more luxurious range of saloon cousins... only you'd be wrong. The prestigious British luxury brand once had a sportscar in its stable. What's more, it boasted a home-grown V8. And it was rather good! If the name Daimler conjures up images of leather and walnut finishes, you'll be surprised to know the story involves glassfibre and a motorcycle engine designer. Confused? Let me explain...

The 1950s was a difficult time for the British motor industry. With post-war rationing in full force, car makers had adopted the government's 'export or die' mantra big time in order to obtain steel. And the economically thriving US – full of returning GIs rather smitten with British sportscars – was the most important market. The MGA, Austin Healey 100 and Jaguar XK120 were

British marques were at the top of the sports car game in the 1950s with the likes of Austin Healey, MG and Triumph, but they had some competition that could've given them a run for their money if it had only left the drawing board sooner, says **Graeme Hurst**.

**Images by Oliver Hirtenfelder**







all penned with that in mind, and history records that each of those ended up with five-figure production runs. Other makes such as Daimler weren't enjoying such buoyant balance sheets, however.

Once the epitome of luxury and a popular choice for coach-built limousines and royalty, it was caught out by the emergence of the owner/driver customer (as opposed to chauffeurs) and the efficiencies of all-steel construction by the 1950s. The company had also been somewhat at odds with its chairman, Sir Bernard Docker, who favoured extravagant and often flamboyant products

that sold with huge price tags but only rolled out of the factory in tiny numbers. Daimler's attempt at open-top motoring, the Conquest Drophead Coupé, was clumsy from a styling perspective and failed to inspire. Its saloon variant did better but it was rather a staid, three-box affair and hardly export calibre. Production never got out of four figures and, as a result, the company's balance sheet was starting to look seriously red by the middle of the decade.

A change in leadership, when Jack Sangster ousted Docker in 1956, was the brand's saving grace. Actually a stay of execution, as it would turn out, but more on that later. Sangster had joined the BSA group – Daimler's parent company – after selling his Ariel and Triumph motorcycle companies to them. Less than two years on (in May '58) he convinced his board to go for a sports car that would allow Daimler to

get a slice of the hugely profitable action across the pond. His brief was simple: it had to appeal to American tastes, be reliable, easy to service and a joy to drive. Most importantly, it was to be powered by an all-new V8 engine. And it's the latter where the story really begins.

Sangster astutely hired a gifted motorcycle engine designer by the name of Edward Turner. The duo had worked together for years under Sangster's Ariel and Triumph hats and Turner was responsible for landmark two-wheel engine prodigies such as the Ariel Square Four and the Triumph Speed Twin engines. Conditioned to extracting power from small capacity engines by optimising combustion, and a stickler for 'less is more' from a weight perspective, Turner limited the requested V8's capacity to 2.5-litres and used conventional pushrod overhead valve gear but added alloy heads (the block was cast-iron) with hemispherical combustion chambers. Quite unusual when V8s – typically from Detroit's big three – were running at twice that capacity.

**His brief was simple: it had to appeal to American tastes, be reliable, easy to service and a joy to drive. Most importantly, it was to be powered by an all-new V8 engine**





Despite the diminutive cylinders, his unit pumped out an impressive 140bhp. Proof that Turner was mindful of what was needed (and not totally fixated by small engines) was his 4.5-litre version created for the company's rather hefty Majestic Major saloon. That was good for 220bhp but it was the smaller, much lighter unit that Daimler was keen to market in sports car guise. So, in tandem, Daimler got to work creating a body, although its shape was influenced by the hand of manufacturing economics: with tooling for steel deemed too costly for the company's finances, the board opted for the new-found technology of fibreglass. That made styling easier, sped up development time and simplified production. It was also arguably a chance for something spectacular, yet Daimler ended up creating one of automotive history's design curiosities.

With America rapidly becoming addicted to sharp wing lines and oodles of chrome on its cars, Sangster's team felt compelled to meet their tastes by adding a set of fins at the rear and plenty of chrome up

front on an otherwise conservative body characterised by two headlamp pods. The rather awkward result looked more like a car designed by a committee than the pen of a single designer. Under the fibreglass shape was a conventional ladder chassis (a copy of the Triumph TR design) with disc brakes all round – fairly novel for a late 1950s car – while the four-speed gearbox had an overdrive unit.

Named the Dart, it was launched at the New York show in April 1959. The reception was less than ideal. Chrysler's Dodge, for one thing, quickly threatened legal action over the use of the name, which they had the rights to, and the public wasn't all that enthused over the car's looks. After the show, Daimler came up with the more prosaic SP250 moniker but it never adorned the car, which only ever wore the Daimler badge. In reality the model has always been known affectionately as the Dart, after the press latched onto the name change. And they were actually quite effusive about the Dart's performance. With just 1 008kg to lug around (thanks to the fibreglass),

Turner's prodigy could propel it to 60mph in a fraction under nine seconds and top out at a heady 123mph. This at a time when a Big Healey could only just do the top (100mph) and an MGA couldn't get out of two figures.

The figures weren't lost on the police either, with London's Metropolitan unit placing an order for 26 Darts in 1961 in a bid to catch London's 'café racers', who were infamous for attempting to complete a section of the city's North Circular before their favourite jukebox track finished. These cars were specced with the optional automatic transmission as the mileage and nature of patrol journeys was deemed too taxing on a clutch unit. Interestingly, the Dart set the tone for fast patrol cars: the Met would later order a fleet of Sunbeam Tigers, which gave way to Rover 3500s by the end of the 1960s – all three fine choices for pursuing Ronnie Biggs and Bruce Reynolds-style bank robbers!

It was the Dart's role as a patrol car that later helped improve the product after the Met complained about doors flying





open in high speed cornering – the chassis being notably wobbly at the best of times. That led to some stiffening with an under-dashboard hoop to give the scuttle more rigidity (known as B-spec cars). But that was after the wheel of fortune had turned. Barely a year after the Dart's launch, the company was sold to Jaguar.

The purchase was an astute one by Jaguar boss William Lyons, who was actually really after the increased production space. But that didn't mean wielding the axe – Dart production carried on for a while and Jaguar even added luxury offerings such as a heater and cigarette lighter as standard (C-spec cars). But Lyons was weary of trying to turn a fibreglass product into a mass production exercise – one that needed a lot of serious R & D to avoid it damaging Jaguar's reputation. More importantly, he wasn't keen on going to all that effort only to compromise the E-Type's market share, so Daimler's sports car had to get the chop. But that didn't stop him from hatching a

plan for its gem of an engine. Turner's unit was used to keep the Daimler name alive by transplanting it into the popular MkII body shell to create the V8-250. It was a move that would lead to three decades of brand engineering. The 2.5-litre V8 stayed in production to power the V8-250 until 1969, but the last Daimler Dart rolled out of the factory in 1964 after a mere 2 654 had been made. By regular 1950s/'60s standards that makes it a rare thing (Lyons made over 70 000 E-Types, ditto Donald Healey and his Big Healeys).

Get up close to one now and you'll probably be warmed by its guppy looks and unique styling: much like a pug puppy, it's almost so ugly it becomes cute. It's fairly detailed too, with the Majestic's parking lights mounted above the light pods, the Daimler emblem embossed on the tail light surrounds and of course the marque's trademark 'crinkle' finish to the grille surround. Inside there's a padded leather dashboard and centre aluminium instrument panel to add to the period

English feel, along with wind-up windows. It's comfortable, if a little cramped, without being too luxurious, but then a Dart isn't coveted for its looks or finishes: it's all about that engine. And it doesn't disappoint.

With a rev limit of 6 000rpm (comfortably 1 000rpm up on most Yank small blocks) and less inertia for its mechanical innards to overcome – thanks to its small capacity – the response to a prod from your right foot is instant and the engine feels like it'll spin to eternity. And the gloriously creamy V8 sound you are rewarded with from the exhaust makes hitting the redline almost addictive.

But it's not just about noise: a Dart is impressively quick off the mark even by modern standards, while the gear change is nice and rifle-bolt sharp. Only you won't get to use it as much you might think, as the 2.5-litre unit has a wide torque band... another excuse to revel in that fine aural accompaniment. Driving one over five decades after launch is a chance to reflect how the Dart really is one '50s sportscar that punched above its weight. It's just a shame that it never got to run with the rest of the pack. Perhaps if Daimler's board hadn't entered the great 'British sports car export club' so late, the model might have had a chance to be the first in a line of sports cars. Instead it ended up as the last of a line of true Daimler-designed-and-built cars from a once-celebrated marque – one that now sadly only resides as a nameplate in Jaguar's company vault. **Q**

The pictured car is currently for sale at Executive Cars. Tel: (011) 781 0300

**Get up close to one now and you'll probably be warmed by its guppy looks and unique styling: much like a pug puppy, it's almost so ugly it becomes cute**



# EXECUTIVE CARS



R755 000

## 2005 ASTON MARTIN DB9 V12

46 000km. Simply the most beautiful car ever made with one of the finest V12 engines produced. You either get it or you don't, yes the Porsche may be faster and the Ferrari flashier but this just exudes class, breeding, subtle sensuality.



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.



R350 000

## 1989 BMW Z1 ROADSTER

140 000km. One of the rarest and most collectable offerings from BMW. Limited production run, innovative approach to the design and basic mechanics made this refreshing approach to the true sports car. Very, very few in SA



R159 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.



R625 000

## 2007 MERCEDES-BENZ SL65 AMG

47 000km. What can one say about the SL 65 AMG V12 Bi-turbo that would accurately encompass the package. Superlatives are simply not enough. This particular example is 8 years old with only 47000kms and is in pristine original condition.



R335 000

## 1986 PORSCHE CARRERA 3.2 TARGA

195 000km. Nice straight example of the highly collectable 911. PLEASE NOTE that when you take delivery of it, it will be fitted with a black leather interior and I will be removing the rear picnic table, unless you want to keep them. If you are, you can take R15K off the asking price.



R395 000

## 2007 MERCEDES-BENZ CL500

92 000km. Full franchise service history. Still the finest quality coupe in the world. New CL – R2 Million. As new CL – R385 000. You don't need to be an accountant to figure the rest out



R495 000

## 1959 DAIMLER DART SP250

Extremely rare classic oddity in exceptional condition. Manual gearbox, new manual soft top. One of the best sounding V8s we've heard in a long time and pristine red paintwork will have you standing out from any crowd.



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 strong and has a very low mileage for the year.



R625 000

## 2002 PORSCHE 911 TURBO

90 000km. Without doubt, the supercar bargain of the century. It is a well known secret amongst the cogniscenti that the 996 Turbo is the next car in the collectors Porsche arena to start moving up in value. Magnificent example.



R495 000

## 2010 LOTUS EXIGE S

29 000km. True to Colin Chapman's ideas this Lotus is exceptionally light and nimble to drive. Add some power in the form of a forced-fed 1.8 litre motor and it is a real rocket. It looks the part too and has been kept in top condition.



R209 000

## 2000 TVR CHIMAERA 400

55 000km. Anyone looking for a proper sports car? A rare beast for the man that takes the road less travelled, the man that leads whilst all around him follow. Anyone can service it, its loud, unruly and the best fun you can have with your clothes on.



R149 000

## 1994 MERCEDES-BENZ SL500

138 000km. I feel like a stuck record. In the '90s, I was encouraging the buying of W113s (Pagodas), in the 2000s it was W107s, and now I am telling you that you should be buying a good R129 like this one before the rising prices go sky high. Excellent example.



R839 000

## 2014 MERCEDES-BENZ 400BE

11 000km. Drive this and you may have to rethink your diesel strategy. This a high specification example and its replacement cost would be in the region of R1 050 Million. Full AMG package with all the extras imaginable.



R279 000

## 2013 VOLKSWAGEN BEETLE 1.4TFSI

38 000km. The TFSI offers the best of both economy and performance and couples brilliantly with class-leading VW DSG gearbox. Grey exterior with black leather interior, panoramic roof, Xenon lights, service & maintenance plan.



R375 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.

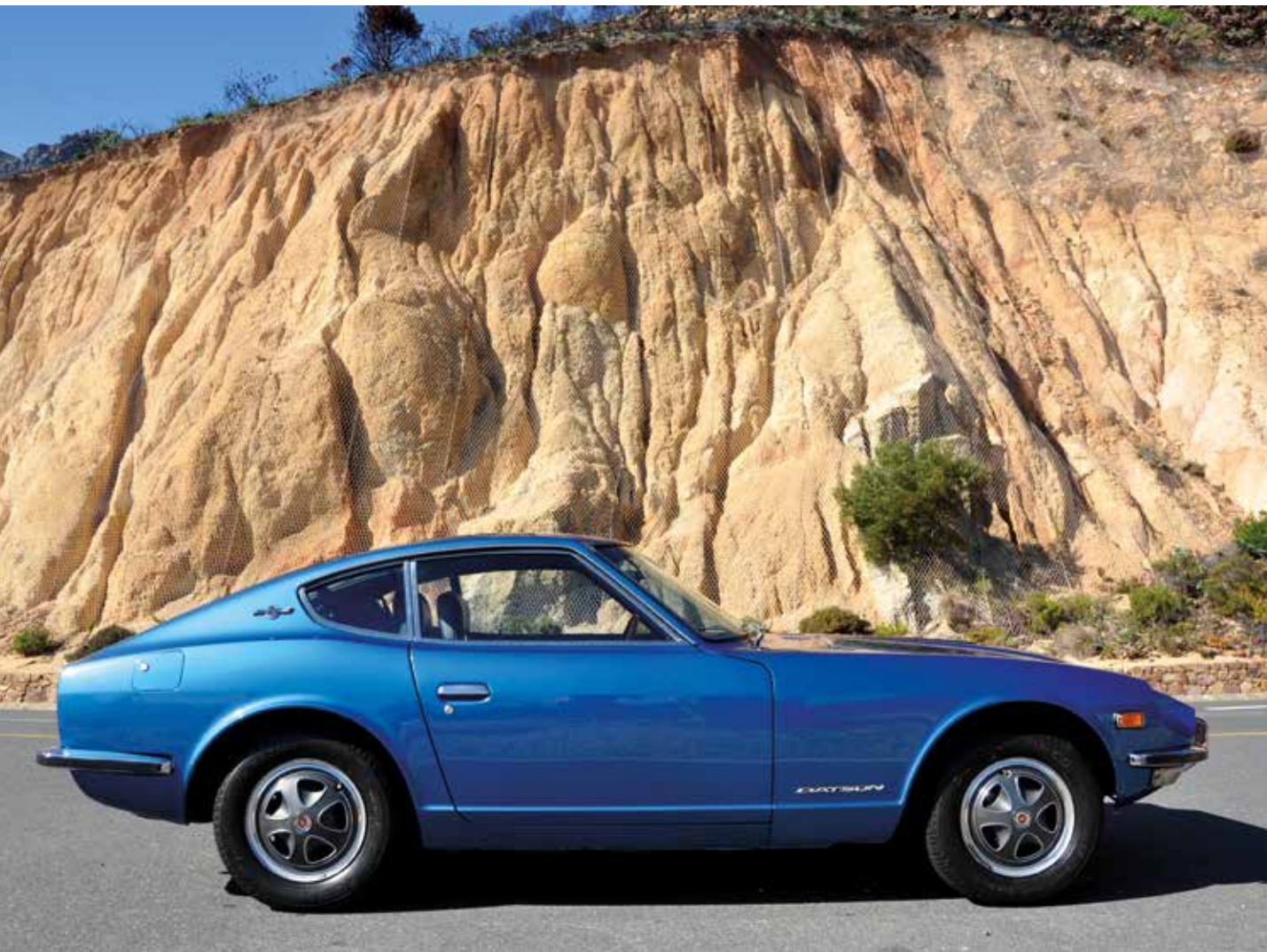
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# BIG IN JAPAN

The motoring world woke up to Japan's automotive talent when Datsun created the 240Z back in 1969. Famed for being inspired by the best of Europe and aimed squarely at the sports car-mad US market, it was a game changer that put the Far East carmaker on the map says **Graeme Hurst**.

**Photos by Graeme Hurst**





**T**oday the 'Made in Japan' moniker on the back of your camera is a statement of quality and precision in much the same way as 'Made in West Germany' was in the 1980s. But rewind to the late '60s and early '70s and Japan had a reputation for churning out knock-offs. Everything from wristwatches to Hi-Fis and spanners was available as a cheaper and, usually, flimsier alternative. It's no wonder the image of Japanese cars suffered as a result. Tinny, plasticky and sterile was the common perception, even if the motoring world had to concede that products from Far East carmakers were fantastically reliable and often boasted clever technological innovation (think of the roller-bearing engine in Honda's diminutive S600 Roadster). As a result, Japanese car sales were limited abroad, particularly over in the US, where the market's taste for the country's goods was still tainted by anti-Japanese sentiment after the events of Pearl Harbour.

But all that changed with the launch of the 240Z in 1969: a compact two-seater sports GT from Datsun that offered fantastic six-cylinder performance, great handling and excellent quality...all for a price that undercut the competition. What's more, it was undeniably good looking in a way that didn't see it out of place parked alongside way more exotic fare such as a Jaguar E-type or a Maserati Ghibli. Or even a Ferrari of the same era. So how did Datsun pull it off?

The thinking began in the early 1960s when designer Albrecht Goertz of BMW 507 fame was engaged by Datsun as a consultant on the rather still-born Silvia Coupé but stayed on at their request to design a sports car. His design came to

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fruition as a one-off by Yamaha and looked more like a cross between Toyota's 2000GT and the 240Z – which isn't a surprise as, after Datsun stalled on the idea, Toyota took over the prototype from Yamaha.

Goertz's influence remained, however, and a few years on Datsun's own designers, headed by Yoshihiko Matsuo, penned the 240Z's shape in response to a brief for a sports car inspired by the best that European carmakers had to offer and which would appeal to America's growing desire for performance cars.

Mechanically, it relied heavily on Datsun's corporate parts bin but it was

up to date in terms of specification with a 2.4-litre overhead cam engine, independent rear suspension, rack-and-pinion steering and a five-speed gearbox (except for the US market).

Inside, you got some ergonomic thinking: a well-laid out dashboard with a centre binnacle full of controls – and topped with a trio of gauges – while ahead of the driver were two main instrument pods with cone covers to avoid glare. There were also high-back one-piece seats to limit whiplash, a multi-functional stalk control for the lights and a decent, variable fresh air supply. All in all it was a sea change from the typical configuration in the Austin Healey and Triumph offerings, which had become synonymous with the concept of affordable six-cylinder sports car by the late '60s.

Launched at the Tokyo Motor Show in late 1969, Datsun's 240Z was a brilliant all-round package that that looked every bit as good on paper as it did in

the metal: here was a \$3 500 car that could accelerate from 0-60mph in 8.7 seconds and top out at 122mph, according to America's influential *Road & Track* magazine. Its rival title, *Car & Driver* was impressed too, commenting that: "Datsun didn't invent the overhead cam engine or disc brakes or independent suspension but it has a habit of incorporating these sophisticated systems into brilliantly conceived and easily affordable cars." No surprise that Datsun flogged over 10 000 in the first year alone.

This particular example belonging to well-known Cape Town classic car collector Dave Lyons is a rare beast: "It was Datsun South Africa's press car and is a pre-production prototype," explains Dave. "Datsun produced 30 cars for the launch in 1969 and this is number 21 but demand was so strong they had to build another 70." Dave's car was retained by Datsun SA for a few years but ended up languishing in storage as part of their historic press fleet. Fast forward to the mid '90s and Dave acquired it after a friend, who worked for Nissan South Africa, alerted him to it being available. "Back then it was just a nice, original example. I didn't know it was one

All in all it was a sea change from the typical configuration in the Austin Healey and Triumph offerings, which had become synonymous with the concept of affordable six-cylinder sports car by the late '60s







of the prototypes until I needed to replace the head gasket and got in touch with the guys from the Z register in the UK," explains Dave. "As soon as they saw the VIN number they started jumping up and down about it being a special car."

His Opalescent Blue 240Z has barely 30 000km on the clock and is fantastically original, apart from the paint and wheel covers. "It needed a re-spray as it had various scratches and small dents from being moved around in storage over the years, but that was it." The wheel covers are the correct 240Z production hubcaps that Dave elected to put on but he has the original Cosmic alloys – which this show car wore – in storage.

Inside it's impressively unworn – as you'd expect for the mileage – and the expanse of shiny ever-so-'60s blue vinyl is all in tip-top shape, down to the quilted diamond pattern covering the transmission tunnel and suspension turrets (if cynics doubt that Matsuo's team had a good look at the likes of Ferrari's 250 before picking up their pencils, that will silence them).

Lift the bonnet and it all looks equally factory-fresh, down to the portable leadlight

that you can unclip and use if needed – 45 years on the original bulb in it still works!

As a pre-production example, it boasts a few finishes that didn't make it down the assembly line, including the rear vents near the bottom of the tailgate (those were found to let fumes into the cabin) and the manual throttle control on the centre console. It also has a genuine wood rimmed steering wheel which was switched to less harmful imitation wood (that won't splinter in a prang) in the production variant.

Underneath, the car has a three-piece propshaft which Datsun found finicky to balance so it was substituted with a more conventional two-piece item. And there's little in the way of sound proofing in the doors on the pre-production cars too, meaning they close with an alarmingly tinny 'wang' – a noise not unlike those from a door on a Datsun 120Y.

But driving it today it's easy to see why this GT coupé was so well received. To start with, it's very comfortable – Goertz was apparently at pains to get Datsun's designers

to accommodate the typical American physique – and the driving position is inspiring: you sit deep and quite far back (near the rear axle), arms outstretched and drink in the view of the bulge topping that gorgeously long bonnet – very E-type. And with 155bhp and just over a ton to haul along, the little Z coupé is quick off the mark, pulling like the proverbial train above 3 000rpm and all the way to its lofty 6 500rpm redline.

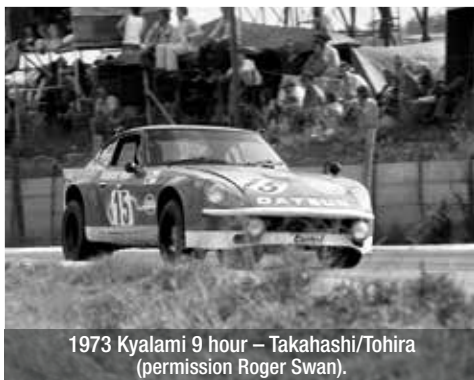
The gearbox has a tight gate...in fact it needs precise operation not to flumox gear changes...but that gives it an unexpected character – for a Japanese car, at least. The steering is refreshingly crisp and decisive in feel too, while the independent rear end makes for a relatively supple ride,

**His Opalescent Blue 240Z has barely 30 000km on the clock and is fantastically original, apart from the paint and wheel covers**





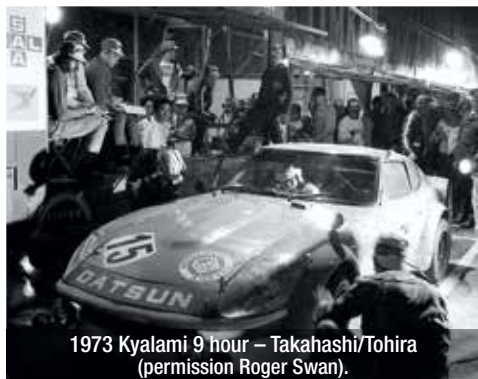
1972 Kyalami 9 hour - Lavoipierre/Grant.



1973 Kyalami 9 hour – Takahashi/Tohira  
(permission Roger Swan).



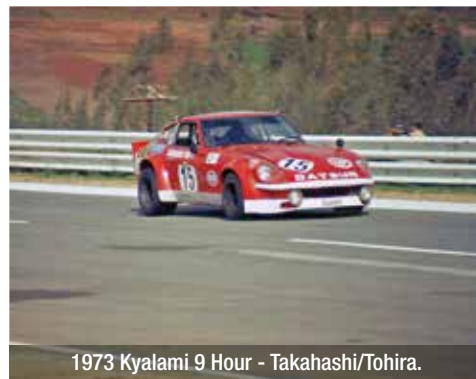
1973 Kyalami 9 Hour – Mortimer/Chatz  
(permission Roger Swan).



1973 Kyalami 9 hour – Takahashi/Tohira  
(permission Roger Swan).



1973 Kyalami 9 Hour – Mortimer/Chatz  
(permission Roger Swan).



1973 Kyalami 9 Hour - Takahashi/Tohira.

although it's not as refined as an E-type. The engine's not in the same league from a refinement point of view either, but it's unmistakably a 'six' with a throaty drone much like you get with a Mercedes Pagoda. But that's no coincidence: the basic design for the overhead cam unit came from a collaboration between Mercedes-Benz and Prince earlier in the decade, before the latter was taken over by Datsun.

Handling wise it feels relatively neutral (although there's mild understeer in corners at low speeds, thanks to the weight of the six-cylinder engine upfront) but it's easily and predictably translated into oversteer as you explore the performance. It's that predictability (along with the impressive straight-line urge and sheer reliability) that made 240Zs so formidable on rally circuits. Datsun had already made its mark on the 1970 Safari when Edgar Herrman and Hans Schuller took victory (the first for a Japanese car maker) in a 1600SSS and the pair consummately repeated the feat in a 240Z the following year. The model was also

successful on the notoriously tricky Monte Carlo with a third place at the hands of Rauno Aaltonen and Jean Todt in '72.

The 240Z was campaigned locally too, most notably in the 1972 Rand Daily Mail 9 Hour at Kyalami, although it failed to finish at the hands of Rob Grant and Alain Lavoipierre after gearbox problems. There was success the following year though when Arnold Chatz and Geoff Mortimer took a Nissan works car to a sixth place (and first for a production car), while Nissan's Kunimitsu Takahashi and Kenji Tohira piloted a 260Z pre-production car to fourth overall. Chatz and Mortimer took the 240Z to another sixth at Killarney a few weeks later too.

Datsun's first 'Z' coupé was in production until the end of '73, when it was superseded by the 260Z which offered more power and torque – needed to maintain performance in the increasingly emissions-conscious US market – thanks to a 2.6-litre engine. It was also available as a 2+2, although that meant an increase in wheelbase of 300mm which compromised the design, although not as drastically as going 2+2 did with Jaguar's E-type. From 1975, the 260Z evolved into the 280Z but only in the US – the rest of the world got the 2+2 version known as the 280ZX.

And that was the first 'Z'

to be made available here in SA as, despite this press car being shipped over, the model was never officially listed here. And neither was its successor, the 260Z. No, it was only in October '82 that the 280ZX appeared in CAR magazine's price guide, at R26 405 or R27 145 if you wanted a self-shifter. But, fully loaded with aircon and power steering – not to mention an interior similar to its Laurel saloon cousin – it was a lardy and pastiche take on the original.

The sheer demand over in the US is probably to blame for South Africans not getting the chance to savour the original Z: by the end of '73 Datsun had built over 135 000 240Zs. Yet in the UK (a more important right-hand drive market than SA, where Datsun was already making healthy inroads with the likes of its 1200 Bakkie and 1600SSS) just over 1 600 customers got the keys to one. It's obvious the 240Z hit its target market so precisely that even the ever thorough Japanese were caught off guard. Volume aside, it, along with Toyota's exquisite 2000GT, is one of the country's standout automotive prodigies. And if you want proof, then consider this: it's the only Japanese car in Dave's collection, which includes such motoring icons as a Blower Bentley, Ferrari Dino and Aston Martin DB2 MkIII. Enough said.

Thanks to Dave Lyons for making the car available to feature. 

**It's obvious the 240Z hit its target market so precisely that even the ever thorough Japanese were caught off guard**





# GIVING THE DATSUN GO.... MORE UP & GO




The Datsun GO may have been introduced to a whole new generation of drivers in 2014, but its appeal – if our recent Datsun Rally GO competition was anything to ‘go’ by – has proved that the readers of Classic & Performance Car Africa still identify with the Datsun legacy. In our recent competition we asked readers what they would do if they were offered the opportunity and budget to personalise the vehicle.

When it came to dressing up the Datsun GO, the modifications that were suggested covered just about everything needed to make the vehicle a true ‘one-of-a-kind’ and able to deliver some surprises at the traffic lights.

The exterior underwent changes, customised paint jobs were suggested, and full body-wraps made sure that the vehicle would turn heads. Tyres got bigger and fibreglass body modifications provided flair and personality.

The interiors brought back the days when the Datsun SSS ruled the South African rally scene. Harnesses, detachable steering wheels and instrumentation for oil pressure and vital engine functions proliferated.

Look out for the winner of the Datsun Rally GO in our next issue. 



AUDI 100 COUPÉ S

# ALTERN





# ALTERNATIVE TASTES



Audi South Africa suffered a bit during the 1970s and '80s in terms of sales and getting a decent return when trading in was near impossible. **Stuart Grant** finds this baffling after a stint in a 1973 Audi 100 Coupé S and figures that, much like the modern vehicles from the same maker, it delivers great opposition to BMW, Alfa Romeo and Mercedes-Benz offerings.

Photography by Oliver Hirtenfelder





Many will shoot me down for saying that the 100 Coupé is a real alternative to the BMW 2002 and Alfa GTV – often referred to as the jewels of '70s sporting saloons. But here goes... The 100 Coupé is a fierce rival to the BMW 2002Tii and Alfa Romeo GTV2000. All three are 2-door 4-seater sporting saloons, look stylish, deliver in the practicality stakes, parts availability is decent and performance is very nearly on par.

Before the Beemer and Alfisti crews catch speed wobbles, allow me to pull some figures from a *Motor* magazine comparison test which include this trio.

With an 1871cc inline 4-cylinder churning out 115bhp at 5600rpm and 1160Nm at 3500rpm, the 1082kg Audi sprints to the 100km/h mark in 10.8 seconds before maxing at 112.7mph. The 2002Tii musters 130bhp at 5800rpm and 178Nm at 4500rpm from its 1990cc 4-pot, which sees a zero to 100 time of 8.2 and top speed of 113.7mph. Alfisti breathe a sigh of relief: the GTV notches up a max of 115.3mph, although the sprint is just off the BMW at 8.9 seconds courtesy of its 1962cc twin-cam 4-cylinder. It is worth mentioning that Audi's front-wheel drive layout perhaps caused weight transfer issues off the driving wheels while the other

two's rear-wheel drive setups squat and go. In the fourth gear 30 to 50mph race BMW wins again at 7.8 seconds, with Audi second on 10.5 and Alfa third, notching up 10.9 seconds. The Alfa tested, of course, sported a 5-speed manual while the BMW and Audi had 4 on the floor but if you didn't favour using your left foot, Audi offered a 3-speed auto.

Okay, the BMW appears to have the measure of both the Alfa and the Audi but if *Motor* had used the straightforward single carb 2002 we'd be in the mix. BMW won the new car pricing battle in 1975 with the 2002Tii costing £2499 as opposed to £2726 and £2575 for the Alfa and Audi respectively. But in order to level out the playing field (in terms of my bold statement at the beginning of this bit) I add in the price of buying one of these classics today. The 100 Coupé S clearly comes in the lowest, with both the BMW and Alfa having bolted in the investment rankings already.

This battle of the sporting saloons carries on today, with the likes of Audi's new A7 going head-to-head with BMW's 6 Series Gran Sport. Alfa locally don't have a true competitor but Mercedes-Benz have moved into the performance department of late, and the CLS is a worthy contender. Picking the best of this trio literally comes down to brand preference, with all three incredibly

versatile 4-seater performance machines finished to the highest quality standard and real goers. Just don't let the coupé lines fool you – these are 4-door models that hint at a Gran Tourer image. Regardless, we figured that the latest A7 tips its hat towards the 100 Coupé S as its inspiration.

In 1965 Volkswagen revived the Audi name tag and developed the 4-door Audi 100, which launched in November 1968. Built on a platform designated the C1, the 100 badge came from the hoped-for 100 horsepower. A 2-door saloon hit the shelf in late 1969 and then the car in question – the 100 Coupé S, also based on the C1 floor plan – went on sale in 1970 after rave reviews at the 1969 Frankfurt Motor Show. In reality the early 100 produced had 80 horses from a 1760cc overhead valve 4-cylinder, but that was upped to 80 in 100S format, 100 in 100LS guise and thanks to a bit of boring to 1871cc, the Coupé S delivered 115bhp.

Audi's Ludwig Klaus is credited with coming up with the idea of a sporty coupé to raise the profile of the brand but instead of going with the in-house design studio, Stile Bertone penned the lines. Inspiration was clearly taken from the Italian Gran Tourers of the time like Maserati Ghibli, but all bases were covered with a touch of Aston Martin DBS creeping into the mix





and even some Ford Mustang on the rear quarter panel. Compared to the run-of-the-mill 100 the Coupé sported wider tyres, higher interior trim specification (including height-adjustable steering wheel), vented front disc brakes, different external brightwork and of course, the fastback rear end.

When demand for the Audi 100 outstripped the production ability at the Ingolstadt facility in 1970, an additional line was added to Volkswagen's factory in Wolfsburg, making the 100 the first water-cooled vehicle to be manufactured there.

By 1976, with 30 684 Coupés having been built, the 100 and 100 Coupé S production wound down and made way for a new breed of Audi 100 based on the firm's C2 floorplan. South Africa got the Coupé in 1972 and between 1972 and '76 around 1 420 units were sold nationally. In 1972 one would have set you back R5 700, gradually increasing over the years to finish up at R6 413.

I'm not usually a fan of brown cars but the deep brown paintjob offset by the lighter vinyl roof on this example looks a treat. Step inside and it gets even better with tan fabric seats, light brown carpets and splashes of wood trim. While the outside has Italian flair the inside has a no-mess-no-fuss German functionality that is beautiful in its own right. And a look inside the 2015 A7 reveals that this thought process continues today.

Seats are comfortable with a touch of side

support for spirited driving but the offset pedals take a while to get used to. Once rolling, the car impresses with the way it combines a slightly sporting attitude with ride comfort. And even though it is an old jalopy now it manages the wind admirably, with very little noise. Having owned two BMW 2002s over the years I can tell you that the Audi's interior ventilation knocks spots off the Beemer in that department. It won't, however, encourage you to sneak a bit of hooligan action next time you enter a traffic circle quite like the other two.

In conclusion (or is that confession?), a good original Audi 100 Coupé S is a viable alternative to the likes of the Alfa GTV or BMW 2002. It is not as much a 'driver's' car as the other two, though. Pricing aside, I'd splash out on an Alfa first, then the BMW as my toys of choice. But if space was not an issue, a brown Audi would find a home as the comfortable cruiser alongside the more sporting 2-doors. 🇿

*Thanks to Hamptons Exclusive Cars for supplying the Coupé and to Audi South Africa for its latest A7.*

The 100 Coupé is a fierce rival to the BMW 2002Tii and Alfa Romeo GTV 2000. All three are 2-door 4-seater sporting saloons, look stylish, deliver in the practicality stakes, parts availability is decent and performance is very nearly on par



# THE LOVE BUG



80 years after the first Volkswagen prototype hit the ground running, **Stuart Grant** celebrates with a look at a fascinating 1957 Beetle ownership tale and realises why it truly is the People's Car. After all, we've all been bitten by the Bug in one way or another...

Images by Oliver Hirtenfelder

**I**n April 1934, Adolf Hitler gave the order to Ferdinand Porsche to develop a *Volkswagen* (people's car in German). The brief called for a car which would use less than 7l/100km fuel, capable of carrying two adults and three children at 100km/h and be able to cruise on the Autobahn. Parts had to be easily and inexpensively changed and the engine air-cooled, and the vehicle would sell to citizens through a savings scheme at 990 Reichsmark – about the price of a small motorcycle. Clearly Porsche's design came close to the mark: on 26 May 1938 Hitler laid the cornerstone for the Volkswagen factory in Fallersleben, and the first production units rolled off the line in 1941. Only a few had been manufactured, however, before the outbreak of war stemmed the flow. Between 1941 and '45 only a handful of Beetles were made for a few Nazi elite while the plant was kept busy generating military vehicles. This too came to a grinding halt when the Allied forces bombed the facility.

But, as the vast number of Volksies on the road proves, the show had to go on – and it did, thanks to a large portion of the Volkswagen tooling having already been hidden in underground bunkers. Post-war re-opening of the factory is largely credited to British Army officer Major Ivan Hirst, who not only took control of the plant but also had to remove an unexploded bomb that had dropped through the roof. He convinced the British military to order 20 000 cars and by March 1946, the factory was producing











1 000 Army khaki Volkswagen Type 1 units per month. Fallersleben was renamed Wolfsburg, production increased dramatically and by 1955 the one-millionth Volksie left the line. With numerous changes and facelifts over the years, Germany wrapped up Beetle production in early 1978 but the Mexican outfit kept the People's Car flag flying until July 2003.

South Africa also saw Beetle production and the brief laid out in designing the car suited the local climate and road conditions to a tee. South Africa's first Volkswagen sedan rolled off the production line at the company's new facility in Uitenhage on 31 August 1951, beginning a South African motor manufacturing dynasty that has grown into what is now one of the country's major industry players, employing thousands of people and contributing significantly to the economy of both the Eastern Cape and the country as a whole, thanks to its successful export programme. But an interesting anomaly concerning Beetle production emerged when VW historian John Lemon researched the company's records and discovered that some 20 000 more units were sold than the production figures suggest were produced, illustrating perhaps that you can have too much of a good thing!

Apparently, a total of 288 353 Beetles were sold between 1951 (290 units) and 1979 (307 units). The Beetle topped the local sales charts from 1958 to 1962 (possibly earlier, too, but there are no records for this time) and again from 1969 to 1973, and was in the top three between the years of 1958 and 1976. The highest yearly sales figure of 21 034 occurred in 1973 and the highest percentage of total passenger car sales – 12.8% – was achieved in 1959. The figures are impressive for the time and typify the popularity of the People's Car. But the Beetle was more than a mode of transport: it defined generations of South Africans. It was even recycled to form the basis of who knows how many



Beach Buggies.

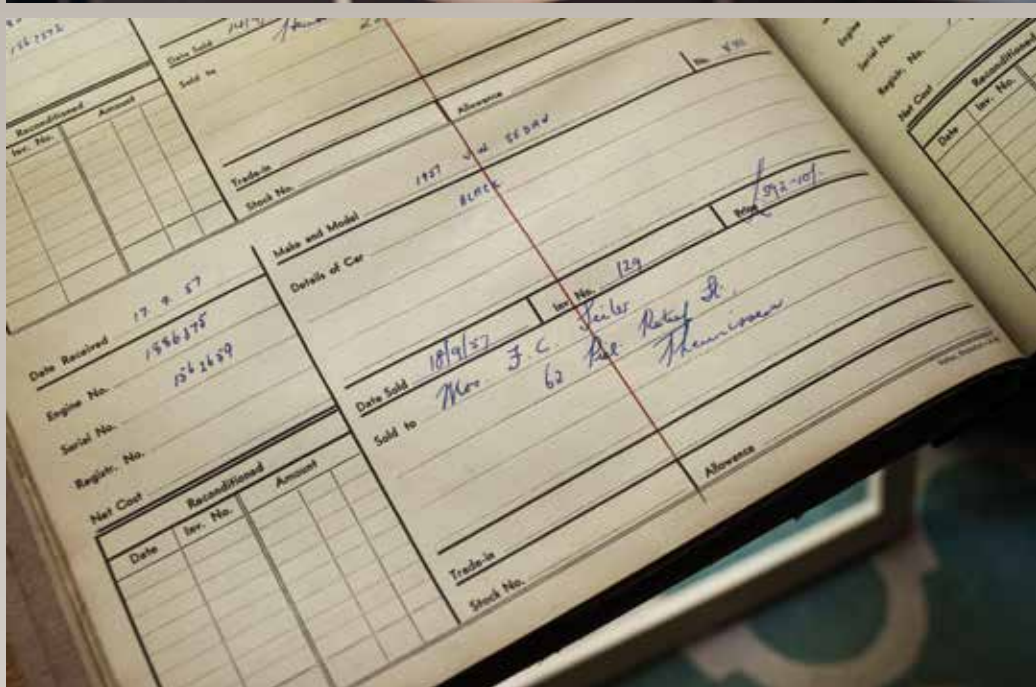
Our first example here is by no means a Beach Buggy, but rather an unmolested and unrestored gem with a story of ownership which is simply awesome.

In 1957 Mrs M. Sieler, who was married to the accountant at Lederle Mills in Theunissen, walked into Phoenix Motors in Bloemfontein and paid around R800 to the showroom proprietor, Ayliff Lederle. She drove out of the showroom and back to Theunissen in a brand-spanking new Volkswagen Beetle, resplendent in black with red interior. Mrs Sieler's was the first sale completed by the new dealership.

21 years later Neville Lederle, son of Ayliff and well regarded racing driver, invited Mrs Sieler back to trade in her '57 for a new 1978 VW Beetle. As part of the dealership's birthday celebration and because the car held sentimental value to Phoenix Motors, Lederle did the almost unbelievable and offered a direct swap where no money needed to change hands. So for the second time Mrs Sieler drove out of the showroom in a new Beetle. But this time she returned very soon thereafter and asked for her old car back as she didn't like the new version as much and felt it was a lot bulkier than the early model. Lederle obliged and Sieler decided to leave the 1957 model to Lederle in her will.

A while later she called Neville to come and fetch the black beauty as it wasn't seeing regular use. Lederle kept the car running and used it occasionally, including the odd classic car rally during the 1980s. In 2008 Neville's son moved the Beetle from Bloem to Johannesburg and it still does the odd trip around town. Still very original, even down to the 6-volt wiring system, 1100cc engine and Phoenix Motors sticker, it gets adoring glances from onlookers old and young.

Beetle, Bug, Dub, Volksie... whatever name you prefer, it creates memories – and that is what really makes the lovable machine the People's Car. Happy 80th and here's to many more air-cooled, adventure-filled years to come. 📌







# MIKE MONK'S MEMORIES

## TRIGGERED BY A CREAMY YELLOW 1972 1600L.

I was test-driving a similar-hued version in the early '70s. I did a safe but nevertheless unlawful lane change at one of the big junctions on Cape Town's Foreshore that caught the eye of a nearby traffic cop, who promptly signalled me to stop. I received a ticking-off and expected a ticket to be issued but in those days registration numbers still gave a good indication of where you were from, and the test car's TJ plates suggested I was a *Vaalie*. Despite the intense rivalry between the Transvaal and the Cape, the cop must have taken pity on me for apparently being from north of the Orange and sent me on my way – still in the 'wrong' lane I had moved from – with nothing more than a stern "Don't do it again".

My other Beetle memories were of a more sporting nature. Again in the 1970s, I had joined the Cape Volkswagen Club when alternative social activities were sought to replace motorsport that had been banned because of the global fuel crisis. But as restrictions eased and rallying was allowed, I joined my rallying partner James Andrews to help plot a VW club event in the Western Province championship. We borrowed a Beetle and headed for the forests (rallying was a lot different in those days, almost always overnight and in the woodlands) and


I have to admit the VW handled the rutted, tree-lined tracks with considerable aplomb while being driven flat out – although that is a relative term in a Beetle.

Not long afterwards, SA racing legend and Superformance boss 'smiling Basil' van Rooyen came to town in a Beetle that had been fitted with a full-house Empi 2.0-litre conversion for test by *Technicar* magazine, where I was assistant editor. Ever the charmer, Basil suggested he drive while I operate the test equipment (road testing was a lot more hands-on in those days), which happened to be a good call because while all was okay on the straight and narrow, the twisty bits were a handling challenge that even Basil's grinning confidence failed to disguise completely. Ah, life's simple pleasures, but I digress again...

The 1600L's air-cooled flat-four fired up with ease but as I headed out from the L'Ormarins estate, the motor popped and banged a bit, again reminding me of when such maladies were commonplace leading to the affectionate – if somewhat slightly rude – onomatopoeic nickname of 'fartundoppenwagen'. Let me just add that it was nevertheless distinctive, because a VW certainly sounded like nothing else. (A whistling exhaust was another distinctive Bug soundtrack.)

The driving position is very much 'sit at the table', and being long-legged my left kneecap nestled between the gear knob and the rim of the large steering wheel. The floor-mounted pedals feel ever-so-slightly different to operate, but their action – like the steering and the gearshift – is light. Who needs power assistance? Into the high top gear – renowned for allowing the car to run flat-out all day without stress – just Beetle-ing along with a grin I reflected that, globally, over the years, more than 21 million people bought a new Beetle. Oh, it was a success all right.

Once up and cruising, the motor began to clear its throat and unleash the full potential of its 37kW. Not enough to pull the skin off a rice pudding by today's standards, but dependability and reliability have their plus points. Levers either side of the floor tunnel allow warm air to enter the cabin when required, but in the late afternoon sun, swivelling the opening quarter-lights provided a cooling flow of air.

Simple and smiley. Who can argue with that? So next time you see a Beetle running around, like me spare a thought for what the Beetle symbolised over 60 years ago. From humble beginnings, a motoring empire was built. 

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# RACY COVER ★ STAR ★

From a real championship contender to cover page star, Olive Hendriksz gave the male-dominated saloon car racing fraternity something to think about. **Ryno Verster** recalls this fair lady.



**L**eyland South Africa became a strong force in the regional production car championships from 1976 to 1978. They entered a 3-man team for the Star Production Car Championship at Kyalami consisting of Ron Samuel in Class D (1275cc), Andy Terlouw in Class E (1098cc) and Simon Grobbelaar in Class F (998cc). Leyland also sponsored Eric Farmer in a Clubman GTS in the Group N Standard Production Car Championship at Kyalami. All these cars were painted in the Leyland racing livery of white with red and blue body stripes (with different roof colours to indicate the class in which they were competing). They made a stunning picture and to celebrate Leyland's success and involvement, the well-known Kyalami advertisement graced the pages of the motoring press.

Meanwhile down south at Killarney racetrack (and occasionally at Aldo Scribante racetrack in Port Elizabeth) Leyland Motorsport also sponsored a 4-car team for the 1976 to 1978 seasons. In the

1976 season Olive Hendriksz was the only factory-sponsored Mini Clubman GTS entry in Class X (co-sponsored by *Fair Lady* magazine) but Leyland also entered Tommy Gash in an Austin Marina 2600 in the same class and John Brink in Class Z in a Marina 1800. Roddy Turner (Junior) also made an entry in a Leyland-sponsored Clubman GT in the Modified Production Car Championship by mid-season. For 1977 Olive was joined in Class X by John Brink in a Clubman GTS while Tommy Gash continued in the Marina 2600 (now in Class W) but switched to Class X in another Clubman GTS later in the season. Roddy Turner (Clubman GT) remained sole factory-sponsored entry in the Modified Production Cars.

In 1978, the final season for the Leyland-sponsored team, Olive Hendriksz and Tommy Gash took part in the Asseng Standard Production Car Championship while John Brink graduated to the Modified Production Cars Class E in a 1098cc Mini de Luxe alongside Roddy Turner in Class D of the same championship. These Leyland



Olive Hendriksz and her Fair Lady/Leyland South Africa-sponsored Mini GTS. A jaw-dropping combination of great racing skills together with beauty and femininity.

Motorsport entries were all painted in the full Leyland racing livery.

Olive Hendriksz started her motor racing career in May 1973 at Killarney racetrack in a production 1300cc Ford Escort GT which also served as her road car. At the time she was a mother of two children and saleslady at her sister's bookshop. Supporting her in this new venture was her husband and motorsport enthusiast (especially rallying) Kingsley Hendriksz.

Killarney legends Peter Gough and Denis Joubert initially helped Olive hone her racing technique, and in her first season she scored two second places in the Escort. 1974 was better and Olive notched up two firsts and a second in class. For '75 she switched to a Capri 2000, which did not bring the success she was hoping for, so for the last race of the year she climbed into a Mini Clubman GTS for the Standard Production Car Championship, at the time called the Marketcar Challenge. She retired from her first race with clutch failure but a successful Mini GTS racing career that lasted until the end of the 1978 season had begun. The ideal

racing car for the petite lady was found.

In 1976 Olive secured sponsorship from Leyland South Africa and *Fair Lady* magazine, and Robbs Motors in Cape Town took care of the tuning side. A first Class X win eluded her for the entire 1976 season but she ended third in Class X of the Castrol Marketcars Challenge. 1977 was a highly contested Class X championship year with competition from her team mates as well as a plethora of privateer GTS Minis – between five and seven GTSES at every race meeting.

Despite the highly competitive field she came to the fore, winning her first Class X race on 12 March, which included setting a new lap record of 1 minute 45.1 seconds – matched by two other Mini GTS drivers, John Brink and Niel Bobrov. This lap time represented an average lap speed of 111.8km/h around Killarney. Setting a new lap record added an additional point towards the championship log. Two more first places in her class, a single second place and a few third places completed the rest of the season. Olive also branched out and competed at Bloemfontein's Brandkop and

Olive Hendriksz started her motor racing career in May 1973 at Killarney racetrack in a production 1300cc Ford Escort GT which also served as her road car. At the time she was a mother of two children and saleslady at her sister's bookshop





# Kyalamini.

The amazing Mini racing story goes on... and on. After our great successes in 1975 and 1976, 1977 was the year of the Kyalamini! Taking on opponents in 1977 our little Minis were two racing classes outright. Vixen popped at the post in one other class. And achieved second, equal third and fourth places, against all comers.

Full Mini racing team results: Champion 1977 Class D - Ron Samuel; Champion 1977 Class E - Andy Terlouw; Second 1977 Class F - Simon Goudswaard; Second 1977 Class X, Asseng Standard Production Car Championships - Eric Farmer; Second overall with 33 points, 1977 Year.

Equal third overall 1977 Star Modified Solon Car Championship - Andy Terlouw; Seventh overall 1977 Star Modified Solon Car Championship - Simon Goudswaard. (Subject to official confirmation.) See your Leyland dealer today and find out why Minis are so far in the race!

**Kyalamini advertisement (Andy Terlouw's Leyland-sponsored Mini) pronouncing Mini's success in motor racing in 1976, 1977 and 1978.**

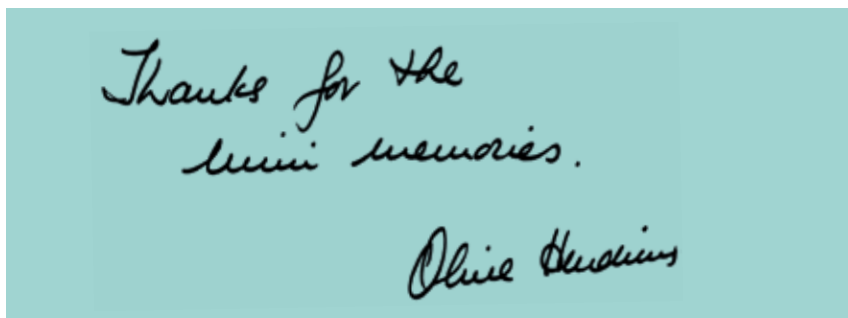


She once had to be reminded in the WP Club newsletter, *The Blower*, that she failed to fetch a trophy awarded to her. On another occasion she decided to skip a race because it fell on the same day as the bookshop's year-end stocktaking

Aldo Scribante in Port Elizabeth. But this exciting season ended on a disappointing note. Going into the last race of the season on 26 November Olive was only 5 points behind the leader in Class X, John Brink. Traditionally the last race on the Killarney calendar was a 50-lap combined race of modified and standard production cars in which class finishing positions counted double points. Good results in this race could change the face of the championship. This was what Olive had been hoping for. Soon after the start of the race, with Olive in an excellent position, the Mini cut out. Andre van Jaarsveld stopped to help and found a loose low tension coil lead was the cause of the problem. Problem fixed, Olive resumed but it proved too late to secure a good enough finish to turn the tables in the Class X championship points log. John Brink finished the season second in the Castrol Marketcars Challenge for Standard Production Car Championship and winner in Class X of the championship. This meant that Olive finished the 1977 season in joint third place overall and second place in Class X.

Although this was a highly successful season by anybody's standards, it was a bit of a disappointment at the time for Olive. But she was always level-headed about her racing career. She once had to be reminded in the WP Club newsletter, *The Blower*, that she failed to fetch a trophy awarded to her. On another occasion she decided to skip a race because it fell on the same day as the bookshop's year-end stocktaking.

Technological advances in competitors' cars caught up with the ageing Mini GTS and by October 1977 Leyland South Africa approached the Racing Sub-committee of the motorsport governing body at the time, the Sports Car Club, to re-classify the Mini GTS to compete in Class Y of the production car championship. The Clubman GTS had several inherent restrictive specifications. Flimsy 12-inch steel rims and a single tyre supplier for this size wheel forced competitors to race the GTS in 10-inch wheel format. This at least doubled tyre options to two. This request was granted and applied in all the standard production car championships around the country except in the Western Province



– reason for this is not known. Cars like the Sigma Avenger 1600 and the Fiat 124S were classified in the lower Class Y and as the practice was if a car in a lower class beats you, it reduces the points that you score. The Mini GTS was all of a sudden not the ideal choice at Killarney anymore.

Despite this Olive had a good 1978 season. She was still part of the official 4-car Leyland South Africa-sponsored team and notched up two class wins, two second places and two fourth places to end the season in sixth place overall and second in Class X. Tommy Gash took first place in his Class X GTS. 1978 turned out to be Olive's last Mini GTS and racing season altogether, apart from personal considerations. Leyland South Africa was in merger talks with Sigma Motor Corporation and sponsorship for racing the ageing Mini was low on their agenda.

Several achievements of Olive's racing career had as much to do with her driving skills as with her radiant personality. She was hugely popular with the marshals and was awarded their Best Driver of the Year trophy. Killarney commentators

raved about her gutsy driving style and dubbed her 'Outside Ollie' for her ability to pass competitors on the outside line. Sponsorship by *Fair Lady* added some interesting feminine dimensions to her racing memories. In August 1979 she acted as hostess for *Fair Lady* at a lunch in honour of former Formula 1 World Champion James Hunt. Hunt's first racing car had also been a Mini but he lacked the funds to race it and then sold it to make a deposit on a Formula Ford. *Fair Lady* had its own Fair Racing Lady on the cover of their 12 April 1978 issue with an article on Olive inside. Olive did justice to the Purdy hairstyle of the time. When *Fair Lady* magazine launched their first advertisement on national television it revolved around Olive with their slogan 'The Woman You Want to Be'.

Let's face it, not many racing drivers can lay claim that they were both a serious championship contender as well as chic enough to be on the cover page of the leading women's magazine of the time. Olive and husband Kingsley retired in Kleinmond. 📌

Killarney commentators raved about her gutsy driving style and dubbed her 'Outside Ollie' for her ability to pass competitors on the outside line



# IT'S NOT A MAN'S WORLD



When Olive Hendriksz entered the South African racing scene at Killarney on 19 May 1973 she followed in the footsteps of a relatively small group of female racing drivers including Kay Petre, Fay Taylour, Maria de Filippis, 'Lady X' (aka Alice Battersby), Pat Sonnenschein, Judy (Witter) Charlton and Desiré (Randall) Wilson. **Ryno Verster** finds out more about South Africa's female racing pioneers.

She was the first licensed female racing driver in South Africa and became famous for racing in a black mask and white overalls as 'Lady X', in her supercharged Chevrolet

Some of these women were not actually South Africans but they visited our shores and participated in racing, broadening minds as far as what role female racing drivers could and should play in the sport. Several more would follow after Olive's retirement at the end of the 1978 season at Killarney.

Looking back, the true pioneers who spearheaded female racing drivers' entry into the preserve of the all-male sport at the time were Baroness Helene van Zuylen and Camille du Gast. In 1901 they were the only two women entrants in the Paris to

Berlin race. Baroness van Zuylen, however, had already competed in the 1898 Paris to Amsterdam and back to Paris race and thus Camille du Gast became the second woman to take part in an international motor race. Both were very wealthy women.

The legendary Canadian-born Kay Petre moved to the UK and her entry into racing was inspired by Mrs Elsie Wisdom and Miss Joan Richmond's victory in the 1932 Brooklands 1000 Miles race. Kay, racing in a Wolseley Hornet, finished in 3rd place in the Novices' Handicap race in her first race during the Brooklands Stanley Cup meeting. Three years later she won her



The MG women's team at Brooklands before heading for Le Mans.



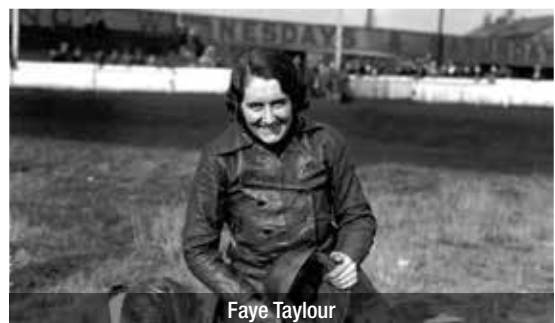
Paddy Naismith



Gwenda Stewart



Kay Petre



Faye Taylour

Brooklands 120 and 130mph badges, had thrice broken the Women's Outer Circuit lap record and fought an historic duel with Mrs Gwenda Stewart trying to regain it. In six seasons Kay achieved a remarkably successful racing record and was a regular at the podium. She visited South Africa in 1937 and made some South African motor racing history by participating in the Grosvenor International Grand Prix on the newly-built Pollsmoor racetrack in Cape Town on 16 January 1937. She raced in a works Riley but was plagued by fuel problems and only managed to finish in 6th place. She also participated in the first

Rand Grand Prix on 30 January 1937 on the Transvaal circuit but had to retire due to mechanical problems. Back in Britain she joined the Austin works racing team in 1937 and achieved significant success. In September 1939 WWII put an end to motor racing and thus Kay Petre's racing career. In an obituary after her death in August 1994, at the age of 91 years, it was said that 'her successes attracted more women to the previously male-dominated sport'.

The Irish racing driver Fay Taylour also visited South Africa in 1939 to participate in the South African Grand Prix at the Prince George circuit in East London

on 2 January. She retired from the race with mechanical problems. She returned to South Africa in September 1954 to lecture female drivers on the mechanical aspect of cars and to promote sales of the Triumph TR2 sports car. She also raced a Triumph TR2 in the production car race at the Queenshaven motor race meeting in Johannesburg in September 1954.

In the years before WWII there was also a driver from Pietermaritzburg who grabbed the imagination of the public. She was the first licensed female racing driver in South Africa and became famous for racing in a black mask and white overalls





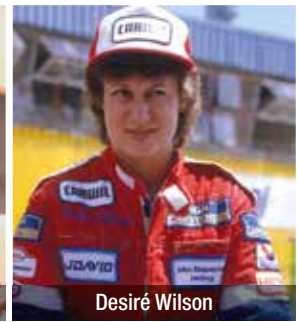
Judy Witter



Pat Sonnenschein



Desiré Wilson



Desiré Wilson

as 'Lady X', in her supercharged Chevrolet. Initially the mask was a publicity ploy to attract spectators but she developed such a reputation as a driver in this outfit that she never discarded it. Much later it was revealed that 'Lady X' was Alice Battersby. The war also put an end to her racing career.

Records of South African female racing drivers in the '40s and early '50s are hard to find, so spotting the entry of a certain Mrs M Hudson in an Austin Healey in the 1920 Settlers Trophy race, as part of the Rand Grand Prix on 24 March 1956 at the Palmietfontein aerodrome racetrack, was a welcome discovery.

Although without any links to South African racing, it is worth noting that in 1958 Maria Teresa de Filippis was the first woman ever to drive a Formula 1 car in a Grand Prix race. She raced a Maserati 250F on 13 April 1958 in the Italian Grand Prix and finished in a credible 5th place in her first race. Exactly twenty-two years later a

young South African lady, Desiré Wilson, would become the first female racing driver to win a Formula 1 race.


Endurance racing formed an important part of South African motor racing history, especially in the '60s and '70s. It all started with the first South African 9 Hour Endurance race at the Grand Central racetrack (in what we nowadays know as Midrand) on 15 November 1958. This historic event was graced by the entry of a Miss Jean Humphries in an MGA. She finished third in the Sports Car under 1500cc class. She entered again in the 1959 South African 9 Hour Endurance race. Results unknown.

Some five years later the motor racing public, and motoring press in particular, were delighted with Pat Sonnenschein's success on the racetrack. She teamed up with George Armstrong for the seventh Rand Daily Mail 9 Hour Endurance race at Kyalami on 31 October 1964 in a 1275cc Cooper S. What followed was a remarkable success story. They finished 6th overall, 1st in Class F and 1st on Index of Performance. In advertisements they were hailed as the 'Giant Killers'. Pat continued with a successful racing career in Formula Vee and in production car races in the Cameo-sponsored Ford Zodiac and the Alex Blignaut Ford 20M.

Judy (Witter) Charlton started her racing career at the age of 11. In the latter part of 1971, she started racing in the Formula Vee championship, finishing second in 1972 and clinching the South African National Formula Vee championship in 1973 at the age of 19. This was the first time that a female racing driver won a South

African National Championship in circuit racing. Judy switched to Formula Ford racing in 1974 and in her second season (1975) she ended 3rd in the Formula Ford Championship. She also diversified into standard production car racing and in 1977 finished joint champion in the Asseng Standard Production Car Championship in her Datsun 140Y. Sarel van der Merwe in his Citroën GS Club scored similar points. Judy's remarkable and versatile racing career ended in 1985 but she had inspired many to follow in her footsteps.

The most accomplished South African (and often acclaimed worldwide) female racing driver is Desiré (Randall) Wilson. She started karting at the age of 12 and graduated to Formula Vee in 1972. In 1973 she finished 4th and the next year 2nd in the National Formula Vee Championship. She switched to Formula Ford and clinched the national championship title in 1975 and again in 1976. In the process she won the 'Driver to Europe' award which opened up her international racing career – first in Formula Ford 2000 and then in a wide range of motor racing categories in Europe and America. In April 1980 she became the first female racing driver to win a Formula 1 race at Brands Hatch in the British Aurora F1 series. As a result of this achievement Desiré had a grandstand at Brands Hatch named after her. She also had a one-off outing in the Tyrrell Racing Tyrrell 010 during the 1981 South African Grand Prix but retired due to gearbox problems. She settled in the USA and continued racing internationally up to the early 1990s and in the North American Touring Car Championship up to 1997. Desiré Wilson was an inspiration and role model for many a female racing driver all over the world.

So these were the ranks of female racing pioneers that Olive Hendriksz joined in May 1973 and in the case of Judy Charlton, raced against on a few occasions. 

Maria Teresa de Filippis was the first woman ever to drive a Formula 1 car in a Grand Prix race. She raced a Maserati 250F on 13 April 1958 in the Italian Grand Prix and finished in a credible 5th place in her first race. Exactly twenty-two years later a young South African lady, Desiré Wilson, would become the first female racing driver to win a Formula 1 race



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# FORM, FUNCTION & FAILURE

Chrysler's radical aerodynamic art deco design approach was perhaps too advanced for its time and, as **Mike Monk** discovers, sales didn't exactly flow in.

In the mid-1930s, the Chrysler Corporation's design path went into a streamlining phase with models boasting smooth and flowing contours rather than the more formal, boxy, upright shapes that preceded them – and which continued in production to satisfy more conservative-minded motorists. Art Deco was also in its prime at that time and Chrysler saw fit to combine the two design influences to produce a new style of car for a population still recovering from the effects of the Great Depression. It was called the Airflow.

Inspired by the vision of one of its senior engineers, Carl Breer, and two of his associates, Fred Zeder and Owen Skelton, Chrysler built a wind tunnel at its Highlands Park facility and by April 1930 it was reported that at least 50 scale model concepts had been tested with the cooperation of flight pioneer Orville Wright. Results found that the then current two-box shape was aerodynamically inefficient and that it was actually more efficient turned around backwards. Lessons learned from the experimentation led to a whole new wind-cheating design utilising smooth, curved bodywork and prior to the Airflow's début, Chrysler did a publicity

stunt in which they reversed the axles and steering gear that allowed a prototype to be driven 'backwards' throughout Detroit. The stunt caused a near panic, but the marketing department felt that this would send a hint that Chrysler was planning something big. The car that emerged was like no other American production car to date.

So it was in 1934 that Chrysler introduced the revolutionary aerodynamic Airflow styling on its Series CY, CU, CV, CX and CW platforms, and to further promote the concept promptly set about setting 72 stock car speed and endurance records at Daytona Beach in a 4.9-litre straight-eight CU Coupé. A similar car was driven from Los Angeles to New York averaging 18.1 US mpg, equivalent to 13 litres/100km. But it was not solely about aerodynamic efficiency. Applying what they had learned about shape, the engineers also began looking into ways that a car could be built, resulting in a unitary construction being adopted. This not only strengthened the structure but reduced weight, thus increasing the car's power-to-weight ratio. The engine was positioned more over the front axle line and passengers were seated within the car's wheelbase to the benefit of weight distribution and handling.





However, the new manufacturing processes required an unprecedented number and variety of welding techniques, which resulted in quality problems and as a result production peaked at 6 212 units in May, barely enough to give each dealer one Airflow each. And while sales were respectable – 11 292 were sold in the model year – they were not meeting Chrysler's expectations, being outsold by the company's more traditional models at a time when the country was still suffering from the effects of the Great Depression.

Airflows continued through 1935 but with different code numbers (C1, C2, C3) – the more conventional models in the range were now called Airstream – and into 1936 with yet another change in codes (C9, C10, C11). The Franschhoek Motor Museum's Airflow Coupé featured here is an example from that period and was acquired from the late Waldie Greyvensteyn's collection. It is a C9, which is essentially the base model – the more upmarket C10 was tagged Imperial and the C11 Custom Imperial – and the body number suggests it was the eleventh-last unit to be built in that model year. In fact, being a coupé makes it quite rare as only 110 were manufactured during the 1936 model year, the lowest in the coupé's four-year life span during which a total of 1 379 were manufactured.

I suppose today the overall shape would be described as organic – defined as 'being made of parts that exist together in a seemingly natural relationship that makes for organised efficiency'. From the tall waterfall grille to the tapering tail, there is fluidity to the shape that only the modestly raked split windscreen disrupts. Even the fenders are semi-integrated into the body – running boards are the only styling feature carried over from established practice of the time.

The Art Deco influence – some of which embraces bold geometric shapes and lavish ornamentation – can be seen in the design of the bumpers and overriders, the headlamp nacelle, the bonnet-side air vents, the twin chrome strips along the waistline, the rear wheel spats with their winged embellishment, and the 'rocket-ship' tail-light lenses. Inside the theme continues with the design and detailing of the dashboard controls and instruments, the steering wheel and even the ashtrays in the rear seat outer armrests. There is a novelty aspect in the way the markings on the speedo also show the revs relevant to the speed. Everywhere you look there

is something to be admired – elegance and function. Oh, and the 'hooter' was an attention-grabbing wolf whistle!

Turn the key, press the button and the flathead straight-eight eases into life with a slow, steady tickover. The now 5.3-litre motor (it had been enlarged for the 1935 model year) pumps out 86kW at 3 400r/min and a healthy 325Nm of torque at a low 1 200. Select first, release the pistol-grip handbrake and the Airflow calmly moves away. With such a long wand, there is a lot of movement selecting the gears of the three-speed 'box but, once the white-walled tyres are rolling, with so much torque on tap progress is entirely fuss-free. A free-wheel was standard and overdrive was an option. Steering is naturally heavy and low geared and the ride is firm but the very nature of the car creates a feeling of well-being. Hydraulic drum brakes all round are well up to the task.

But Chrysler's styling concept was doomed not to succeed. Poor sales from the off led to Chrysler toning down some of the bodywork's detailing for the 1935 when 7 751 units were sold, and for the 1936 model a small boot was added, disturbing the car's inherent aerodynamics. It did not help: only 6 275 cars were built with only the C10 saloon exceeding 1 000 sales. The following year, flat dashboards with recessed controls, soft door handles and padding on the back of the front seats were introduced as safety features on a range reduced to the Eight two-door coupé and four-door saloon and a total of 4 600 units were produced.

But it was the last hurrah. In 1937 the Airflow was discontinued, having failed to capture the imagination – and cheque books – of the people. The design was considered too advanced, too different at a time when Americans sought stability rather than innovation. Quality issues with production of the all-steel body – a rare item at the time – was also a negative. Sadly, Chrysler's bold move was short-lived and proved to be a step too far ahead of its time, the wind-cheating survivors serving only as a stylish reminder of what might have been. 🏠

Chrysler built a wind tunnel at its Highlands Park facility and by April 1930 it was reported that at least 50 scale model concepts had been tested with the cooperation of flight pioneer Orville Wright



# LA DOLCEVITA



The step-through scooter is a design concept that gained momentum after World War II with almost every first world nation giving their take on the idea. Germany's voluptuous Zundapp Bella, Austria's reliable Puch, heck even the Yanks gave us the couch-like Cushman. Mainstream motorcycle manufacturers like Honda, Triumph and even Harley Davidson all dipped their toes, but ultimately only one nation could show the way: Italian flair and design at its passionate best.

**Words: Barry Ashmole**

**Photography: Ryno Fourie**





**I**t was the large number of the aforementioned American Cushman Motor Scooters used in Italy during the war that gave the inspiration for both Ferdinando Innocenti and Enrico Piaggio to pursue the idea of affordable, simple and robust personal transport, with the added benefit of weather protection. Style was simply a by-product of the design process. Both companies consulted ex-military engineer Corradino D'Ascanio to develop the idea and the aeronautical design influences in both are obvious.

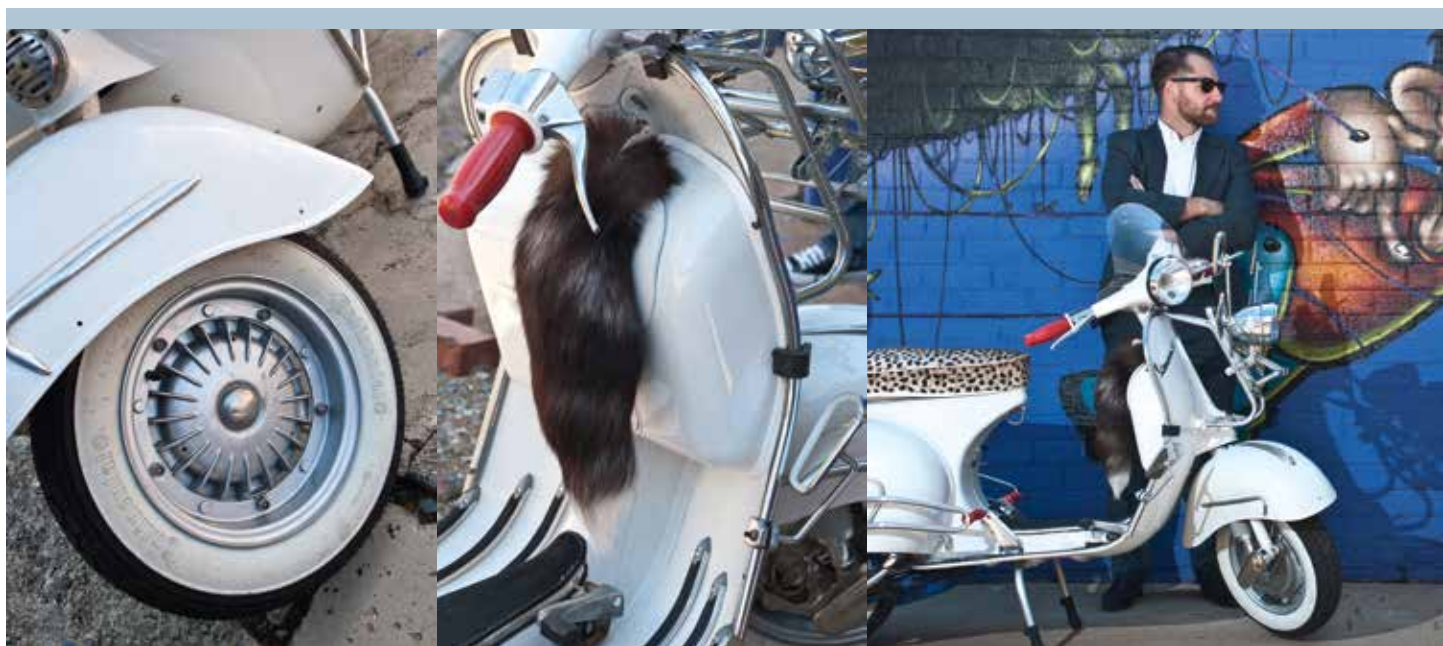
Piaggio & Co. Spa stuck more closely with the General's design, incorporating the revolutionary monocoque spar framed construction and efficient production line.

The prototype's styling as well as the high pitched buzzing sound of the two-stroke engine led the company's chief to remark "Sembra una vespa" (It looks like a wasp) – and so the scooter was named. With a public release at the 1946 Milan Fair, the scooter's sales began slowly, gaining momentum as the new idea took hold.

Innocenti chose to use a tube frame, thereby hoping to revive their pre-war steel tubing factory at the same time. Featuring a frugal 123cc fan-cooled engine, pillion seat and capable of 45mph the Lambretta 'A' was launched at the 1947 Paris Motor Show and was soon a hit. Named after the Lambro river which flows past the Milanese factory the scooter offered serious competition to Vespa

and through the next two decades both manufacturers went head to head to outdo one another.

The real competition between the two brands played off in Britain from the late fifties onwards, with Vespas and Lambrettas being the favoured mode of transport for a sharp suited subculture that was finding its expression at the same time. Rooted in beatnik culture, and with a keen sense of style and fashion, Mods chose the Italian scooters for their continental finesse and clean lines, often accessorising them with extra lights, luggage racks, mirrors and custom paint. Over the years both scenes enjoyed a number of revivals, most notably with the release of the 1979



## GERARD HABIB'S 1963 VESPA GS 160

**B**y the time Vespa launched this model in 1962, the scooter market was beginning to see a decline brought on by growing affluence in Europe and the preference for cars over two wheeled transport. Still regarded as one of the pinnacles of design in the Piaggio range, the styling, elegance and beauty have stood the test of time.

"I am not sure exactly when the passion started. One of my earliest memories is the pharmacy delivery scooters at the shop near my gran's house," Gerard recalls. "Some time after – I was about

15 – I bought a Geoff Rowley flip skateboard with a picture of him on his Mod scooter and I was hooked again". With his father dead against any two-wheeled vehicles, it was on a trip to the East that Gerard really got to experience the joys of open road sights and sounds on a scooter. On his return he decided to hunt down the awesome Mod machines of his dreams.

"I joined the club and at one point we decided that a roadtrip to Cape Town would be a worthwhile experience," he relates. Quite how worthwhile only really became evident when, in a backyard in

Oudtshoorn, he discovered both this one and a 1958 GS 150.

"To the dismay of my then girlfriend, I bought both of them and trekked them back to Joburg", he laughs. Said girlfriend is now his wife and the pile of parts is now his pride and joy, named 'Chocolate' after "the sweetest canine you could ever wish to meet".

The restoration took Gerard two and a half years, although that included four resprays before he was finally happy with the finish. Now running perfectly and looking the part, Gerard enjoys every opportunity to put it through its paces.

film version of The Who's Quadrophenia. In this century the demand for first generation Vespas and Lambrettas has skyrocketed, and finding early examples locally has become increasingly difficult.

Local chapters of the Vespa Club and their offshoot the Vesparados have been doing their bit to bring back to life, and keep in SA, as many of these two wheeled marvels as they can.

We caught up with a couple of the dedicated owners in downtown Johannesburg recently, with a view to getting the lowdown on each of their particular brand of choice. Pitching the 1963 GS 160 Mark II from the Pontedera factory against the Milanese TV 175 made a year earlier. 📍

Lambretta or Vespa really comes down to a matter of personal choice. With each group of *aficionados* engaging in friendly ribbing about the other's preferences:

- If you want to be able to get on and ride, look stylish and get to where you want to be, then get a Vespa
- Want something that has some real power and rides and handles like a proper bike, you'd better be looking for a Lambretta
- Certainly, just remember to pack your toolkit. Owning a Lambretta means working on it as often as you are likely to ride it.
- Point taken. But given that the old man Piaggio did state that his creation was aimed at women, we can understand where you are coming from.
- Cheap shot. But while we are out riding good luck finding one since the company went out of business in 1971...

And so it goes. Either way we'd be happy to get our hands on something packing this much style and panache. *E cosi bella!*



## JIM PLESTER'S 1962 LAMBRETTA TV 175 SERIES II

With his first introduction to scooters being a 150cc Zundapp Bella in Germany, Jim was just the right age to catch the second revival of Mod in 1980, wanting to emulate Ace Face's cool clothes and even cooler Lambretta from 'Quadrophenia'.

"My first scooter I purchased was a Lambretta 125DL, in a cardboard box, for the grand sum of 25 pounds", he tells us. "As I was sixteen, I could not legally ride the scoot on the road, till I was 17 years old. So that gave me 8-10

months to build it."

Buying the maintenance manual and learning as he went, the finished DL looked great in metallic red and silver with plenty of polished bits. Persuaded to swap it for a purple Vespa 150 Super that 'matched my purple tonic suit' at the time, Jim continued to immerse himself in a series of scooter projects, including a full-race-tuned 225 engined Vespa that was 'seriously quick'. Starting a family put paid to the habit for a while, but shortly after moving to South Africa in 2006 he found this TV 175.

"It was in average condition, but I did a full teardown and rebuild, including

a 12-volt electronic kit and a series III exhaust," he explains. Keeping the pristine TJ number plate, the rare scooter certainly looks, and runs, great.

"It is quite a rare bike, and quite sought after with only 35 000 of these having been built between 1958 and 1962", says Jim. "Probably worth about R50-R60 thousand if you could find one for sale!"

Jim has a few more Lambretta plans up his sleeve, including an Li150 with a RB250 kits that should be good for about 140km/h with 'mad acceleration' on the way there. We may be visiting him again soon!



# KEEP 'EM ROLLING



**Bob Hopkin** uses the example of a friend's 1988 Lamborghini Jalpa to illustrate the importance of regular use and maintenance of classic cars in keeping your fighting bull charging.

**W**hen retired estate agents John and Margaret Day decided to relocate from the Costa Blanca, Spain to the Southern Cape of South Africa 12 years ago there were some complex logistical issues to resolve. One of these problems, that many of us would love to have, was deciding the fate of John's collection of exotic cars. Over the years he had acquired and used an eclectic mix of European and American classics and, at the time of the move, his remaining stable included two Lamborghinis, an Espada in Spain and a Jalpa in England. The decisions came down to three choices: sell, store or ship to South Africa.

After much soul searching it was decided to sell the more rare 4-seat Espada and to keep the 2-seat coupé Jalpa in storage until the time was right to ship it to South Africa. Although regular return



trips to Spain via England meant that the Jalpa had some usage every six months or so, it stayed in Europe until 2014 when John eventually bit the proverbial bullet and brought it here.

The Jalpa, named, as always with this marque, after a breed of fighting bull, was the first 'small' Lamborghini, meant to appeal to clients who wanted a more affordable, practical and manageable vehicle than the range-topping Countach. Launched at the 1981 Geneva Motor Show as a derivative of the earlier Silhouette concept car, it was well received and considered to be a competitor to the Ferrari 328 GTS and the Porsche 911. Later in its life it achieved Hollywood fame through a black version being driven by Sylvester Stallone in the film *Rocky IV*. Fitted with

a mid-mounted 3.5-litre V8 producing 190kW, it was claimed to reach 100km/h in 6 seconds and a maximum speed of 234km/h. It continued in production until 1988 when new owners of the company, Chrysler, decided to halt sales after some 410 units had been produced, of which just 35 were right-hand drive. John's car being one of these, it is quite rare and one of just a handful in South Africa.

On arrival in Cape Town, John's Jalpa was undamaged and the body condition was excellent, helped by the fact that the bumpers, air intakes and engine cover were GRP mouldings from new. However, and this is the point of the story, mechanically the car needed urgent attention. While he had never abused the Jalpa in its use in the UK, the lack of regular exercise

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led to John's worries of overheating in early use and deterioration of exposed soft components of the cooling and ignition systems.

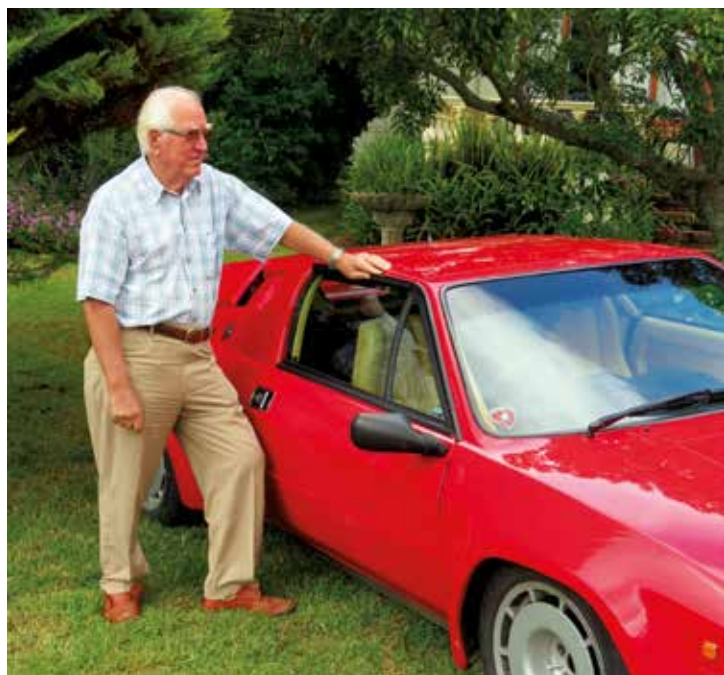
Sensibly, he resisted the temptation to put the Lamborghini straight back on the road and began a systematic diagnosis of the faults resulting from its prolonged storage. Some of the initial and obvious problems were a metallic rattle and a regular misfire originating from, he thought, poor carburettor balance. The rattle, fortunately, came from worn water pump bearings and was relatively easily fixed.

In the 1980s fuel injection was rare on production cars even as exotic as this, and to feed the 8 cylinders, Lamborghini had gone the classic route of one venturi per cylinder and fitted four twin-choke Webers – a real nightmare to synchronise. However, with patience and some expert help, the carbs were made to behave but the problem still persisted. Using the tried and tested diagnosis of either 'fuel or sparks', it came down to ignition problems. Even then the solution was not simple.

On the Lambo small V8 the spark plugs are deeply recessed into the cylinder head and the access holes sealed with rubber plugs. On this car both the plugs and the ignition leads had perished so much that the leads were shaking off and the 'sparks' were not getting through. Replacement of all the ignition leads eventually solved that issue. Replacing the spark plugs, while also necessary, was almost impossible *in situ*, as the front bank of the transverse V8 almost touched the cockpit bulkhead. This John resolved by cutting a small access panel behind the seats. Clearly Lamborghini expected owners to have the engine removed for servicing!

Further running revealed overheating concerns so the decision was taken to remove and strip the motor. Detailed examination revealed that old antifreeze had failed to stop cylinder head corrosion and additive aluminium welding was needed to restore the water passages. New valves, timing chains and gaskets completed the rebuild.

Some months on, and now into 2015, the

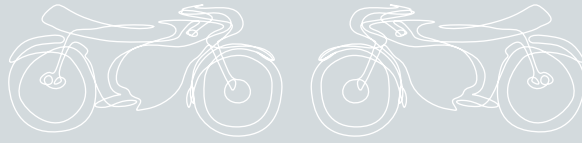


baby 'Lambo' is running well with just a few remaining issues, with an occasional misfire, heavy gear change and a small gearbox oil leak to resolve. John's experiences do provide a memorable example that classic cars at the cutting edge of contemporary technology at the time do need constant care and regular use to keep them in good form. With computer-engineered modern cars and long-life consumables such as synthetic oils, tough drive belts, brake pads and spark plugs, we tend to take reliability

in daily use for granted.

Fortunately the Days' Jalpa story has a happy ending as it was much admired at the 2015 George Old Car Show and featured in a story of the show in a major national newspaper. John and Margaret now use the car regularly and it still turns heads on the Garden Route. These Lamborghini fighting bulls may be temperamental and sometimes costly but tender loving care, and perhaps a few red rags, are all that is needed to get them charging again! **C**





# TIDDLERS WERE TOPS!

The worst thing that ever happened to motorcycling in this country was when, in the '90s, the importers, dealers and their customers persuaded government to scrap the existing 50cc buzz bike licence legislation and allow 16-year-olds to kick off their two-wheeled lives on 125cc machines that cost twice as much as a 50 and went almost twice as fast. **Gavin Voster** reckons that in one fell swoop we killed off the best possible tool for attracting future generations of keen motorcyclists.

When I was in Matric in 1972, there were about 600 kids at my school and 60 or so buzz bikes parked outside – that was about 20% of those over 16 years old

Youngsters from relatively impecunious families could learn to ride, learn to crash and learn to repair their own machines without it literally costing an arm and a leg. When the new legislation went through the number of youngsters taking to motorcycling shrank drastically. Parents didn't want to see their kids doing the sorts of speeds that 500cc machines aspired to in the sixties, and at around the same time the law was changed to allow 17-year-olds to obtain the learner's licence for cars. Deals were struck between parents and kids that if the youngsters waited just one year longer they'd be rewarded with second-hand Fiat Unos or

similar that cost less than a new 125cc motorbike – and as a bonus had a back seat for recreational activities. The buzz-bike market curled up its toes and died instantly. When I was in Matric in 1972, there were about 600 kids at my school and 60 or so buzz bikes parked outside – that was about 20% of those over 16 years old. When my son went to high school in the late '90s, I was surprised to see that his school of 1200 boys had no more than half a dozen motorcycles parked outside at any time.

Mopeds, as they were incorrectly called in those days, were brilliant. They were cheap, they were easy to maintain and they were usually cheap to fix when the inevitable crashes occurred. In my two years on first a



Kork Ballington aboard his Honda C110.

50cc Yamaha, and later a five-speed Suzuki AS50, I never had to ask my folks for a lift anywhere, and neither of those bikes went anywhere near a dealer except to buy spark plugs, pistons, rings and tyres – we could change all spark plugs every couple of weeks and replace pistons and rings every few months on our own. The tiddlers, with their 95km/h top speeds, also allowed us to undergo our apprenticeships in falling off in relative safety, and if our parents agreed to it we probably could have even started racing without bankrupting the family. People like Kork Ballington and Jon Ekerold started tuning and racing on their street bikes, took themselves off to Europe as privateers and became world champions

within a few years.

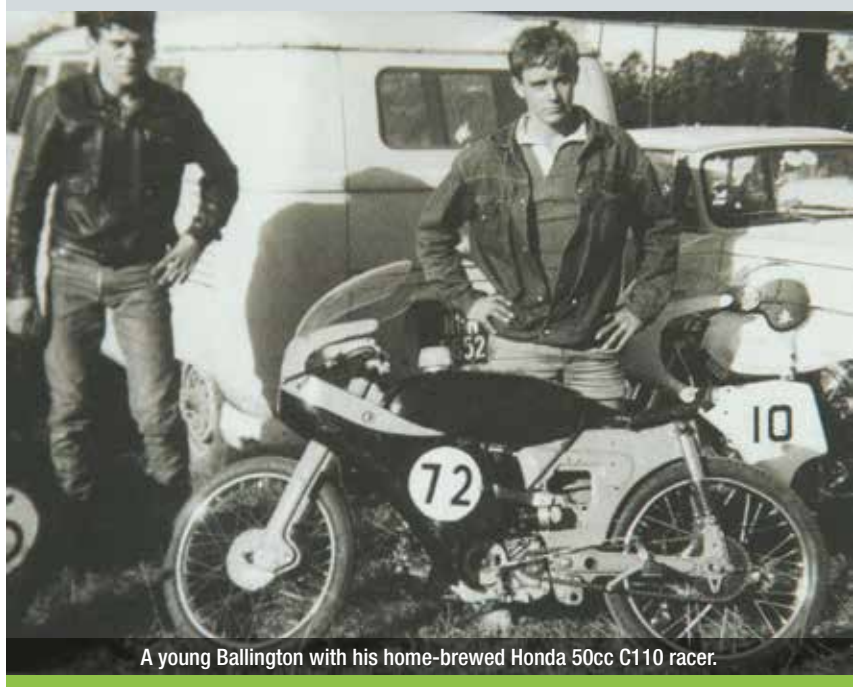
A yardstick for engine tuners in those days, and for many years afterwards, was that 100bhp per litre was about as far as you could go when tuning any engine for racing, after which it became fragile and unreliable. The Suzuki AS50 and five-gear Honda Fury SS50V OHC motors of the late '60s and early '70s put out a claimed 6bhp, which works out at 120bhp per litre, and they were very reliable if you take into account the abuse they suffered. A few weeks ago I had a Mercedes-Benz S65 Coupé AMG with a six-litre V12 biturbo on test. That gorgeous engine delivers 630bhp (463kW) of power and is restricted to 1 000Nm of torque to spare the drivetrain. It hauls that big 2.5

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Gavin Foster powering his Suzuki AS50 round Rover Kart Club in 1972.



A young Ballington with his home-brewed Honda 50cc C110 racer.

The 50cc motorcycle we used to go to school in the '60s and '70s was a technological marvel. It would knock the socks off any standard road-going 125 of a decade earlier, and that technology was born on Grand Prix circuits around the world

ton body up to 100km/h in 4.1 seconds and would carry on to around 300km/h if the electronic nanny was overruled. The V12's output per litre is just 105bhp, though, with 12 cylinders, two turbos, fancy electronic engine management systems, modern metallurgy and highly developed lubricants and fuels. The second-hand 1970 AS50 that I paid R100 for had a more efficient engine than a R3.1 million Mercedes 45 years later! Today's one-litre MotoGP bikes put out about 250bhp which makes the old 100bhp adage seem like nonsense, but in the Day of the Tiddler that wouldn't have shaped.

The 50cc motorcycle we used to go to school in the '60s and '70s was a technological marvel. It would knock the socks off any standard roadgoing 125 of

a decade earlier, and that technology was born on Grand Prix circuits around the world. When the Japanese arrived with their 50cc and 125cc racers in 1959 everybody looked hard and then laughed. Then they started winning, on racetracks and in the showroom, and that was largely because of the way the Japanese machines grew to dominate Grand Prix racing. It was also the Day of the Tiddler, with an array of hi-tech miniature machinery that's never likely to be seen again. Tohatsu is not well known today, but they surprised the world with a startling 50cc twin racebike in late '62, that was the only 50cc twin ever to be offered to private buyers. It was fast but fragile, and when Tohatsu went bankrupt in '64 the engine design was taken up by Bridgestone, who



Kork's pride and joy amongst his GP bikes.



Michio Ichino on Suzuki 50cc twin RK65 during the 1965 Isle of Man TT.



Suzuki 50cc triple - the only one ever built, probably since destroyed by the factory.



Suzuki 50cc V3 triple engine.



Honda 50cc twin engine.




Pietermaritzburg's Pat Duckham with his restored mid '60s Yamaha and Honda 50s.

solved some of the reliability issues and took the 18 000rpm rotary-valve ten-speed engine racing again, without much success.

Honda responded in '63 by building the four-stroke RC112-RC115 series of 50cc twins with twin-overhead gear-driven cams. The final version of this world championship winner revved to 22 000rpm and produced 15bhp that was good enough for 168km/h in tenth gear. It had neither drum nor disc brakes up front, but relied on bicycle-style calipers clamping on the front rim. At the 1966 Ultra-Lightweight TT, Ralph Bryans lapped the Isle of Man circuit at an average of 85.66mph or 138km/h – a record that has never been broken. Honda also built a five-cylinder 125 that was basically 2.5 of these little marvels in one

crankcase, producing 30bhp and good for almost 220km/h.

Suzuki, too, built a 50cc GP twin in this era and their final version, the 14-speed RK67 in 1967, pumped out 17.5bhp and reached a top speed of almost 180km/h. That's an awesome 350bhp/litre but even that wasn't enough. For 1968 the factory conjured up the RP 68 50cc three-cylinder two-stroke engine – a V3 design that delivered 19bhp and had such a narrow power band that it needed a 14-speed gearbox to keep it on the boil. That sadly never raced, because the FIM changed the rules to limit 50 and 125cc machines to but a single cylinder and six gears for 1968. Honda, Suzuki and Yamaha all withdrew from Grand Prix racing and the golden era came to an end. 





# SLOW & STEADY

Sadly, or perhaps thankfully, **Stuart Grant** was not allowed a 50cc bike for the school run and instead of a second-hand Uno, he got a pranged 1969 BMW 2002 in Standard 8, tidying it up in time for the Matric commute. But his desire for a 50cc snot-separator (what the parents called them) never left and the search for one began earlier this year.

**B**y the time I was at school the Japanese were all the rage with the Honda MBX, Suzuki RG and Yamaha RZ the pick of the bunch. For those looking to go on and off road Yamaha had the DT. MBX in black with red was the one I wanted and still do. But as they were owned by scruffy youths, there aren't many unmolested items around today. Those that are in top nick have already been snapped up by collectors. The search for a Honda 50cc did however bring an odd Honda solution to the fore – the pictured Honda Express pair.

No, they aren't as exciting as an MBX with moth balls in the tank (despite the lunch break chat, the addition of naphthalene does nothing for 2-stroke performance) but with 300km on the clock and all the original

stickers and paint, are a real time warp set that deserve preservation. As the only thing express about the Honda is the sticker, there will not be too much terrorising the neighbourhood on the way to the café. While I'd never noticed any Express until now it seems that, if the hordes of people that have since told me they owned one are anything to go by, a number of them headed to SA during the late 1970s and early '80s.

With the fuel crisis of 1973 hitting the average motorist's pocket hard, the small scooter market took off. The Express, or NC50, was one of Honda's solutions. As many of the planned customers might never have ridden a motorcycle, the firm opted for an automatic transmission and instead of the usual task of pre-mixing 2-stroke oil and petrol, the Express featured a diminutive oil pump to

self-dose the mixture. Power came from a single-cylinder 49cc air-cooled two-stroke and initially drove the wheel via a centrifugal single-speed clutch. Towards the end of production in 1980, a 2-speed automatic version was added and by the time the Express II or NA50 hit the roads in 1980, the manual choke was changed in favour of an automatic choke, and the points, ignition and a spring starter were replaced by a kickstart and capacitor discharge ignition. Express II also saw a higher compression ration but the top speed of 48km/h was shared.

Other differences between NC and NA versions included a 'comfortable seat', taller handle bars, and bigger petrol tank. When the NA was dropped in 1981, an NX50 and NU50 hit the roads with a new engine featuring a larger reed valve block and belt-drive which



were said to be good for 56km/h. If you splashed out on the top specification NU50m you got electric start, 12v battery, cdi ignition, an alternator, oil tank indicator, heftier shocks and larger wheels.

Starting these 1979 NC versions took some Googling. Fuelled, oiled and choked I cranked the 'kickstart' once and nothing happened. I kicked it twice and then thrice. By the fourth kick the 'kickstart' jammed. Confused, I fired up the computer and found the solution – when the 'kickstart' goes solid, pull the rear brake lever and boom! – the 50cc burst into life with the best smell ever.

It turns out the 'kickstart' winds up a mechanical spring and pulling the brake lever releases this, turning the engine like a string on a lawnmower. Twisting the accelerator results in smooth pull off thanks to the

centrifugal clutch, but steep gradients need you to walk the bike off the line. A sticker warns not to carry passengers and I doubt an Express would pull two adults anyway. On the flat I've managed to max speed at 40km/h (just 8km/h shy of the claimed top speed). It is not the fastest but better than pedalling a bicycle and means that the drum brakes (not much larger than a R5 coin) are adequate clamps. The light frame and lack of any real gyroscopic action make manoeuvring the bike a breeze for anyone who has ridden a bicycle and handling is on par with my mountain bike, with only the 35-year-old tyres giving me second thoughts when cornering.

A proper buzz bike MBX will call again but for now this pair will keep the 50cc bug in check and I will get to my schoolboy dream eventually – very slowly but surely. 🏍️

As the only thing express about the Hondas is the sticker, there will not be too much terrorising the neighbourhood on the way to the café





Gavin Ross from Norbrake and Bilstein's Ted Garstang confer ... it wasn't a happy meeting, but a solid plan of action came from it.



BMW purists will be pleased ... we've canned the VW rear caliper idea and will revert to an E30 set-up, complete with internal, drum-type handbrake mechanism. Will need some refurb work though...

# GETTING A HANDLE ON IT...

Words and images by Adrian Burford

**M**y father, fondly known by some as Big Ed, Chief Mechanic, has a saying when he encounters cars that make him want to pull out his few remaining strands of hair: Such cars have 'more problems than a hippopotamus with chapped lips...'

That's where we are with Project 2002 and there are suspension complications at either end. Fortunately, nothing is insurmountable, but it'll cost money and time – two things in short supply right now. The time issue is that we want to display the car and wrap up the project at Cars in the Park, which is 1 August at Zwartkops. That means we will have overshot our original deadline by almost 13 months, and James Burford's 18th birthday present will probably not turn a wheel – under its own steam – before his 19th birthday.

Fortunately I have two good men in

my corner: Norbrake's Gavin Ross and Bilstein's Ted Garstang. Being an all-round suspension guru, Ted had a look, took some measurements and made some calculations and came back with the bad news. Without going into too much detail, we clearly should've consulted him much earlier on, rather than simply coaxing him into being a project partner and supplying a set of 2002 shocks.

Fundamentally, the problem at the front is that the E46 rack is too long and the steering arms too short and in all likelihood the car will have severe bump steer. We're going to have to shorten the rack, and even if it means a large turning circle, that's better than unpredictable handling.

At the back, we need to modify the standard shocks so that they can reach the mounting points on the E30 trailing arms and still have sufficient travel, while both the upper and lower ends of

the shocks will need to be fitted with suitable bearings so that they can run at an angle for which they weren't originally designed. All Ted's cunning and guile will be required here.

Adding to the gnashing of teeth is the realisation that VW Polo calipers won't work. As a result, E30 calipers and associated handbrake gubbins have been sourced, but it's all in a pretty sad state (let's not forget that the E30 went out of production nearly 25 years ago!), so there's going to be work at Norbrake to make it all serviceable.

Finally, the conclusion has been reached that there isn't enough room behind the glovebox for the boosters, and they're now going in the boot – one either side, which is going to make the hydraulics and vacuum requirements a little more complicated than originally envisaged!

And all in all, that's enough to make even a hippo's problems seem insignificant...



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# LUNCH WITH LEGENDS

If you were in the Benoni area on Saturday 28 March you would have heard the festivities coming from Steve Koterba's Chequered Flag Motor Museum from midday on Saturday until early the next morning. **Roger McCleery** played Master of Ceremonies and sums up the day.

He gets together a huge number of the iconic legends from the Golden Era of motorsport in South Africa – the '60s, '70s, '80s and '90s. They come from all over South Africa and the world

The occasion was the 3rd anniversary of the opening of the museum built and stocked by one the country's biggest motoring and motorsport fans, Steve Koterba. He achieved what no other area of motorsport has accomplished (other than a Christmas lunch at the Yacht Club in Natal). What is so special about this day of Steve's? He gets together a huge number of the iconic legends from the Golden Era of motorsport in South Africa – the '60s, '70s, '80s and '90s. They come from all over South Africa and the world to enjoy 'a tjoop and a dop' with Steve and his wife, Val. But in truth it is far more than that – the hospitality is unsurpassed.

Overseas guests included Basil van Rooyen (Superformance) and Mike Briggs from Australia, and Bernie Telanus from America. Sarel van der Merwe, Koos Swanepoel Snr and Jnr, Chris Aberdeen, Robbie Smith, Dave Kopka (Mazda Rotary man) and Scamp Porter (Renault fame) arrived from Cape Town, while Mike White (Kenton-on-Sea), Richie Jute (Wilderness) and



Lunch with legends.



Steve Koterba, Basil van Rooyen, Bernard Tilanus, Peter Gough.



Geoff Mortimer and Bunny Wentzel.



The latest rendition of Kyalami revealed.



What it is all about – race memorabilia.



George Fouche and Jan Hettema.



Don Bruins, Brian Rowlings and Paul Pereira.

Piet Bredenhann (Durban) also attended the occasion.

Locals were Ian and Jaki Scheckter, Jan Hettema, Toby Venter (Kyalami), Grant McCleery, Peter Corna, Bobby and Neville Scott, Geoff Mortimer (SA's No. 1 all-rounder), Johan Coetzee Snr and Jnr, Quinton Main (Rory Byrne's big chum), three generations of Van der Lindes – Hennie, Shaun and Sheldon, Arnold Chatz, Libero Pardini, Luigi Divideo (Dave Charlton's engineer) and Peter Lanz. There were engineers: Basil Green (Piranha) and Peter Frost (V8 engine builder), Louis Cloete (Roof of Africa), Rad Dougall and Fanie Viljoen's wife, Marge. Bunny Wentzel (Renault and models) was prominent as well.

Motorcyclists included Keith Zeeman and Freddie van Niekerk, plus MotoX stars Wayne Smith and the Larney brothers, Robert and Geoff, and Andrew Thompson – to name but a few.

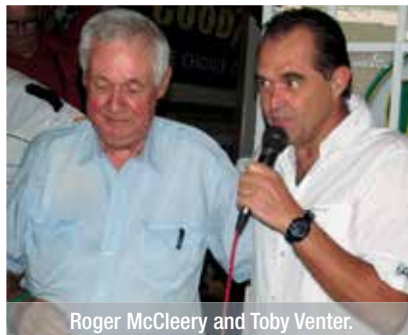
Sarel van der Merwe and Ian Scheckter regaled us with inside stories about their careers; Jan Hettema provided musical entertainment; and Toby Venter







Gary Dunkerly and Clive Rice.



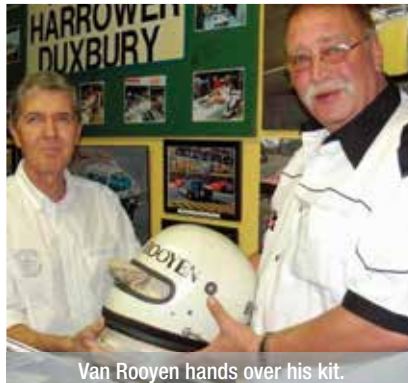
Roger McCleery and Toby Venter.



Steve Koterba and Robbi Smith.



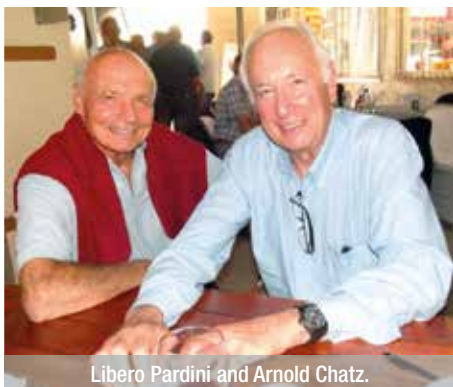
McCleery, Jan Hettema, Sarel van der Merwe.



Van Rooyen hands over his kit.



Billy Maloney.



Libero Pardini and Arnold Chatz.



Good food, drink and people.



Giv Giovannoni's race gear finds a home.

showed us the map of the new Kyalami (Mk 4). Meanwhile, Koos Swanepoel and Basil van Rooyen were still arguing over the specs of the springs of the Lotus Cortinas and Mustangs they raced against each other 50 years ago. There was just too much going on during the afternoon as everyone met old friends and swapped stories.

This is now one of 'the' events on the motorsport calendar. Just to be invited is an honour and if you can crack an invite in 2016, consider yourself very lucky. Not many other countries have this type of enjoyable and informal get-together with some of the greats. It is truly one of the great motoring and motorsport events held in the world.

The museum is unique with cars, bikes, models, photos, posters, a Buccaneer aircraft jet engine and so on. It is a South African motoring paradise. 📍

Sarel van der Merwe and Ian Scheckter regaled us with inside stories about their careers; Jan Hettema provided musical entertainment; and Toby Venter showed us the map of the new Kyalami



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# A WELCOME RETURN



Circuit racing officially returned to KwaZulu Natal on 11 April when Dezzi Raceway in Oslo Beach hosted Round 2 of the Midas Historic Tour – a truly historic day considering it has been some 40 years since the province has had an active racing circuit. Longtime motorsport correspondent **Colin Windell** was there with pen in hand while **Ilani Vonk** photographed the action.

Colin Ellison (Chevron B19).

**G**lorious sunshine with not too much humidity and little wind made conditions ideal for racing. The 5 000 or so paying spectators who trooped into the circuit confirmed the people of KZN wanted racing back in their province – and the Tour certainly provided a wealth of action for them.

## ENDURANCE RACE

As the last item on the programme for the day, the Endurance event slipped inexorably closer to being a night finish, as earlier delays pushed the start time further into the late afternoon. It goes without saying this was also going to ensure the frontrunners did everything they possibly could to get ahead and build a comfortable cushion before darkness, and the opening laps saw frenetic wheel-to-wheel action between the Jaguar-powered Juno with Duncan Vos at the wheel and the Tiga piloted by Dino Scribante.

The lead swapped several times before the duelling frontrunners caught up with the tail end of the field and became immersed in the traffic. Vos was in second place at the time and managed to get himself boxed in,

dropping 12 seconds to the Tiga in one lap.

“I really thought that was it,” Vos explained. “With all those cars it seemed like an impossible chase to make up that time — all I could hope was that he would mix it with more traffic and get held up.”

Then the safety car came out shortly before mid-distance while a stranded Alfa Giulietta was moved out of the way and the resultant rush to the pits gave Vos his chance – the Juno team did a superb stop to put Graham into the driver's seat and got their car out well ahead of the Tiga.

The race between the pair then fell away as the Tiga returned to the pits with what seemed to be engine issues, while Graham Vos kept up the pace and stayed ahead for the remainder of the race.

The Vos pairing finished the race nearly a lap ahead of Sun Moodley's Porsche 911 GT3, with Jeff Gable and his Birkin 7 another lap down, but just three seconds clear of Peter Jenkins in another glorious Chevron B19.

The Dezzi 1 Hour, which is the second of six races in the 2015 African Endurance series, also saw a most successful debut for the new Alfa Romeo team. John McLachlan drove a trouble-free race to win the all-



Packed pits and glorious coastal weather.

important Index of Performance prize as he brought the company's new race GT home a fine seventh overall and first saloon car home, just over a minute behind the battling Gable and Jenkins and well clear of the next tin-top finisher.

McLachlan and his Alfa were chased home by the unrelated Mike McLoughlin's Backdraft Cobra, which in turn ended 18 seconds clear of the Harper/Thorne Harper Type 5, itself a similar margin in front of the Pickering/Theron Porsche 910, with Albert Jacobs next home in his Birkin 7. Fred de Kock's Nissan 370Z was the second saloon car home, while JP Bredenhann's Mini fought off Terence Ehlers's Golf to be the third tin-top home.

Scribante however set a blistering 1 minute 17.335 second lap record before his problems. Others to suffer trouble along the way were Stefan Puschavez's Porsche and Mickey Schmidt's winged Corolla.

#### PRE-66 & 84 SGT/ LITTLE GIANTS/ TRANSAM/CLASSIC THOROUGHBREDS

With four races in one, keeping track of the action was no easy task but Jonathan du Toit in his gorgeous Chevron B8 made

the task easier by running out overall race winner in both heats. The bulk of the racing action came from the scrap between the Peter Jenkins Chevron B19 (Pre-84 Sports & GT Class A), the Backdraft Cobra of Mike McLoughlin and the (ISP Class A) Lola T70 of Colin Clay.

Jenkins claimed second overall in the first heat with McLoughlin, taking that place in heat two. Clay finished third overall in both encounters, with Jenkins relegated to fourth in that second race. Mark du Toit (Lola T70 Spider) and Rui Campos (Porsche 911 RSR) had their own two-race battle, also holding off challenges from Fred Konig (Porsche 911 RSR). Not a good day for Tony Martin, who managed only four laps in the two heats in his Backdraft Cobra – later going out early in the Endurance Race with apparent gearbox issues.

Grant Duckham (Thoroughbred Class D) had a superb run in his Ford Escort MkII, winning both heats and taking overall honours ahead of Rodney Ubsdell in a Ford Escort, while overall honours in Thoroughbred Class E went to JP Bredenhann's Mini. Colin Green (Mazda 323) stayed the course to win Thoroughbred Class

F overall ahead of Glen Tayfield in a Morris Cooper S, with honours for the day in ISP Class A going to Colin Clay's Lola. Jonathan du Toit won ISP Class B, with Chad Ten Doeche taking the honours in Little Giants Class D in his GSM Dart from Steve Truter.

Overall in the Pre-66 classes Mark du Toit won Sports & GT Class A ahead of McLoughlin, with Dennis McBeath (Mpiti Renault) taking honours in Sports & GT Class D ahead of Gary Swan (Cobra SC) and Clive Densham's Alfa Romeo GT. Sports & GT Class G went to sole runner Les McLeod (MGB) with Sports & GT Class A the domain of Jenkins, followed by Campos and Tony Martin. Class C was taken by Konig, followed by Stefan Puschavez (Porsche RSR) with Pierre de Waal the lone survivor of Class D in his Alfa Romeo GT.

Finally, in TransAm Class F it was Werner Vonk (Ford Escort) ahead of Mike Green (Alfa Romeo GT).

#### HISTORIC SALOON CARS – ABCDE

Although he failed to finish the first heat, Grant Duckham (Ford Escort) set best lap times for the category in both heats. He won the second encounter and set the





Riaan da Ru (Ford Prefect) and John Martin (Alfa Giulia).



Dorian Garvie (BMW 1804) and George Adalis (Alfa GTA).



Chris Wooley (74 Lotus 7) battles Jacques Loumeau (42 Lotus 7).



Harry Lombard (VW Beetle).

## WATCH THIS SPACE

Very few people can claim to have a landing strip, two drifting circuits and a full race circuit in their front garden – which also has a view of the sea. This, however, is the reality of Dezzi Raceway, where owner Des Gutzeit is most often found ‘hands-on’, driving a grader like it was a Skyline GTR doing the Simola Hill.

Dezzi is an evolving entity. Literally starting life as an airstrip, it got a couple of wiggles to allow Des and his son Jade to do some testing of their hillclimb and race cars. Liked by the Drifting fraternity, the evolution moved to hosting Drift events and grew further with the ambitious project to provide a home for circuit racing in KZN.

11 April 2015 was the inaugural first full race day. With nearly 200 cars to manage, it was to provide a stern test of the facilities and the race management entities. Did it pass the test? Darn sure. There were obviously some issues, but since

hindsight is the precursor to foresight, it needed those issues (and fortunately the only injuries were to pride) to highlight things that will need fixing or changing before the next major race meeting.

“I am very happy with the way our inaugural race day went,” a delighted Des Gutzeit said on Saturday evening. “We estimate that around 5 000 spectators came through the gates and while we did have some teething problems, we were able to accommodate and feed them quite comfortably. We have already identified things that need to be done as well as how we can improve the spectator areas and increase capacity to at least 8 000.”

Detractors and naysayers should understand that Dezzi Raceway is one man’s work. It is the work of a true enthusiast and everything being done at the circuit comes from a strong desire to bring motor racing back to KZN.



John McLachlan (Datsun 1200GX).



Werner Vonk (Ford Escort).



Johan Bel (Lotus 7) and Colin Kean (Mercedes-Benz 280CE).



Duncan and Graham Vos (Juno SS V6).

benchmark time at 1m26.718 (an average of 116.24km/h) – and naturally won overall for Class B.

Sadly, Pierre de Waal (Alfa Romeo GT) could not repeat his first heat win and had to be content with a fifth place finish, allowing Werner Vonk (Ford Escort) the Class D overall honours after the latter's consistency earned him a second in race 1 and third in race 2. De Waal was second overall, followed by Jannie van Rooyen (VW Scirocco) and Alistair Johnstone (Datsun GX).

Peter Lindenberg muscled the monster Ford Fairlane into third overall in the first heat, beaten back to sixth place in the round, but it was still enough to take Class C overall honours ahead of Anton Raaths (Mazda R100) and Oliver Broome's Chevrolet SS. In Class E, two sterling showings from Meredith Willis (Ford Escort) earned him the race and class win

for the day, followed by Steve Truter (Ford Escort), Wesley Rautenbach (Datsun GX) and Jimbo Bennett (Ford Capri).

#### HISTORIC SALOON CARS – FGH

The other half of the Willis brothers, Quentin, in his immaculately turned out Ford Escort, won both Class F races to take overall honours from Wayne Lotter (Ford Escort), Marius Verwey (Datsun GX) and Mike Green (Alfa Romeo GT Junior). Ian Morgan (Mercedes-Benz 280E) took first overall in Class G, powering to victory over the Anglia of Mathys Nel and Marco Verwey (Fiat 124). Class H went the way of Riaan de Ru (Ford Prefect) ahead of George Adalis (Alfa Berlina), while the lone finisher in Class E was Les McLeod (MGB).

#### HISTORIC SINGLE SEATERS

Ben van der Westhuizen (Royale RP21) took overall honours, beating out Chris Clarke

(Titan Mk4) and Des Hillary (Dulon MP15B), with Ron Liddiard (Lotus 51A) taking fourth place ahead of Steve Crook's Van Diemen.

#### LOTUS CHALLENGE

If ever frantic action can be guaranteed, it is when the large field of Lotus 7s takes to the track and the action at Dezzi was no different, with plenty of happenings all through the field. At the end of the day Rob Gearing won both heats and took overall honours, with James Forbes achieving a fine second after chasing Gearing hard through both heats – always under pressure from Jeff Gable and Glen Clark. The latter two each picked up a third place and a fourth place in the heats, with Clark getting third overall for the day with a slightly quicker total race time.

In Lotus C it was Sean Allen ahead of Mark Further and Dave Verwoerd with Juan du Toit winning overall in Lotus L ahead of Andre du Plessis and Johan Nel. 🏆



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### TOWING THE LINE

After reading about the Jaguar E-Type and Austin Healey pulling trailers from Rhodesia, I thought to let you know about my 1961 Alfa Romeo Sprint Speciale. The car belonged to Chris Coxwell from Bulawayo who also decided to leave Rhodesia in the early eighties. Because of the one-car rule he decided to bring down his Alfa. He fitted a tow bar and towed a light trailer down to Somerset West. I bought the car from him a year after he arrived and still own the car. I am including some photos of Chris on his way down from Bulawayo.

*Regards*  
*Pietie Smit*

*Brilliant story, Pietie, thank you. Tales like these make for interesting reading and add so much value to a car. Not that the Sprint Speciale needs much more as it is a prized bit of kit already. Keep the old tow vehicle running and in line. Thank you for the letter and support.*  
*Stuart*



### SCRAP AT GOODWOOD

It was with great interest that I read about a South African Spitfire that participated in the Freddy March Aviation display during the 2014 Goodwood Revival Meeting (*On your marks, get dressed, Go! Classic and Performance Car Africa*, December/January 2014/15).

I remember this aircraft well as it stood on a pylon at the Barnett's scrapyard in Salt River, close to the Ysterplaat Air Force base

where I was stationed in the late 1970s as a young (non-flying) second lieutenant in the South African Air Force (SAAF). The Spit was often the object of discussion in the pub of the officers' mess, it being known among the veterans that the owner, Mr Harold Barnett, had been a Spit pilot during the Second World War.

Some Internet research revealed that the Spitfire was built in 1943 as an Mk IX (serial number 5631), and transferred to the

SAAF in 1949. After being written off due to an accident in 1954, it was bought by Mr Barnett as scrap. It lay abandoned in his scrapyard until the legendary Colonel Peter McGregor, officer commanding the newly-established SAAF Museum, approached Mr Barnett with a view to obtaining a Sikorsky S51 helicopter that was then mounted in front of the scrapyard. A deal was made: in exchange for the Sikorsky, the first helicopter type used by the SAAF, the Atlas Aircraft



Corporation would restore the Spitfire, then only a fuselage without wings, and mount it in front of the business in the place of the Sikorsky. The SAAF Museum staff also discovered a virtual treasure trove in the scrapyard, including four Spitfire fuselages, six Spitfire wings and a tailplane, as well as a Rolls-Royce Merlin engine. Also found were parts of a Beaufighter and a Kittyhawk and an engine from a Beaufort and several Anson engines.

After gracing the business premises for a number of years, the Spitfire was eventually sold to the United Kingdom after Mr Barnett retired from the business. According to some sources it also went to Canada, the USA and New Zealand. Eventually it was fully restored into flying condition in the United Kingdom and flew in 2005 for the first time since its crash. It is now based at the historic Battle of Britain fighter airbase, Biggin Hill in southern England, being known as 'Spirit of Kent'. The Sikorsky is still on

display at the SAAF Museum at Swartkop Air Force Base outside Pretoria.

Mr Barnett received his wings from 24 Air School at Dunnotar near Springs in November 1941 with an 'above average' assessment. First posted to the North African theatre with No. 2 Squadron SAAF, nicknamed the 'Flying Cheetahs', he flew Kittyhawks, crash landing twice, before the squadron was transferred to Sicily and later to Italy, by now equipped with Spitfires. He returned to South Africa as a flying instructor in 1944, before being demobilised and moving into business.

It seems that Mr Barnett had, like the legendary cat, nine lives and was apparently also a petrolhead. He once crashed his MGB into Zeekoevlei, spending quite some time underwater before surviving that ordeal as well!

The newspaper photo shows a happy Mr Barnett after the Spit returned from its Atlas restoration and was mounted in front of the scrapyard. In the other photo, taken

in 1979, the 'Flying Cheetah' logo of No. 2 Squadron can be seen on the front of the fuselage, the plane having been painted during the restoration in the wartime colours of No. 2 Squadron, representing a plane flown by Mr Barnett.

Four years ago I was at the Revival, two Spitfires droned overhead as the rays of the setting sun were catching the clouds above the historic racetrack that served as a fighter base during the war ... heaven!

**Regards**

**Andre Stemmet**

*An amazing story, Andre, thank you. I recently went around Johannesburg spotting old classics mounted as billboards for companies but only found a Ford Prefect and Goggomobil. Nothing as special as a WWII icon but still eye-catching. Glad to hear the Spitfire was eventually restored though and back doing what it should be doing, like all classics deserve.*

**Stuart**

## CANAM MAN

I have not visited SA for many years, having been in Sydney for the past 28. I was invited to donate my race gear to Chequered Flag – a new memorabilia museum in Benoni, on 28 March 2015. Giorgio Cavalieri then kindly hosted a dinner 'in my honour' no less, for 18 guests at his amazing home, and his display of models was like I had not seen before. Arnold and Joan Chatz put up with me for my stay, and Arnold flew us up to join Bunny Wentzel at his lodge at Olifants Game Reserve for 4 days.

I returned on Sunday. Imagine my surprise when I read your article on my departing day about my brainchild from 45 years ago! It was most enjoyable and nostalgic. I thought I would set the record straight on a few minor issues, and add a few, which would not have affected the impact of an excellent article in any way.

When I set about convincing GM, whose charter forbade motorsport involvement, to become involved with my proposal, I was



Arnold Chatz, Bunny Wentzel and Basil van Rooyen.

fortunate in Bob Price being CEO in PE at the time. GM used to alternate CEOs in the colonies every three years between accountant and engineer types. Bob was an engineer. I said I could guarantee victory over

any Ford, which had dominated the saloon car scene since inception with my and Koos's Anglias, Lotus Cortinas and Mustangs. All GMSA had to do was to build 100 at the plant to my specs, and I would develop a

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prototype to meet their serviceability, safety and durability standards.

The proposition included a Chev Dealer Team, which would be funded by a dealer contribution per GM cars sold, if the dealers supported this. They did. The Z28 Camaro engine was my spec. Plus, as you say, the Muncie gearbox, and a diff/axle which I was able to get Borg Warner to produce in PE from various stock parts of other cars. My company, Superformance, supplied the fibreglass vented bonnet, the wheels and steering wheel, and wing. The dealers liked the concept and Bob gave it the go ahead – but could only get the Z28 305 engines in a few months, as they had been stopped when emissions tightened up in the US. We needed to start on a prototype asap, so the prototype we built at Superformance had the common 307 V-8 which would allow the GM factory to work with that until the Z28 engines came. Geoff Mortimer had no knowledge of this side of it. When I later set up the Chev dealer team as MD, I asked Geoff if he would like the job of managing it. He was to be GM, and would design the modifications for the rally cars, whilst I would lay out the racing cars. He would

employ the mechanics, and manage all from premises equipped to his preference. GM would provide the finance from the dealers and the accounting. Geoff did this admirably and provided the structure to see the CanAms winning every race in the championship series.

Another interesting detail is the 1973 Nine Hour car, which we specially built with larger wheels and brakes amongst other improvements. This needed another gearbox as it was an additional car to the 100 built and sold. As this could not be located from GM spares in the US, it had to come by air from the Muncie factory. Thus the gearbox had not yet been dedicated to a particular GM or Ford model – when one of several speedo drive gears is selected and inserted where the speedo cable goes to match the diff ratio of the production model. We were not aware of this. The car was late due to Mrs Murphy's law, Geoff quitting days before the race due to stress, and the car missed qualifying and started at the back of the grid. GM sent some engineers to go through every nut and bolt on the car during the Friday night as the mechanics had already had a few all-nighters ! I told

Frank Gardner we would use 6 000rpm till 6 pm, and if in contention, we would then use what rpm was needed to win within the safe 7 500rpm. By 30 minutes into the race I was on Jochen Mass's tail, the leading saloon car – when the gearbox exploded down the main straight after the pits. The cause was this missing plastic speedo cable drive gear, which allowed every drop of oil to be pumped out of the gearbox. Such is life.

Keep up the revs with your fine journalism.

**Kind regards**

**Basil van Rooyen**

*Hi Basil*

*Good to hear from you and that you were back enjoying SA for a bit. From what I hear the functions at Giorgio and Chequered Flag Museum were the places to be this year. Thanks for the encouragement and setting a few facts straight regarding the Little Chevy CanAm story. It is good to hear from the source because, as is the case with so many South African specials, information is thin and rumours and big tales prolific. All the best Down Under and thank you for providing us with such a legendary car.*

**Stuart**



## HOT METROPOLITAN

I know it's considered a lady's car but I ran a Metropolitan Convertible for a number of years in the 1990s and quite enjoyed it. The engine was blueprinted and balanced and Richie Jute modified the cam to broaden the power band but I kept all the ancillaries the

same and a 1.5 Riley differential was fitted to the rear axle.

The car would run happily all day at 55 to 60mph at lower revs – the gearbox was the same as that fitted to the Austin A55 Cambridge with first gear blanked off, but because of the camshaft mods and if on a slight downslope, you could effectively set off in second gear which would be third for the A55.

The original valve radio was overhauled in the UK and worked very well. It was not the kind of car that could be driven down English country roads with a deal of enthusiasm – on South Africa A roads it was very pleasant to drive with the roof down on a summer's day – fond memories.

I have been meaning to send the attached to you for some time. Did you know about the Estate prototype? Thanks for a great magazine.

**Regards**

**Martin Boardman**

*Hi Martin*

*No, I was not aware of a Metropolitan Estate prototype but can't help thinking it was best left in prototype format. Having said that, the performance your convertible must have delivered could well have seen to it that an Estate could carry a load.*

*Thanks for your motoring memories.*

**Stuart**

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**Sundry parts for sale,** from cars no longer owned: Aston Martin DB6 genuine copper head gasket set, Part no 57-43-007 - R2 000; Mercedes Benz W124 series T estate genuine MB roof luggage box with MB keys - R800; Mini Cooper S (classic) close ratio gearbox complete with remote change, straight cut, 3 synchro, R5 000; MG TF (classic) metal dashboard, without central instrument panel - R350. Phone Bo on 082 8524814 or 011 4654376.

**1963 Volkswagen Type 3 Notchback 1500 S.** Very original condition, low mileage. 1500cc Twin-carburetted model S. Fully licensed on South African licence and roadworthied. Everything in working order. Pop out rear quarter windows. Engine, gearbox and brakes fully serviced & refurbished. New bumpers, tyres and rubbers. Runs and drives beautifully. Asking price: R190 000 o.n.o. email: jannievanrhyn@yahoo.com



**1971 Chevrolet Caprice V8 Classic.** 227 000km, aircon, CD player, electric windows, leather seats, power steering, automatic transmission. R98 500. Contact 012 3770459



**1966 Vauxhall Viva 1300 Deluxe.** Leather seats, 4-speed manual and 72 157km on the clock. R29 500. Contact 012 3770459.



**1967 Holden Special Station wagon.** 75 000km. 3-speed manual column mounted. In excellent condition. No restoration work done except for some touch up paint work. Interior excellent including original radio. Currently has after-market tyres but original tyres are available. R85 000. Contact Grant on 073 556 0065.

**1976 Porsche 911 3.0 Targa.** Climbing up the desirability ladder very quickly. R199 000. Contact Glen on 083 289 9367.



**1967 Volvo 122S.** 1800cc 4-cylinder, 81 469km on the clock, leather seats, radio, manual gearbox, pristine condition. Contact 012 3770459.



**1965 Toyota Tiara 1300.** Leather seats, 4-speed manual. Nice rare little bakkie for your classic workshop deliveries. R59 500. Contact 012 3770459.



**1967 VW Variant.** 1600 twin port engine. 4-speed manual. In good condition. Will need a little TLC to get to showroom condition. Price: R65 000. Call Grant on 073 556 0065.



**1967 Ford Thunderbird.** 389 V8, automatic, 71 000km, perfect condition. R195 500. Contact 012 3770459.

**Triumph 2000.** Original and reliable Triumph 2000 in correct light blue paintwork. Car has completed various trips throughout South Africa and even ventured across the border and headed north to Kenya. With this in mind regular maintenance has been carried out. Need to free up space and sell to someone who will cherish and use the car as it was intended. Contact Chris on 082 412 6037.

## WANTED

**Classics wanted.** I am looking for two Backdraft Cobras in good useable condition. And the following in whatever condition possible: Mustang, Charger, Camaro, GTO. Will also consider Chevrolet CanAm, and Capri Perana. Good Cortinas, Granada, 4.1 Chev and any pre-1980 Porsche, Mercedes, BMW, Audi and Volkswagens make the shopping list too. Contact Glen on 083 289 9367.

**1960s and 1970s race cars.** Any single-seater and sports racing cars from the mentioned period. In any condition. Contact grantfam@wizz.co.za

**Local bicycles.** Locally manufactured racing bicycles and BMX from the 1970s through to the late 1980s. Peugeot Rapport, Le Turbo, Alpina etc. Contact stuart@thefloatchamber.co.za

# Ferris



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# A BLAST FOR THE PAST

With old cars and bikes lying around, most of us have pictured carrying out a full bare-metal rebuild to show condition only to be stopped at the first major hurdle. For **Stuart Grant** it isn't stripping the body panels off the car, or getting rusty nuts and bolts undone, or even gently removing valued chrome trim that halt the process and kill the dream. No, it is the paint.

A good paint job is all about the uncovering of rust, replacing the rot and then most importantly, surface preparation. Getting all the old paint covering these issues is therefore imperative.

For most hobbyist panel beaters the chemical stripper option comes first. I tried it with a Vespa scooter recently. It took ages, wasn't the safest method (to which my burnt skin will attest), and cost quite a bit to buy at the local hardware. I was advised to send it for sandblasting but having seen the distortion on a sand-blasted Mercedes-Benz SL bonnet I was fearful that the heat generated in the process might damage the delicate Vespa leg-shield. I eventually sent it for soda blasting, which did a better job, but the lack of any protective layer meant that surface rust appeared within hours of collection wherever hands and fingers had touched the body. It was at this point I almost gave up and resigned myself to the fact that the Vespa would sooner be a garden ornament than a form of transport. I came around eventually and cleaned up the rust spots and primed the body immediately.

So an invite to see a media blasting demonstration arriving in my inbox was met with some reservation. It shouldn't have been though, as there is a new technology in town and it now has me thinking about what the next project will be.

Route 101's Thys Venter is one of the men behind this dustless media blasting equipment and the test mule was a 1975 Porsche 911 Targa restoration under the care of Bailey Cars. Up on a rotisserie the blasting took the 911 to metal in around 2 hours. Every spot of paint was removed. The speed and ease at which it worked were not however the biggest selling points. These honours go to the lower temperature that is generated on the surface, the way the media washes away and the addition of a rust inhibitor to the process.

Less dust flying around also means that it is ideal in its application as a mobile unit, so Thys and his crew can come to you to blast your car and motorbike frame or even clean up industrial machinery and graffiti on site.

Pricing varies depending on size of job but comes in very competitively with traditional sand blasting and even rivals the cost of chemicals you would use to do a hand-strip yourself.

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