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PARTY TIME



Time flies when you're having fun. It has been seven years since Zig Zag Publishing took over *Classic Car Africa* and rebranded it *Classic & Performance Car Africa*.

Even more astonishing is that December will see the publication turning 21 years old. To celebrate this mark you can expect some changes and exciting news in the next issue.

First in the list of thanks must go to all of you, the readers. Without you, your vehicles, correspondence and support none of this would have been possible. All we can do is to keep the content rolling and strive to make it better with each and every edition.

As always our aim is to keep a local flavour, featuring cars found on our doorstep and hunting out the odd locally build or modified machine. This month Graeme Hurst catches up with Wally Vorlauffer, who not only keeps many of the world's pre-war Jaguars running but also built his own 1960s supercar named the Tornado Ventury.

Graeme also pulls out some Kyalami posters to jog the memories from our internationally renowned racing past and takes a look at how the UK keep the racing passion alive with a firsthand account of the Goodwood Revival.

The best of British seemed to work its way into his blood as he felt it fitting to scrounge out a Johannesburg-based Bentley Turbo R for a test too.

I got to put the Cape Town-made GSM Flamingo up against another small GT, the aptly titled Opel GT, as well as catch up with one of my poster cars, the Ferrari 308. We celebrated this iconic Italian's 40th birthday by lunching with its designer Leonardo Fioravanti and the Southern Equatorial Automobili Club. Having heard poster-worthy tales of Willment-tuned Fords from my father it was a joy to get to grips with a Willment-worked Ford Anglia 100E. Maybe his tales weren't that exaggerated.

Mike Monk takes a spin in a Hudson Commodore and as the anniversaries rush in he catches up with the MG A Golden Jubilee. To satisfy the bundu bashers (or pavement crawlers) we celebrate 45 years of the Range Rover and for the tool hoarders there's a bit on some must-have tool trolleys.

Let's get the party started. Please enjoy, let us know your thoughts and keep the letters rolling in.

Stuart



THE DREAM MAKER

Late in August **Stuart Grant** was invited to lunch at Pablo Clark Racing/Viglietti Service in Wynberg, Johannesburg. The invitation featured a glorious Ferrari 250LM and mentioned that Leonardo Fioravanti would be the guest of honour. His name rang a bell but it wasn't until the whack of iconic Ferraris that made up the decoration around the lunch tables was seen that he realised the magnitude of this man.

If the name Fioravanti doesn't mean anything to you off the top of your head then maybe the mention of a few of the cars he's had a hand in designing might set some bells ringing. Try the Dino 206 and 246 GT, 365 GTB/4 'Daytona', P5, P6, 512 Berlinetta Boxer, 365 GT4 2+2, 308 GTB, Ferrari 288 GTO and F40 on for size. Yes Leonardo Fioravanti, through design house Pininfarina, is responsible for covering little boys' (and grown men's) walls with posters for decades. Born in 1938 he has been behind some of the greatest and most iconic Ferraris through the 1970s and '80s.

As a young man Leonardo studied mechanical engineering, specialising in aerodynamics and car body design. At the age of twenty-six he went to work as a designer at Pininfarina and enjoyed a twenty-four year

employment at the firm. His first project was working on the aerodynamics of the Ferrari 250 LM, producing the road variant – the 250 LM Berlinetta Speciale. He then moved onto the Dino 206, with his designs based on the various concepts that had been done before. Following that, the P5 and P6 Ferrari show cars, then the Daytona.

Enzo Ferrari had not asked for another model; when it came to the Daytona, the design came about from Leonardo acting alone as Enzo was already satisfied with the 275 GTB/4, which had been launched in 1965. However Leonardo was inspired to build a life-size model of the Daytona after noticing a bare V12 chassis in the factory. He displayed this model to Enzo, who immediately liked it, but suggested adding 6cm to the front and back. And just like that,

Enzo gave the green light and the Daytona was born.

Assuming the role of CEO and General Manager of Pininfarina Studi e Ricerche Spa, Fioravanti moved on from the Dino and created the 308 GTB, which we celebrate 40 years of on page 28 of this issue. Not one to sit back on his laurels, he also designed the Testarossa and 288 GTO before moving on to become Deputy General Manager at Ferrari and CEO of Ferrari Engineering for the Fiat Group, where he oversaw the development of the F40.

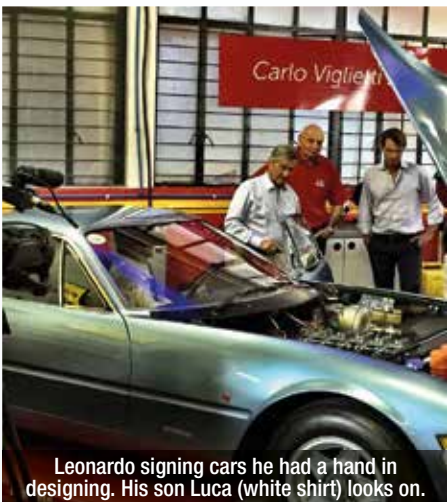
In 1987 Leonardo teamed up with his sons Matteo and Luca's architectural firm just outside Turin to form Fioravanti Srl, focusing on both car and architectural. And this is where he continues to create magic today.



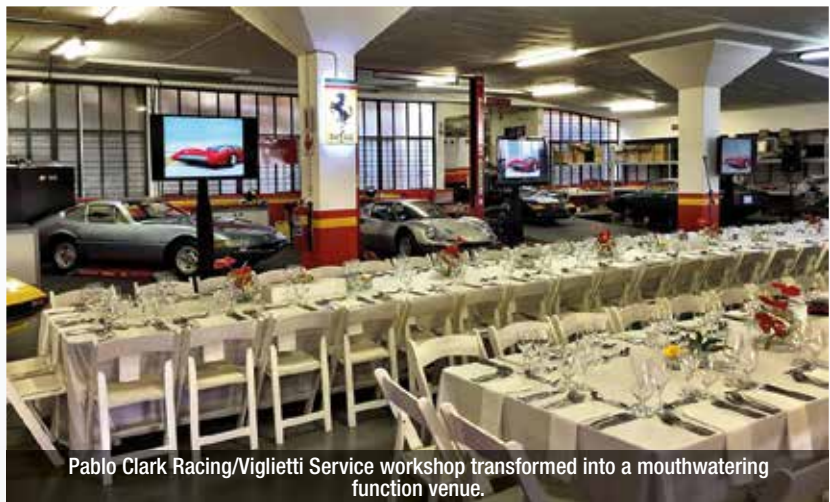
Leonardo Fioravanti talking car design.



Ferrari friends pack in for lunch. Libero Pardini closest to camera, Arnold Chats in the white shirt flanked by Ian Scheckter.



Leonardo signing cars he had a hand in designing. His son Luca (white shirt) looks on.



Pablo Clark Racing/Viglietti Service workshop transformed into a mouthwatering function venue.

Accompanied by his son Luca, he entertained members of the Southern Equatorial Automobili Club and others with his thoughts on design and the process of making a vehicle: from pen and paper to actual car. Luca discussed the firm's Special Projects aspect where they can create a bespoke car (modern Ferrari-based) to suit a client's requirements. Although Leonardo expressed his dislike for retro cars like the new Fiat 500 or Mini, this custom car building does tip its hat to the old days and how Ferrari started out building road cars. The process is more than just slapping a beautiful body onto a Ferrari chassis though. Not only do modern safety and emission controls need to be met but a standard that Ferrari are proud of and happy to be associated with


must also be upheld.

Imagine deciding you want your very own Ferrari design. Going to Fioravanti, briefing them and then watching step by step as the ideas become sketches, the sketches a 1 to 1 model, and finally a car. Once the car was complete you would take delivery and park it in your own garage. If it were me I'd negotiate, like the Japanese collector that ordered his SP 1, and get the full size design model and tooling to park next to the real thing in my shed.

Believing that design mustn't emulate for the sake of it but rather to push forward, he was also vocal on the future of electric cars, saying that this form of power generation is the next big thing and while it doesn't offer the sights, sounds, and smells of something like an old V12 Ferrari, it delivers a brand

new excitement. A true visionary and one to continually push the envelope, he always wants something better in every aspect, which in turn leads to something beautiful.

Perhaps the posters that will line motorists' walls in the future will be of supercars powered by electricity and we will all laugh at how inefficient and silly the piston engine was. I don't know about this. Part of me finds the striving to find better, faster, cleaner cars exciting, while the other part feels sad that we might not hear the induction noise from a bank of Weber carbs or smell 2-stroke oil in the air.

What I do know is that whether I stick with the old posters or move onto the new ones, chances are that Leonardo Fioravanti will have played a role in getting them hung. 

DESIGNER SEFAC

In September the museum was honoured with a visit from one of Italy's foremost auto designers, Leonardo Fioravanti. Although a name not as familiar as the likes of Giugiaro and Bertone, Leonardo worked for many years at Pininfarina and was responsible for the design of many now classic Ferraris. His visit was hosted by SEFAC, the Southern Equatorial Ferrari Automobili Club, with club president Giorgio Cavaliere and chairman Barry Simon on hand to welcome the 77-year-old, who was accompanied by his son Luca. Together with an invited group of Ferrari *pilote*, they joined FMM curator Wayne Harley for a walk around the display halls, a drive of some of the cars penned by Leonardo, lunch and a cellar tour.

The SEFAC members were all entertained by Leonardo's stories, anecdotes and comments – some having the designer autograph their cars. While clearly enjoying their short business/leisure visit to the country, both Leonardo and Luca commented on the friendliness of everyone they had met and were highly impressed with museum and its collection.



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. 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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CLASSIC EVENTS

OCTOBER

3	Whales 'n Wheels Show	Hermanus Primary School, Hermanus
4	Air-Cooled Motor Show POMC	Pretoria
5-8	2015 SAVVA National	Queenstown Automobile Club, Queenstown
23-25	Volvo National Saamtrek	Forever Resort, Gariep
25	Studebaker Smuts House Show	Smuts House, Irene

NOVEMBER

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

2016 KNYSNA SHOW IS GO

Spring is here and that means less than 4 months to Xmas and then 2015 will be gone. It is also the time that we start to think about activities for 2016. The Garden Route Motor Club has been doing just that and we are pleased to advise you that the Knysna Motor Show will take place on Sunday 1 May 2016. This is a long weekend with the Monday being a holiday. So pull in for the holiday, see one of the classiest shows in SA and explore the wonders of Knysna. Add to this the Jaguar Simola Hillclimb the following week from Friday 6 May (Classic Friday) and the balance of the event on 7/8 May as well as the numerous classic car businesses and museums in the area, and the Garden Route is the place to be. It is a fantastic opportunity for your car club to plan a tour so get cracking. For assistance in planning this or to get more information contact Peter Pretorius on peterp@afrihost.co.za or 082 321 4724.



STEAM ROLL BACK IN TIME

Classic cars and bikes aren't the only step back to the past for fans of local heritage – how about a steam train? When Transnet discontinued daily steam operations during 1991, Reefsteamers was established at the old loco shed in Germiston with the main objective being to preserve and rebuild old steam locomotives. As a non-profit organisation it relies on funds generated from running special day and weekend trips to various destinations. Board a train in the morning, listen to the sound of the train's whistle upon departure and take a leisurely ride to your destination while enjoying the unique sights, sounds and rhythms of a full-sized main-line steam locomotive doing the work for which it was originally designed. Or for the more technically minded take in the sight of the crews servicing and preparing the locomotives at the yard. The next run from Park Station to Magaliesburg and back takes place on 3 October or you can join in on a trip from Rhodesfield to Irene and back on 31 October. Booking is essential and can be done via bookings@reefsteamers.com or 011 875 2152. For more information visit www.reefsteamers.com.





Remember the film *On any Sunday*? Released in 1971 the American documentary featured the lives of motorcycle racers and racing enthusiasts. Steve McQueen starred in the film but the real stars were the off-road bikes and flat-trackers of the era. And now thanks to Ducati you too can look the part of a '70s dirtbike racer with the launch of the company's Scrambler – this without having to get your hands dirty modding an old banger to the style. Five versions all powered by a 803cc lump producing 55kW are on hand but for us the Classic version ticks all the right boxes. Pricing starts at R117 000 and ranges up to R137 000. Visit www.ducati.co.za to find your nearest dealer.



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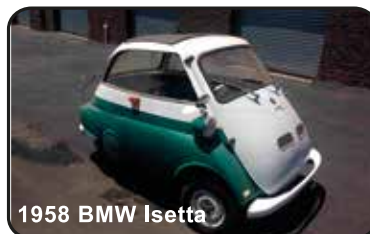
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VINTAGE PARK OFF

The 5th Annual Parkhurst Heritage Car and Bike Day sponsored by the VVC and the VMC was once again the place to be in August as hordes of Vintage and Veteran cars lined the suburb's main street. Drove of more modern classic cars, bikes and scooters joined in the fun making the café-lined street not only a visual stroll back in time across the decades but also proving car fans appreciate cars of all eras. But perhaps the best aspect of the non-competitive show staged outside Craft Restaurant is the idea of bringing our hobby to the general public and creating an awareness and appreciation for older machines. With a pipe band marching the streets, car owners dressed in period attire and classic music being broadcast from a vintage gramophone it now ranks as one of the must-do events on the local calendar. Top hats tipped to the VVC and VMC for the vision and organisation.



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During the 1980s Motul began selling motorcycle products in South Africa, growing to become a dominant brand in the South African motorcycle and marine markets. In 2013 a new era dawned with the appointment of Premium Lubricants, a wholly owned subsidiary of Imperial Holdings, a South African distributor of automotive lubricants, bringing Motul's range of passenger car, commercial, civil and off-highway products to South Africa. And now the exciting news is that the Motul Historic Vehicles Range is available locally.

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GREY MATTER



The winning Lotus team with CPCA representative Alan Grant holding the trophy.



Wild Card winners (Bob Brown, Gavin Standing, Carol Bebbington and Ash Singh).

If Mr Poirot, Agatha Christie's sleuth, uses 'the little grey cells' to solve crimes then there were a lot of them working overtime at the recent Interclub Challenge Quiz, hosted by the MG Johannesburg Club at Old Edwardians. Sixteen teams of four members each entered battle under quizmaster George Shipway and management of Clive Winterstein.

Questions set by Michael Gilchrist each included a picture as a clue, but still proved a difficult test of the anoraks' memory and knowledge. All partook in the first two rounds, after which the top four teams went into the finals, accompanied by the Wild Card team made up of the top 4 audience scores.

Last year's winners, the Lotus Club, headed into the final against a pair of Triumph Club outfits from Johannesburg and Pretoria and the MG Northerns Club (Pretoria). Competition was pretty fierce with the MG Northerns and Triumph JHB teams ending with identical scores to finish second behind the victorious Lotus Club. The Triumph Club of Pretoria came in fourth ahead of the Wild Card audience team.

The *Classic and Performance Car Africa* trophy was presented to the winning team of Giles Millard, Janie van Aswegen, Malcolm Keevy, while the Wild Card team each won trophies sponsored by Cross Country Classic Car Insurance.

It was a wonderful evening where people from different clubs had an opportunity to chat, rub shoulders and 'fight' for glory. Make sure to book your club spot for next year's event or if you feel you're up for it how about setting the questions? Michael Gilchrist is looking for someone to take over this task. Contact him at mikegilchristhome@gmail.com and he will tell you what it entails.



9 HOUR RACING IS BACK

Real endurance racing returns with the announcement that the African Endurance Series will host a 9 Hour race on 12 December. Originally planned for Kyalami in November the event will now happen at Killarney in Cape Town.

"Despite delays in the re-opening of Kyalami, we have decided to push on and hold an African 9 Hour this year," series boss Roger Pearce confirmed. "We investigated various options before coming to an arrangement with the Western Province Motor Club to hold the 9 Hour at Killarney, starting 2pm with an 11pm finish Saturday 12 December. There will be practice on the Friday and WPMC is planning a festival for the holiday race weekend.

"The timing of this race also falls into place with our future plans for the African Endurance Series which will see us racing in midsummer," Pearce concluded. "Not only will that ensure the best weather and holiday enjoyment for racers and fans around the country, but we trust it will also prove a lure to overseas competitors to break their bleak winters and come to the African summer to race, while at the same time enjoying a great holiday."

Further details on the Killarney African 9 Hour will be confirmed closer to the event, but it is understood that several new sports, GT and saloon cars will join the grid in December.





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1958 MGA



1948/9 Willys Jeep



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1970 Lotus Elan Plus 2



1957 Nash Ambassador Custom



1962 Porsche 356B



1965 VW Beetle 1600



1926 Dodge Roadster



A -FFORDABLE

Considered by many to have been Abingdon's post-war saviour, the A epitomised Britain's talent for creating reasonably priced sports cars for the masses. **Mike Monk** caught the 60th anniversary show as it passed through Knysna.

Pictures: Mike Monk and Kevin Loader



Without doubt, in the pre- and post-WWII years MG cars were the backbone of motor sport in many parts of the world, not least in Southern Africa. Small, light, nimble, quick – and cheap – in those days handicap racing was the order of the day so MGs were able to contest for top honours no matter what they were up against. Almost every sprint, hillclimb, circuit and track race would see MGs on the entry list, the cars driven to and from the event with similar gusto. In the late 1940s and early 1950s it was the TC, TD and TF models that were being offered but sales were falling, and when BMC chairman Leonard Lord rejected a replacement prototype just after signing a deal with Donald Healey to produce the Austin-Healey, something had to be done. Enter the A, and the old-fashioned look of the T series cars gave way to a sleek, all-enveloping body shape that was an instant hit.



'A FOR AWAY' TOUR

To celebrate the MG A's 60th anniversary, Castrol Magnatec, Indwe Brokers, Cross Country Insurance and Hüco sponsored an A for Away Diamond Jubilee Tour organised by the combined MG Car Club Centres for the MG A Register. The route began in Johannesburg on 13 August and moved through the country via the Drakensberg Sun, Kokstad, East London, Port Elizabeth to Knysna, where there was a day's interval highlighted with an evening curry and rice street party in the cul-de-sac occupied by well-known classic car businesses Frost Brothers and Bodge Engineering, together with Brian Bruce's superb museum. After the well-earned break, the tour moved on to Swellendam, Oudtshoorn and, finally, Graaff Reinet, the total journey covering a taxing 3 147km spread over nine days. Of the 45 vehicles that entered, 38 were MG As of various vintages and derivatives supported by some Bs, a Magnette and a Midget. A thoroughly successful event enjoyed by all.

The A was designed by Syd Enever and its development began in 1951 when the basic shape was created for privateer George Philips's 1952 EX172 Le Mans entry (registered UMG 400), which was based on a modified TD chassis. Two new cars were built, one (UMG 400 now registered HMO 6) used for testing and the other, much modified version, taken to Bonneville Salt Flats for some speed trials. Further variations on the theme were created before Enever's design was revived following Lord's alliance with Healey. The all-new chassis featured wishbone/coil spring independent front suspension with semi-elliptic springs at the rear supporting a solid axle. Lever-arm dampers were used all round. Steering was by rack and pinion and Lockheed drum brakes were fitted. Road wheels were 15-inch bolt-on steel with wire-spokes as an option. Completing the transformation, rather than using the long-standing Morris-based XPAG engine, MG adopted BMC's more modern overhead-valve B-Series motor already used in the MG Magnette saloon, and it was mated with a four-speed gearbox.

Three prototypes, called EX182, were built for the ill-fated 1955 Le Mans to coincide with the car's launch, but body build problems caused a delay in production so the public introduction only took place three months later on 26

September, at the Frankfurt Motor Show. Originally coded the UA Series, because the car was so different and represented a fresh start, it was dubbed A, and advertised as 'The First of a New Line'. The two-seater roadster was an instant hit. Initially, the 1 489cc four-cylinder engine produced 51 kW but it was soon uprated to 54 kW at 5 500rpm with 104Nm of torque at 3 500. An early UK *The Motor* road test realised a top speed of 157km/h, a 0-60mph (96km/h) time of 16 seconds, and a fuel consumption of 10.6 l/100 km.

A brief drive in Ricky Cooper's 1956 concours-winning black roadster left me impressed; the rigid box-section chassis, accurate steering, surprisingly spritely engine and taut gearbox (synchromesh on the top three ratios) offering a fun ride through Knysna's Leisure Isle. The car was built in Motor Assembly's plant in Durban and was first owned by Bert Mouton, who occasionally raced it. Its full history is known and after Ricky acquired the car in 2008 it was given a cosmetic facelift but the engine has never been opened – it has covered less than 75 000 miles (120 000 km). It still has the original owner's handbook, tool roll, tyre pump and workshop manual from the factory.

A coupé version was introduced in 1956 and then in 1958 an exciting twin overhead-cam version was produced that, sadly, failed



The A even appealed to The King of rock 'n roll. Elvis Presley had a Mk.1 1600 roadster in the 1961 movie *Blue Hawaii* and afterwards bought the car, which is on show at his Graceland museum home



1955 LE MANS A REPLICA

Appearing for the first time at the A for Away Tour was this 1955 Le Mans MG A replica, which was built by Ricky Cooper's company in Knysna. Entered as MG EX182s (refer main story), three cars took part in the 24-hour classic and the Ken Miles/Johnny Lockett car finished 12th, Ted Lund/Hans Waeffler finished 17th but the Dick Jacobs/Joe Flynn car crashed, overturned and caught fire on its 28th lap. Jacobs survived the accident but was badly injured. (This incident occurred just 10 minutes after the horrific Mike Hawthorn/Lance Macklin/Pierre Levegh accident that resulted in the deaths of Levegh and 84 spectators.)

Stuart Passey commissioned the replica, which has been modified to include a 1622cc engine with high compression pistons, lightened flywheel, 3into1 branch manifold, Ford Sierra five-speed gearbox and a front hydraulic shock absorber conversion kit.

to live up to expectations. With twin SU carburettors and a 9.9:1 compression ratio, the aluminium cylinder head helped realise 80.5kW at 6700rpm and 142Nm at 4500. Dunlop four-wheel disc brakes were fitted along with knock-off Dunlop steel wheels (à la Jaguar D-Type). *The Motor* tested a roadster and achieved a top speed of 182 km/h, 0–60 mph in 9.1 seconds and a fuel consumption of 10.2 l/100 km. In 1959, SA racing legend Bobby Olthoff bought the first Twin-Cam to be assembled in SA and later took the car (painted in Springbok colours) overseas during which time he raced in the July 1961 Dundrod TT at Phoenix Park, Ireland and was timed at a stunning 222 km/h, a speed never attained by the factory cars. Generally speaking though, the motor suffered from recurring detonation problems and high oil consumption, which were addressed with a switch to a lower 8.3:1 compression ratio, but the engine's reputation had suffered and within two years the model was dropped with just over 2000 produced.

In May 1959 the engine size was increased to 1588cc and power upped to 58kW at 4800rpm with torque raised to 118Nm at 3800. Front brakes were converted to discs. Known as the MG A 1600 Mk.1, there were minor changes to the front and rear lights but essentially the design continued unaltered. However, a reported 70 roadster and 20 coupé De Luxe versions were produced using up the left-over Twin-Cam chassis. A 1600 Mk.1 roadster tested by *The Motor* recorded a top speed of 154.7km/h, a 0–60 mph time of 13.3 seconds and a fuel figure of 9.5l/100 km. A prime example of this model took part in the MG A Diamond Jubilee Tour (see sidebar). Bought in 2014 by Fred Mullany, the body of the red 1960 model had been restored

by Julian Watt-Pringle in Johannesburg and so the mechanical refurbishment, along with some minor suspension and engine upgrades, was put in the hands of Ricky Cooper (Classic Car Storage and Restoration) and Ron Hollis (Bodge Engineering). The result is a truly brisk roadster lacking any temperament – sports car bliss.

For the last two years of its production life, 1961–62, the B-Series was up-specced again to 1622cc, delivering 67kW at 5500rpm and 131Nm at 4000. The cylinder head was also revised with larger valves and re-engineered combustion chambers. The engine output upgrades allowed for a change in the final drive ratio to 4.0:1 for more relaxed cruising. Top speed rose to 164km/h, the 0–60mph time dropped to 13.7 seconds while fuel economy remained at 10.2l/100 km. An inset radiator grille and Mini-style tail-lamps were the new model's only distinguishing features.

The A even appealed to The King of rock 'n roll. Elvis Presley had a Mk.1 1600 roadster in the 1961 movie *Blue Hawaii* and afterwards bought the car, which is on show at his Graceland museum home. Also on the big screen, Tom Selleck drove a similar car in *Daughters of Satan*, released in 1972. Michael Sheen drives a 1958 A in the TV series *Masters of Sex*.

While the T series are rightfully held in high esteem, it was the A that kick-started MG's reputation after the war and 101 081 were reportedly sold before production ceased in July 1962, apparently with fewer than 6000 sold in its UK home market. It was replaced with the B, itself a major success story, but the effect that the A had on the global sports car market should never be overlooked. A for Away indeed! **C**

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REPLACEMENT FOR DISPLACEMENT

It is the mid-1960s and a magazine article on Chevrolet's Corvette has you weak at the knees thanks to its brutal, yet beautiful lines. Unfortunately your American daydream is shattered the moment you read the price. But as **Stuart Grant** points out, South Africans got lucky with the locally-made coupé, the GSM Flamingo, which although not nearly as powerful, was equally as beautiful and lighter on the pocket. And by 1968 the 'poor people' Corvette options increased with the arrival of the Opel GT.

Photography by Ilani Vonk.



This is in no way meant to hint that the GSM or Opel were cheap copies of the 'Vette – in fact, a look at the timelines shows that the two smaller machines pre-date the designs of the General Motors offerings. The Flamingo hit the shelf in 1962, a year before the Corvette Stingray that it bears a striking resemblance to, while the Opel (which is more along the lines of the 1968 generation 3 Corvette) hit the showrooms in 1968, but was first shown in concept form in 1965.

The GSM story has been told often but is worth a brief recap. The tale starts with Stellenbosh University students Bob van Niekerk and Willie Meissner meeting and discussing the idea of

building their own sports car. Meissner felt that fibreglass was ideal for the body and sold his Peugeot 203 racing car to fund a trip to the UK to learn about this new technology. With the skills to manufacture from fibreglass but not much in the way of car styling experience, the pair roped in Vester de Wit, a South African designer working in the UK. With De Wit offering constructive criticism the pair managed to make a ¼ scale model that would fit the bill and then banged out a full-size buck, took a mould off it and made two bodies that were sold in the UK to fund the shipping of the mould back to Cape Town. Back on the peninsula, and with a factory set up in Bellville, the GSM Dart became reality in 1958.





With Dart production going well the logical development plans for a Gran Touring GSM were put down by Van Niekerk. It was never planned to replace the Dart, simply to be a model extension for GSM and in true GT specification included luxury seating for two, additional space for kids and luggage, and a cruising speed of roomph. Of course the body would still be of fibreglass construction (another similarity to the Corvette) and like the Dart the GT would make use of Ford running gear and powertrain. In 1962 this GT became a reality and the Flamingo was born as production at the new Paarden Eiland factory got under way.

Initially the plan was for the new Ford V6 engine to find a home under the hood but this never materialised so the 1758cc Ford Taunus straight-four was initially fitted. Later the pre-crossflow 1498cc (as found in the Ford Cortina GT) found its way into the Flamingo, which in a move not often seen, saw the performance increase and the price decrease. The Corvette tie could have been further strengthened if the plans to build V8-powered GSMs had got past the single prototype Flamingo in 1964.

In both 4-cylinder formats the Flamingo proved to be nippy enough to be classified as a sports car, delivering an 11 second zero to 100km/h sprint in 1758cc 80bhp

guise, and the 1498cc 85bhp racked up a 9.7 run. Top speeds were tested at 96.5mph and 100.5mph respectively but it was in the handling department that the car shone. With the body bonded to an almost X-like chassis, supposedly made from 3.5 inch irrigation piping, the front end was handled by independent cast aluminium wishbones cleverly sprung by rubber cones borrowed from the Mini. This layout was way ahead of the time for a production road car, and clever in that it meant that the system operated in a cantilever format, moving the bulk of the suspension inboard and reducing wind resistance. These rubber units proved a bit harsh on bumps, so to improve ride comfort they were swapped out for springs on later models.

At the rear some real wizardry happened with a long single left-hand side trailing arm, triangulated with a long Panhard Rod mounted to the right-hand side of the chassis. On the back right two trailing arms were fitted. This combined with coil springs and telescopic dampers to counter the usual problem of the right rear wheel spinning under hard acceleration and almost nullified the need for a limited slip differential. Carving up the local passes was made even more accomplished by disc brakes up front and brilliant feedback to the steering wheels. On track the



Flamingo did well too, notching up wins in numerous classes with the various engine configurations (including the V8).

All this said, it is the body that is the real showstopper and link to the Corvette Stingray. In true GT form it sports a long nose and short rear. Slanted headlights borrowed from the DKW parts bin characterise the front, while a meaningful 'power-bulge' dominates the bonnet. Austin lent its A40 windscreen to the design, which means the roof line is relatively high before tapering quickly to a short rear. Like the Corvette the back is dominated by a split rear glass windscreen, which although now a favoured aesthetic was highly controversial at the time. There wasn't much choice, though, for these porthole-like features as the central spine was needed to structurally support the weight of the roof. Like the Stingray, two pairs of round lights finished off the beautiful package.

It is in the lighting department that the Opel GT best ties in with the 1968 Corvette (other than coming from the same General Motors stable, of course). Like the Corvette the Opel sees a pair of round lights on each end of the rear valence. Even better, the front headlights pop up like those on generations of the muscle-bound American Big Daddy. The Opel features a sloping rear

windscreen instead of a vertical one seen on the '68 Corvette and is one piece instead of the 'splittie' as seen on the Flamingo, or even the '63 Stingray for that matter.

The Opel isn't fibreglass either; rather a steel body styled by Erhard Schnell and built by French firm Brissonneau & Lotz. Based on the Opel Kadett the GT was equipped with either a 1078cc 67bhp Kadett engine or 1897cc 102bhp Record/Olympia lump. Standstill to 100km/h was completed by the 1078cc GT in 17.7 seconds and despite being 100kg heavier the 970kg 1897cc version was significantly quicker at 11 seconds. Top speed read 157km/h and 187km/h respectively. Perhaps because of the altitude at the Reef and to save a little embarrassment, General Motors SA only imported the larger capacity version. The majority came in during 1970 and were unfortunately left-hand drive.

Like the Flamingo the Opel is classed as 2+2, which means it would house two occupants up front and there was the possibility of kids getting into the rear, but in reality they would have to be very, very small kids. And they'd have to clamber past the front seats (which local *aficionados* would recognise as the same as those in the locally built Chevrolet CanAm) because there is no opening hatch or door at the rear. This negative aspect can also be





pointed out on the Flamingo.

Opel's steel monocoque design made use of independent wishbones and transverse leaf springs at the front, while the rear saw a live axle located by control arms and torque rod. Tests from the time suggest that this backend allowed for smooth wheelspin on aggressive pull-off and no axle-tramp to upset the motion. High-speed stability was a plus, as was stopping power of the servo-assisted disc (front) and drum (rear) brake system.


Ride comfort was good but tendency to understeer was picked up by a number of publications, perhaps an indication that the Opel GT was strictly developed as a small, stylish Gran Tourer first and foremost with performance a secondary aspect. The Flamingo on the other hand,

although seriously beautiful, was built by guys that strived for performance driving and handling ability first up and then clothed it in an exquisite shell.

Opel's big manufacturer backing shows up in the interior too, with a less hand-built appearance. Door panels are more padded than the GSM, and feature moulded-in texture. There is a plastic centre console instead of a carpeted gearbox tunnel and the dashboard feels more modern, with recessed gauges and switch-type controls instead of the Flamingo push-pull items. The Flamingo does however come back fighting with the addition of a wooden dash facia to liven up the atmosphere. For those who are wondering what the handbrake-like lever toward the front of the console is...

it is the lever that actuates the rod to flip the headlights up. And there's a standing joke that you can tell a GT driver by his oversized right arm, earned from continually flipping the headlights.

Yes, they hint at the Corvettes of the 1960s, but in reality this pair of GTs doesn't owe anything to the big American and with fewer cylinders and smaller capacity offers a slightly more frugal approach to the gran touring. They are justified replacements to the big displacement 'Vette.

Finding one might be difficult though, as, while 103 463 Opel GTs were made, only a handful came into South Africa and because of the myth around GSM, the GSM Dart and being the first production GT to hail from the tip of Africa, most were added to collections years back. 

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STAND THE TEST OF TIME

Thanks to a starring role in the hit TV show *Magnum P.I.* the Ferrari 308 was the bedroom wall-lining exotic of choice for most '80s kids. But **Stuart Grant** feels that this Pininfarina-designed 40-year-old has stood the test of time well enough to shed this Hawaiian floral-shirted image and stand proudly as a motoring icon.

Photos by Henrie Snyman.

ING





Yes, I did say 40. I am now feeling a bit older. Not as old as Tom Selleck though – he sits on the 70 mark. Higgins would have been 83 and his Dobermans somewhere like 30 – or 210 in dog years. Enough of this Hollywood ramble, though, because the 308 is bigger than Magnum.

The 308 story goes back further than its 1975 announcement, and can be tied into the Dino tale. Launched in 1967 the Dino, named after Enzo Ferrari's late son and never badged as a Ferrari, was regarded by some as an entry level Italian exotic and made use of a Fiat-manufactured V6 mid-mounted

in a seductive Pininfarina body. Power initially came from a 2-litre unit but was later swapped out for a 2.4 lump, hence the models being referred to as 206 and 246 Dino.

By 1974 a new Dino, the Dino 308 GT4, hit the shelves. Weighing in on the heavier side thanks to a larger body, which now saw 2+2 seating, the GT4 needed a bit more *oomph* to be a real performance vehicle so Ferrari developed 3-litre 4-cam V8 for the job. Although regarded as a 'cheap' Ferrari the GT4 didn't carry any Ferrari badging, wasn't exactly light on the pocket and, thanks to a boxy Bertone design, was somewhat of an acquired taste. Sales were so slow that by mid-1975 dealers were instructed to

add Ferrari badging to the models on the showroom floor. So the Dino brand was a bit of flop (but now both are taking off with collectors) and Ferrari had to pull a trigger and jump into action with a new game plan. They pulled a Magnum trigger: enter the 1975 Ferrari 308GTB, the perfect combination of the two Dinos (the two-seat layout of the 206/246 Dino combined with the 3-litre V8 from the GT4) without any Dino branding at all.

Pininfarina's Leonardo Fioravanti managed to pen a near perfect example of combining the wedge-shape with sumptuous curves and the 308GTB had onlookers jaw-dropping at first sight during



the '75 Paris Motor Show. The body was initially built by Carrozzeria Scaglietti from fibreglass because Ferrari were not confident enough in the projected sales to sustain a full-blown steel manufacturing operation but that changed by mid-1977, when the demand for 308GTBs was large enough to make it financially viable. At the same stage a 308GTS was announced – the 'S' standing for 'Spyder' and indicating the removable Targa-like roof panel, while 'B' in GTB stood for 'Berlinetta', a fixed roof coupé.

When the GTS went on sale in 1978 it outsold the GTB at a rate of 2:1, this despite the chassis having more flex. This makes the GTB the rarer 308 today, with the pinnacle

of rarity and value being one of the 808 early fibreglass versions. Steel bodywork added 150kg to the fibreglass version's 1050kg base weight. This lightness combined with 255bhp (American cars had 240bhp restricted by emission requirements) made this steel Italian a spritely performer, recording a zero to 100km/h sprint in 6.7 seconds and on to a top speed of 249km/h – all of this accompanied by the addictive induction noise created by quadruple Weber carburettors feeding the mixture. And what difference did the 150 kilos make to the performance party? With 6.5 and 256km/h on the clock for the fibreglass version you can see it was a minimal

performance drop, but a leap forward in long-term finish and quality.

1980 saw a step in the right reliability direction but in many eyes a step in the wrong direction emotionally, with the scrapping of the emotive sounding Webers in favour of Bosch K-Jetronic fuel injection and Marelli Digiplex electronic ignition. A man of feelings, Enzo wasn't keen on losing the carburettors either, but the benefits of not having to constantly tune the bank of carbs, easy cold-starting and lack of fuel surge in cornering and flat spots meant the Bosch system was a no-brainer. K-Jet cars got an 'i' slapped onto the badge, so 308GTBi and 308GTSi, and the quoted power output



dropped to 214bhp in European versions while across the pond owners could only put 205 ponies to the rear wheels.

Also added to the mix in 1980 were Michelin TRX (Metric) tyres, which were slightly larger than the 14-inch of the earlier cars. The TRX was seen as the ultimate in tyre technology back then and the likes of BMW also swapped over to the Michelin for its high-end 635CSi coupé but nowadays the metric tyre is near-impossible to get and when it is it costs a bucket load and is inferior to the latest rubber on the market. For originality buffs it is a must-have but for a car that sees regular use the swap to non-correct wheels and rubber is common.

Year on year the environmental controls saw to it that the 308 lost more performance and even though *Magnum P.I.* was doing wonders for the sales figures something had to be done to keep the prancing horse's reputation intact. The solution came at the end of 1982 with the introduction of the QV version. Standing for *Quattrovalvole*, which translates to 'four valve', these later versions featured four valves per cylinder instead of the two per pot as was before. In this guise the 308GTB QV returned the Ferrari back up to the 240bhp region, the zero to 100km/h sprint clawed back to 6.7 seconds and top

speed was rated at 251km/h.

With a decade of head-turning under its belt the 308 ceased production in 1985 and the 328 stepped in to take up the flag for Ferrari. Just over 92 308s were manufactured over the period. Of course, because they are powerful, lightweight and rare the fibreglass versions are the most desirable to collectors. If you can't lay your hands on one of those, the next on the rank is the QV as it comes close to the fibreglass cars in performance terms. Early steel versions featuring carbs come in third place while the rear is brought up by two valve per cylinder fuel-injected vehicles. That said, any 308 is a proper bit of kit and not to be turned down.

They sit low. Ease yourself into the leather-clad, reclining bucket seat. Feel for the pedals, which in true Italian style are far offset to the left (in this right hand drive 308GTSi). Headroom is tight but all is forgiven when you grip the three-spoked, leather-rimmed Nardi steering wheel. If that wasn't enough of a sensory overload one glance to the left, over the array of centre console toggle switches, the metallic H-pattern manual gear lever base will do the job.

Crank the key, and the prancing 308

barks into life before settling into a smooth idle. Blip the throttle and the revs spring up. Dip the heavy clutch and engage first gear with the larger aluminium knob. The chink of the lever moving through the gate had my knees go weak and sold me on Ferrari even before I'd made it out the parking spot. Getting out the parking required a bit of arm work but once rolling feedback from the steering is pin-point. Sure, this version didn't have the carburettor soundtrack, but man, it made me want to drive like any real car should.

Remove any prancing horse pedigree and heritage related to the brand from the equation. Blank out *Magnum P.I.* and the fact that images of this car might have decorated more bedroom walls than any vehicle before or after. Like a loaded gun the Ferrari 308 forces you to do things. In this case it forces you to want to get in and drive. It might have been the solution to many a mid-life crisis in the 1980s but it is by no means having its own crisis – it is just getting better and more desirable as it passes the 40-year-old mark.

Happy Birthday Ferrari 308. 🇮🇹

Thanks to Ferris Cars (www.ferriscars.co.za) where the featured 308GTSi is for sale.)

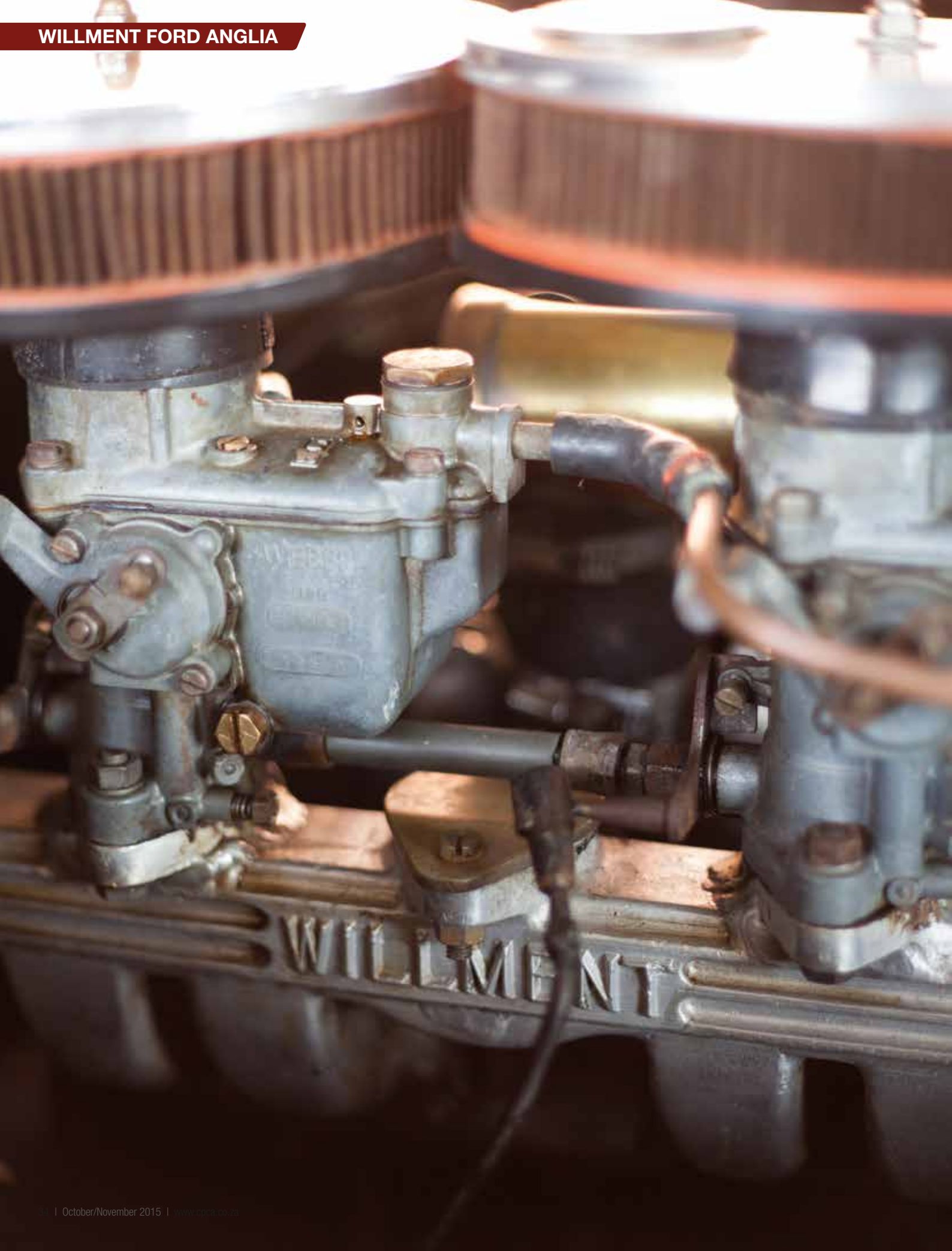


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WHERE THERE'S A WILLMENT

Mention the name Willment and images of legendary drivers sawing away at the wheels of a Lotus Cortina, AC Cobra or hulking great Ford Galaxie on local SA tracks spring to mind. Performances by Bobby Olthoff, Frank Gardner and Jack Sears, made possible by Willment Racing shipping its fleet out to SA for the 1964 Springbok Series, burned the brand into the local brains. But, as **Stuart Grant** discovers, there was a more subtle yet equally exciting Willment offering that should not be forgotten.

Photography by Ilani Vonk





Before Willment Racing stamped its authority on the racetrack, founder John Willment had already established himself as a motoring man. At the age of 12 Willment teamed up with his brother Roger to get a 1925 8hp Gwynne, which obviously set him on the path of mechanical curiosity. His skill developed as he grew into the family business where he looked after the mechanical plant side of his father's business. It was while in this field that he met Jeff Uren, who operated his own plant hire business and shared a similar enthusiasm for cars. In 1949 Willment started preparing and competing with 100E Ford, and in the years that followed often teamed up with Uren to race. He even went as far as building a few of his own specials, one of which was built from an Austin 7 and showed a tendency toward bucking the norm with a front-mounted engine in which each of the four combustion chambers featured its own carb.

Willment set up a workshop at Twickenham, which conveniently for his and Uren's chosen track toys, focused on

In the hottest road guise, which included twin-carbs, power increased from 36bhp to 63bhp, while a race conversion upped it to 70bhp. Do the maths ... that is a 75% and 94% increase respectively

Ford. This soon became an official Ford dealership and Willment took a back seat in racing to concentrate on growing his John Willment Automobiles group to encompass a number of other British Ford dealerships. Uren continued with his plant hire business, enjoyed success in the British Saloon Car Championship and rallied the likes of the Tulip, Alpine and Safari events before taking up the role as rally team manager for the Ford Factory Team.

Despite the focus on selling Fords, Willment also dabbled in performance enhancements through his Willment Speedshop in Sussex, aimed squarely at fast Ford road and race fanatics. Arguably the best of his products was the development of an inlet-over-exhaust cylinder head conversion for the trusty old 100E side-valve – as seen in our pictured 1959 Ford Anglia.

Designed by Ford tuning guru Bob Yeats, the Willment Powermaster was regarded as one of the most potent power-producing modifications made for the 1172cc side-valve. In the hottest road guise, which included twin-carbs, power increased from 36bhp to 63bhp, while a race conversion

upped it to 70bhp. Do the maths... that is a 75% and 94% increase respectively. And, believe it or not, a large portion of the rationale behind the conversion was fuel economy.

While fuel consumption on a standard side-valve was considered acceptable at the time, any owner who looked to up the performance by means of a wilder camshaft, ram-air type inlet manifold

or extractor-style exhaust would see the petrol bill sky-rocketing because in a side-valve, part of the charge goes from the inlet valve to the exhaust valve during overlap without entering the cylinder. By moving the valves overhead the Willment set-up ensured fuel wasn't being wasted willy-nilly. Reasons for the above included that each inlet valve had its own port (better than the inefficient original Siamese ports), the valve diameter could be altered for efficiency and the porting ran almost directly into the combustion chamber. With the inlet valves in the cylinder head the spark plugs were positioned directly over the exhaust valves – the most efficient place for them.

To make the internals work took some clever thinking. The original inlet port was blanked off with an insert which was drilled to allow a pushrod to operate off the original camshaft. The pushrod then actuated a rocker arm that acted on the valve, opening it in the same way as a traditional overhead valve setup. Lubrication for the rocker shafts came from a T-pipe which was tapped into the oil gallery.

Cranking the key on the pictured 1959 Anglia sees the little Ford burst into life with crisp bark from the exhaust. As it settles into a slightly lumpy idle it becomes apparent that another plus to the pushrod system is a very quiet and rattle-free valve setup. A blip on the throttle sees the engine rev up quickly as the twin carbs give off a meaningful gasp, sucking in the required air. On this car the rather crudely finished Willment manifold holds a set of Weber carbs but the more common outfit for the conversion in period was Solex. When new, the conversion to using a single carb cost £57



and the double £60. And the owner of this car clearly splashed out for the whole hog as it also features a tuned exhaust manifold and straight-through silencer setup.

The perky engine gets the diminutive Ford going quickly and it jumps off the line in first gear. Second is equally useful and the Anglia is more than capable in daily traffic. Third gear sees it calming down a bit and the acceleration levels off. And as all of those out there that fondly remember the cars of this era will recall, it has no fourth gear. This means that cruising modern highways is not ideal so best to do cross country jaunts on the alternate route, hopping from small town to town on the old road.

Toward the end of 1962, with the Speedshop and the Ford dealerships growing rapidly, John Willment decided the time was right to combine his passion for racing with business interests by going racing with a full blown team. The two main objectives were to promote his businesses and to use motorsport as a test bench for his performance modification business, and he roped in Uren to manage the team.

Early in 1963 three Ford Cortina GTs were delivered to the Willment Racing Division and underwent 2 weeks of preparation before heading to debut at Oulton Park, where Jack Sears thumped the 1½-litre Rileys and Sunbeam Rapiers for a class win. Decked out in white with red stripes the length of the cars, Sears and Willment Racing went on to secure the 1963 British Saloon Car Championship. 1963 was also the year that Willment shipped a Holman and Moody-prepared Ford Galaxie in from the States. Any thoughts that the big sloppy tank would be uncompetitive were banished as Sears

came home victorious, beating the 3.8 Jaguars to the line at the Daily Express Meeting at Silverstone in May.

South African affection for Willment really kicked off the same year with the introduction of the Lotus Cortinas to the team, driven on most occasions by local lad Bobby Olthoff. Willment also dabbled in the Formula 2 game with a Brabham for Frank Gardner and Lola for Paul Hawkins. Sportscars were not left out of the outfit with Brabham driving an Elva Mk7, Hawkins a Lotus 23 and Sears and Olthoff in a pair of AC Cobras. With Olthoff such an integral part of the Willment outfit it was not surprising to see that the team sent out its drivers, the Lotus Cortina, Galaxie and a Cobra to sunny South Africa at the end of the year. The already V8-mad fans went ballistic and Willment was etched into the memories.

And many will remember that for '64 a Willment Cobra Coupé competed here. How many realised that this was not one of the six Shelby-built Daytona Coupés but rather a Willment-built unit? With Shelby blocking the idea of sending a car, Willment racing managed to get some basic drawings to work from. Luckily John Olsen, who was back in the UK after driving a Shelby Coupé in the States, was able to help with first-hand knowledge and a fresh buck was made to shape the body. Gardner redesigned it with less frontal area thanks to a lower roof.

With Willment Racing returning to SA late in '64

with the Galaxie and their own Coupé the company continued growing its fan base. Olthoff looked likely to take advantage of this brand strength by becoming an agent for the firm in SA but sadly economic difficulties in the UK at the time meant this never materialised. He did however keep the Galaxie here in 1965 and raced it at the 1965 Saloon Car Championship thereby cementing himself, the Galaxie and Willment into our hearts.

John Willment moved on to even greater heights, teaming up with John Wyer as a director at JW Automotive Engineering. JWA (as it was known) took over the spares supply for Ford's GT40 and built the famed Gulf Mirage. With Willment's businesses thriving he pulled back from JWA, only popping in for board meetings. When Ford pulled a big loan in 1972 Willment liquidated the car side of his operation. He continued with marine engines, set up a Bentley restoration business and built one last Willment Special for his daughter.

From hotted Anglias to GT40s, Willment Forded a way forward in automotive history. 🏁

South African affection for Willment really kicked off the same year with the introduction of the Lotus Cortinas to the team, driven on most occasions by local lad Bobby Olthoff

A FORGOTTEN SONG

Ring-ting-ting or gawt-gawt-gawt...no matter how you remember it, the sound of a two-stroke is one that sticks in the brain, pulls emotional heart strings and is sadly a modern-day acoustic rarity. Various factors have pushed them back into garages, covered in dust and somewhat forgotten. **Stuart Grant** sings some 2-stroke praises in harmony with a Saab 96 and Auto Union 1000S duet.

Images by Ilani Vonk.

Without getting technical, the basic difference between two-stroke and four-stroke engines is that the two-stroke completes a power cycle with two strokes (up and down movements) of the piston during only one crankshaft revolution while a four-stroke, as the name suggests, completes a cycle in four strokes. Two-stroke benefits over a four-stroke include a high power-to-weight ratio, less heat transfer to the cooling system and fewer moving parts, plus they are smaller in dimension and often lighter.

On the downside, and likely the reason

that this technology is moving into the shadows, is the fact that engine lubrication oil is mixed into the petrol and burned and pushed out the exhaust by the high compression. While this makes for one of the best smells on planet earth the emission count doesn't sit very well in the modern 'green' era, which means that two-stroke development has stagnated a bit while the four-stroke continues to get better, more efficient and more dominant. Even the bike crews seem to have side-lined two-strokes, with the likes of MotoGP and Motocross dumping the smoky motors.

Enough of this sad song, let's up the tempo of this sweet tune. And what better place to

start than motorsport? Yes, believe it: Saab and Auto Union both competed and excelled with two-stroke machines, filling the air with a blue haze and characteristic melody.

Saab hit the rally scene in 1950 when Saab head engineer Rolf Mellde entered the Swedish Rally and smoked his way to a second in class. Two years on Greta Molander scooped 'Coupe des Dames' top honours on the Monte Carlo Rally in a slightly warmed 92. Saab really took to the centre stage when a 92 mounted Erik Carlsson joined in on the act in 1955, taking overall victory on that year's Swedish Rally. He added another win to his name in '57, this time driving a newer 93 to Finland



Rally victory and topped the podium at home again in the 1959 Swedish Rally.

By 1960 the Saab 96, still using two-stroke technology, was on the market and Carlson continued his winning ways taking victory at the British RAC Rally (he repeated this again in 1961 and '62) as well as the '61 Acropolis, '62 and '63 Monte Carlo and 1964 San Remo. The 1961 German Rally brought a bit of controversy with the DKW team convinced that Carlson had an illegal 4-speed gearbox (when rules said it should be the standard 3-speed). With the box stripped no fourth was found and the reason for the confusion was Carlson slipping the clutch while in third to replicate a fourth. A dab hand at foot games he developed the technique of left-foot braking in order to keep the two-strokes operating in the correct power range.



With the introduction of the V4 four-stroke 96 in 1967 Saab and Carlson moved in a winning way with that variant. In 2010 Carlson became one of the first four inductees to the Rally Hall of Fame.

DKW mentioned above brings us back to the Auto Union pictured, and like hitting a wrong musical note throws a little confusion into the two-stroke orchestra. Auto Union AG was an amalgamation of four German automobile manufacturers namely DKW, Horch, Wanderer and Audi. The Auto Union 1000 was manufactured between 1958 and 1965 as a replacement/rebrand to DKW 3=6. The pair were pretty much the same car but the Auto Union had its own two-stroke 981cc.

So DKW/Auto Union also did a spot of two-stroke motorsport, starting off in 1929 when Gerhard Macher and Gustav Menz completed the Monte Carlo with a 600cc DKW P 15. Fast forward to the period of the Saab and we see that in 1953 the 3-cylinder DKW 3=6 Sonderklasse became a hot number amongst the competition fraternity. A DKW motorsport division opened with the focus being to spearhead the 1954 European Rally Championship. The success that followed was music to the ears with DKW notching up the first three places and Heinz Meier winning the German Rally Championship title. 1955 saw DKW defending the German title and finishing third in the European standings.

Motorsport became a major key on the DKW sheet notes for 1956 which resulted in a plastic bodied DKW 3=6 Coupé setting five new world speed records at Monza and the introduction of the Auto Union DKW Trophy which awarded points to private DKW drivers across various disciplines. The result was that the majority of motorsport events didn't have a DKW or Auto Union choking the fields.

Saab too went circuit racing with a lightweight two-seater two-stroke sports car badged Sonnet but the real track glory came when a pair of 93 went to compete in the 1959 24 Hours of Le Mans and Sture Nottorp and Gunnar Bengtsson, brought theirs in twelfth overall and second in class. Both manufacturers also dabbled in the Formula Junior mix, mainly as engine suppliers but Saab surprised the racing fraternity when it developed its own Junior for the 1960 season. The car, which was actually built as a test bed for the new 93F 841cc two-stroke, differed from the usual thought of a chassis and body design, rather opting to go for an aluminium monocoque. Bored out to 950cc the car wasn't ideally suited to the 1100cc Junior class rules, which combined with drastic understeer brought on by a 70%-30% front to rear weight distribution made it somewhat unsuccessful.

Formula Junior outfits Mitter and Sauter were fond of DKW power units. South African spectators might remember the

ex-Sarel van der Merwe Sr. Mitter Formula Junior that raced back in the day and saw a number of outings in various historic race meetings a few years back. Sarel Sr. also built and raced his own DKW-powered special, which he cleverly passed on to a new owner a day before Sarel Jr. turned 18, afraid his son would hijack it.

As history shows Junior found another route to racing glory, but it too had a bit of two-stroke in it – another DKW but an F-12 rather than the more bulbous 1000S pictured here. If we are talking DKW in South Africa then we have to talk Coenraad Spamer – the man Sarel Sr. handed his Special to.

Before this, a youthful Spamer had travelled to Europe and taken in some race spectating at Zandvoort, Holland in 1958. There his mind was blown by the plentifulness and performance of DKWs on track. The ring-ting-tinging Deeks outplayed the likes of Jaguar and Porsche. Inspired by the results, he learned all he could about two-stroke tuning from the Germans and headed back to SA, intent on racing a DKW.

Back here he put into action all he'd soaked in and raised a few eyebrows when the car that most felt had too small an engine started to smoke the opposition. In various DKWs (3=6, F-12, F-102) Spamer was a force to be reckoned with, taking headlines with impressive performances



on tracks throughout Southern Africa. The crescendo of his career though had to be when he drove his F-12 (fitted with standard exhaust after the tuned one fell apart) to class victory on the famed Krugersdorp Hillclimb. Not only did he win his class but was also the fastest production car and was faster than all in the modified saloon class. Had he been eligible, he would have topped two of the three sports car classes and beat the winning Formula Vee to put him in the top ten fastest on the day. For Spamer the sky was the limit and he even took class honours with his DKW on the Roof of Africa. When Sarel Jr. and Spamer joined forces as DKW Racing Team the silverware continued to roll in.

Scanning programmes from the period it seems as though Saab wasn't as well represented in South African competition, with the only real mentions being of Yvonne Rowden racing at Grand Central and Kyalami, and taking in the odd rally.

The original intention of this article was to put together a well composed big-band tribute to the Saab 93 and Auto Union 1000S but the excitement of an informal, unrehearsed jam session took over as I paged through the performance history of Saab and DKW/Auto Union two-strokes. Let's face it: the sight, sound and smell of them are just too cool and despite the unhealthiness to the environment, they should be pulled out from time to time to

keep the funky tune going. Think of it as a cigar smoke-filled, back alley jazz club – not ideal for your weekly meal out but so inspirational from time to time.

For my encore I leave you with the facts and stats for the Auto Union 1000S and Saab 96 pictured here.

Saab's 96 hit the shelf in 1960, and made use of a front-mounted, longitudinally running engine. Initially an 841cc, two-stroke good for 38 horses. In '65 power increased to 40hp and if you opted for the modified head, triple carb and oil injection Sport or Monte Carlo version you got 57hp models. By '66 the standard 96 841cc received the same Solex carburettor setup as the Monte Carlo and saw 40hp. Four-stroke raised its head in 1967 and the new 96 in this guise churned out 65bhp, thanks to the Ford Taunus-borrowed 1498cc. Power was delivered to the front wheels, initially via a three-speed gearbox and then a four-speed. Front suspension was of double wishbones and coil springs, while the rear used trailing U-beam axle with coil springs and telescopic shocks sat at all corners. The anchors changed from drums all round to front discs and rear drum in 1967. Production of the 96 came to an end in 1980, ending a remarkable 20 year life span.

While the DKW version saw production from 1953 to '59 the Auto Union 1000 only kicked off in 1958. Initially it was badged

as a 1000 but from 1960 the S was added to the badge. With the longitudinal front-mounted 981cc engine it was good for 44hp and always made use of a 4-speed box, again driving the front wheels. Suspension differed from the Saab with a lower wishbone system operating underneath a transverse leaf spring. A transverse leaf spring was also found at the back this time, springing a dead axle with trailing arms. Pre 'S' cars had drums all round but as the new badge was ushered in so discs replaced the front brakes. 1961 saw the introduction of the so-called Clean Oil Regulator system, which made use of separate oil tank and pump to mix the oil and fuel ahead of combustion with the intention of reducing the characteristic blue smoke emission. This ensured that oil dispensed at a ratio of exactly 1:40 – said to be the perfect mix for engine life. Unfortunately timing was not good as the European winter of '62 and 1963 were so harsh and the oil viscosity was affected by the cold and couldn't flow through the narrow feeder pipe, resulting in a large number of The Auto Unions suffering crankshaft damage. By 1963 the 1000S made way for the DKW F-12 and the Auto Union badge fell off the map.

So let's get together and save the two-stroke. Pull them out and play the sweet smelling and sounding tune across South African roads. ☑



FLAGSHIP — OF THE — FLEET

Mike Monk delves into Hudson, a firm that, although it only existed for just under 50 years, was innovative during that time, typified by its luxurious Commodore range.

The Hudson Motor Car Company was formed on 20 February 1909 by a conglomerate of eight Detroit businessmen who wanted to produce an automobile that would sell for less than \$1 000. The name stemmed from Joseph L Hudson, a department store entrepreneur who provided the necessary capital and gave permission for the company to be named after him. The chief organiser of the company was Roy D Chapin Snr, a young executive who had worked with Ransom E. Olds, and under his leadership the first car, the Hudson 20, was driven out of a small factory in the Motor City on 3 July, less than six months after the company's birth. Over 4 000 units were sold in the first year and 4 508 in 1910.

Hudson established a few auto 'firsts', including the use of dual brakes, dashboard oil-pressure and generator warning lights, and the adoption of a balanced crankshaft, which allowed Hudson's first in-house produced engine, an in-line six launched in 1916, to work at a higher rotational speed while remaining smooth, helping to develop more power for its size than lower-speed engines. Prior to the 'Super

Six', the company designed engines that were manufactured by Continental Motors Company. Hudson transmissions also used an oil bath and cork clutch mechanism that proved to be as durable as it was smooth.

For the 1930 model year Hudson introduced a new flathead, 218.8cu.in. (3 585cc) straight-eight engine with block and crankcase cast as a unit and fitted with two cylinder heads. It featured a five-bearing crank with eight counterweights, an industry first, as well as a Lanchester vibration damper. A valveless oil pump improved the Hudson splash lubrication system. Four rubber blocks were used at engine mount points.

In 1936 Hudson brought in a new 'rhythmic ride' suspension, which supported the live front axle via two steel bars and (softer) leaf springs. The 1939 models joined other American cars in the use of a column-mounted gearshift lever. Hudson became the first car manufacturer to use foam rubber in its seats. For 1940 the company introduced coil spring independent front suspension with shock absorbers mounted within the springs, and true centre-point steering on all its models. However, Hudson sales for 1940 were lower



than in 1939 and the company continued to lose money. But then came the first-generation Commodore – and war.

Befitting its name, the new Commodore was the flagship of the fleet in Hudson's model line-up but lasted only two years – 1941/42 – cut short as America became involved in WWII during which Hudson made aircraft and landing craft engines. Afterwards, having generated a small profit from its wartime effort, in 1946 the company returned to motor manufacture with facelifted versions of the pre-war models, which boasted a three-speed helical-gear all-synchromesh gearbox. These cars were notable for having exterior and interior trim design input by Elizabeth Anna 'Betty' Thatcher, the first American female automotive designer (see sidebar). The second generation also only lasted two years before its groundbreaking replacement appeared.

Often hailed as one of the great post-war designs, production of the unibody third-generation Hudson Commodore began in December 1947 and was made available in just three versions – a four-door sedan, a two-door Club Coupé and a two-door Brougham Convertible. Engines

on offer were the same as those for the lesser Super Six and Super Eight models, namely a 262cu.in. (4 293cc) L-head in-line six and, oddly, a smaller, less powerful 254cu.in (4 162cc) L-head straight-eight.

The car's all-steel unibody design was quite radical for its time. Its construction incorporated a perimeter frame that allowed for the seats to be set lower than would be possible with the more common separate body/chassis assembly, so passengers 'stepped down' into the car, which became a catchphrase when referring to the design. Hudson actually trademarked the design as Monobilt. Apart from saving weight, the layout offered some side impact safety protection and lowered the car's overall height and consequently the centre of gravity, which benefited handling, a characteristic for which the car became universally acclaimed.

A narrow glasshouse, full length bodyside swage lines and spats over the rear wheels made the car appear exceptionally low and sleek. Sedans were 5 207mm long, 1 957mm wide, 1 533mm high and rode on a 124-inch (3 150mm) wheelbase. In later years, the

A WOMAN'S TOUCH

In the aftermath of the Great Depression, Hudson was of the opinion that it needed a female outlook on automotive design and in what was a bold and innovative move for the times, in 1939 appointed Elizabeth Ann Thatcher to its design department. Born in 1917, Betty, as she was more commonly known, was a graduate of the Cleveland School (now Institute) of Arts and majored, with honours, in industrial design. Her input was first seen on the exterior trim with side lighting on the 1941 model year cars (which included the first-generation Commodores) as well as the interiors, including the instrument panel and trim fabrics. However, her tenure was short-lived, because in 1941 Betty married Joe Oros who was then a designer at Cadillac (and later headed the design team at Ford that created the Mustang), and to avoid a conflict of interests, Betty resigned in 1941. She died in 2001, aged 84.



look appealed to hot rodders who often converted Commodores into lead sleds, a ground-hugging expression of automotive art that usually horrifies purists but thrills the California Custom Culture.

Inside, seats featured foam cushions and sedans were trimmed in broadcloth while coupés boasted leather. Standard luxury features included a two-tone walnut-

grained dashboard, instrument light dimmer, swivelling sun visors, electric clock, opening rear quarter-lights, and an 18-inch plastic steering wheel with horn ring. (The Super Series cars had a 17-inch wheel.)

The Franschoek Motor Museum's 1949

Commodore has the in-line six-cylinder engine that features a chrome-alloy block, a four main bearing crank, solid valve lifters, a 6.5:1 compression ratio and a Carter two-barrel carburettor. The motor delivered 95kW at 4 000rpm and 271Nm of torque at a low 1 600, and was mated with a three-speed column shift manual gearbox. Top speed was around 150km/h. When new, an aluminium cylinder head, an oil bath air cleaner, overdrive and different axle ratios were amongst numerous powertrain options.

A near identical 1949 Hudson Commodore sedan was one of the star cars in the Oscar-winning movie *Driving Miss Daisy* starring Morgan Freeman as the driver Hoke Colburn and Jessica Tandy as Miss Daisy. But perhaps Hudson's more famous silver screen star was the lovable Doc Hudson in Pixar's animated *Cars* movies, but he was actually modelled

Standard luxury features included a two-tone walnut-grained dashboard, instrument light dimmer, swivelling sun visors, electric clock, opening rear quarter-lights, and an 18-inch plastic steering wheel with horn ring



on a 1951 Hudson Hornet Club Coupé. However, the similarities are obvious – the Hornet and Wasp briefly superseded the Commodore before the body style, which, surprisingly, was not a trendsetter, was dropped for the 1954 model year when Hudson merged with the Nash-Kelvinator Corporation to form American Motors. In 1957 AMC dropped the Hudson name (along with Nash) to concentrate on the Rambler brand.

So, doing my best Hoke impression and in company with FMM's 1948 Club Coupé, I set about driving Miss Daisy. Tipping the scales at just over 1 600kg, the Hudson is no sprinter but the motor feels – and is – strong. Thankfully, the big wheel is not too heavy to twirl when manoeuvring but such bulk needs consideration when pressing on along twisty roads. For sure, roll is hardly evident and looking through the split windscreen, the car exudes a kind of

majesty when cruising along, the shallow windows adding an air of mystique to outsiders looking to see who is driving – and being driven. While maybe not quite having the image of some of its luxury market rivals, the Hudson nevertheless carries a distinct panache that is perhaps more appreciated today than it was back then. Certainly, driving along observing the two-door version, the rounded, low-slung look combined with its bulk really is an imposing sight, an image you would want to give way to when it appeared in your rear-view mirror.

“What you say, Miss Daisy?”

“Did you have the air-conditioning checked? I told you to have the air-conditioning checked.”

“I had the air-conditioning checked. I don't know what for. You never allow me to turn it on.”

“Hush up!” ☒

HUDSON EXTENDED

To complement the by then upmarket Hudson name, in 1919 the company introduced the Essex brand targeting Chevrolet and Ford's more budget-minded buyers. The Essex was a success and by 1925, combined Hudson and Essex sales moved the company from seventh in the US to third. Then in July 1932 the Essex name began to be phased out in favour of the more modern Terraplane brand name, the launch promoted by flight pioneer Amelia Earhart. For 1932 the restyled cars were named Essex-Terraplane, then from 1933 simply as Terraplane until 1938, when it was renamed the Hudson 112.

FAKE SNAKE

Carroll Shelby's 1965 GT350 truly was a street legal race car, built to kick ass and take names. Everything on the car was there for one purpose only – to go fast and win races. Happily they looked good doing it, and Malcolm Uitenbogaardt's latest creation continues in the same vein.

Photos: Michael Ellis





Well known in historic and classic racing circles, Malcolm has been a petrolhead for as long as he can remember.

Starting out with the obligatory aircooled VWs, he has worked his way through the gamut of Italian, British, German and other classics. If anyone was counting he is closing in on a hundred different 'special' vehicles that he has owned and restored over the years. But one brand remains at the forefront: Malcolm considers himself a dyed-in-the-wool Ford fan. Visitors to local racetracks and car shows will be familiar with his Fairlane and copper and gold '67 Mustang. But this beauty was built with a different purpose in mind.

Around the time that various people started mooted the idea of importing the new generation Shelby Mustangs, Malcolm was looking for something that would deliver a solid, comfortable, reliable high performance ride. And turn some heads. The talk sounded promising, but as it went on, the prices being thrown around went skywards. With the idea pretty much relegated to fantasy, he returned to what he knows best: building one of a kind, superbly engineered cars by his own hand. The 1965 body shell was showing its years when it arrived at his Montague Gardens workshop. He stripped and media blasted it himself, knowing the dangers of leaving this task to untrained hands who could easily warp and distort the precious metal. Determined to get the car as perfect as possible, replacement panels for almost every removable part were ordered.

"Looking back that maybe wasn't the best idea,"

he tells us. "The quality of the stampings isn't perfect, and if I consider the amount of time I spent massaging and making small adjustments to get everything to fit and line up properly, I could have just as easily repaired the original metal."

Either way the time spent was worth it, and the gaps and seams on the car are probably better than when it left the factory. The bonnet and nose section were sourced from good friend Jimmy Price at Hitech in PE. These are perfect replicas of the original Shelby parts.

"I am not trying to pass this off as the real thing by any means," Malcolm jokes. "I am sure many purists will be upset by the licence taken, but that is exactly the point. This is after all also a little bit of a brag car, and I have done it the way I want to". Which means that Wimbledon White and Guardsman Blue were about as far from his mind as Cragar Shelby rims and Goodyear Blue Dots.

Shot himself in a rented spraybooth, the black paint is a nod to the later Hertz 'rent-a-racers' and the Torq Thrust "Ds" are there simply because he loves the look so much.

The mechanical side of things is where it really becomes interesting. Opening the bonnet those in the know are immediately drawn to the quad-IDA carb set up. A second look reveals that the car is actually running fuel injection. The legendary Dave Ingle built the throttle bodies and put the whole mess together. Having built enough race engines in his time Malcolm knew exactly the route he wanted to go with this car.

"People get all these crazy ideas and see all sorts of things in books," he explains. "Then when they can't get it to work reliably they are scratching their heads". Following the golden



rule of motorsport, 'to finish first you must first finish' Malcolm opted for a straightforward 302 running good quality forged internals, a mild cam and sweet looking Tri-Y headers. "This type of setup will deliver more than adequate power and it will do it reliably for years," he continues. "I find it hard to believe people doing all these things to gain power without sorting out the bottom end and making it bullet proof first. That should always be the first thing you look at."

All that adequate power makes its way rearwards through a compact integral hydraulic throw-out clutch, via a 5-speed Tremec box and on to a 3.25:1 diff fitted with a Detroit Locker and 28-spline axles. Slowing down is also handled more than adequately; with Wilwood callipers and discs hung on all four corners. With a full race ready suspension and Bridgestone intermediate rubber the car would be quite happy on the racetrack, if Malcolm ever decided to unleash it there.

"I will do the occasional open day event, and maybe a couple of burnouts, but I have a couple of race cars," he grins. "Those cars are set up for racing and I love them. With this one I get to do different things".

Inside the car there is just as much attention to detail, with brand new headliner, door-cards, dash top, seats and carpets. The seatbelts and large diameter steering wheel add a period flavour – so good to see a 'wheel that actually compliments the car! But it is in the little details that one gets blown away. The roll-bar struts are removable, and within five minutes the rear seat can be up creating space for four. A Vintage Air aircon system keeps things on the inside of the car about as cool as the whole thing looks from the outside.

The fluid reservoirs sit inside the cab on the dashboard, the hydraulic handbrake is a work of art, and the massive aftermarket rev counter leaves no illusions about what the car is about. Out back an intricate dual fuel-pump outfit with scavenger tank continues with the purposeful function over form idea. And that really does sum this car up – everything on it serves a function, and it is in the quality of the engineering, preparation and planning that the beauty shines through.

What Malcolm has done here is create a Mustang that grabs attention and stands out from the crowd, and with these cars having become so common of late, that is no mean feat! 📷



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“At Pablo Clark we express the same passion you do for what is one of the most awe inspiring marques in the world. With specialist technicians that have a combined experience of more than 60 years, your Italian car is cared for and serviced by Italians. You are assured with our professionalism and workmanship, your cavallino rampante will unleash it’s ultimate level of performance.”



P.O.A.

1989 Ferrari 328 GTS
Giallo with Nero leather interior
20,993km



R 2 500 000

2009 Ferrari 599 GTB HGTE
Rosso Corsa with Nero leather and
Carbon Fibre interior. 27,800km



R 1 575 000

2001 Ferrari 360 Spider
Rosso Corsa with Nero leather interior
33,000km



R 1 350 000

1983 Ferrari 308 GTS Quattrovalvole
Rosso Corsa with Nero leather interior
56,000km



R 2 800 000

2009 Ferrari 599 GTB
Rosso Corsa with Nero leather interior
7,200km



P.O.A.

2003 Ferrari 575M
Silver with Bordeaux leather interior
24,000km



R 450 000

1982 Ferrari Mondial Quattrovalvole
Rosso Corsa with Nero leather interior
66,263km



R 1 850 000

2009 Ferrari 612 Scaglietti
Rosso Corsa with Nero leather interior
33,000km



R 1 400 000

2006 Ferrari F430 Challenge Race Car
Rosso Scuderia with
Rosso / Nero interior

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BARBEQUE BEND, RACING, SUNNY SKIES & CHEVRONS

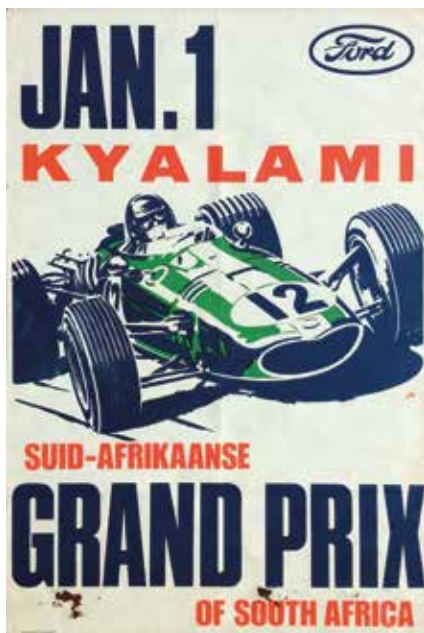
In the decades before the Internet, colourful racing posters were essential to spread the news of what was coming up at the local track. And with Kyalami boasting an F1 Grand Prix and the mesmerising 9 Hour Endurance Race on an annual basis throughout the late '60s and '70s, posters for those iconic fixtures guaranteed plenty of thrills and spills at the legendary Highveld circuit, says **Graeme Hurst**.

Kyalami occupies a special place in the hearts of most local 1970s & '80s Grand Prix fans. Whether it's the shriek of a DFV engine, the blaze of headlamps jostling for the lead in the 9 Hour, or flashes of Gunston- and JPS-liveried bodywork through Crowthorne... or even just the smell of braais behind the stands and the sight of chicks selling programmes at the gate... race day at the Highveld circuit was about as intoxicating as it got when it came to sheer atmosphere. And seeing a poster on your local telephone pole as you headed off to work (or school) was what got the adrenalin pumping through your veins twice a year.

With South Africa now no longer part of the F1 scene and

Kyalami's recent rollercoaster-like prospects (thankfully now in safe hands), period racing posters are a reminder of the circuit's illustrious past – one that featured such greats as Jim Clark, Jackie Stewart, Niki Lauda and James Hunt... not to mention our own hero and 1979 World Champion, Jody Sheckter.

And it's another of our own that kicked off a bout of time travel for C&PCA when a stash of late 1960s and '70s Grand Prix and 9 Hour posters collected by former GP racer Neville Lederle – who campaigned an ex-Jim Clark Lotus 21 in the 1962 and '64 Rand Grands Prix (the pre-cursor of the SA GP which began in 1967) – came to light, after his son Scott took an interest in his racing career.



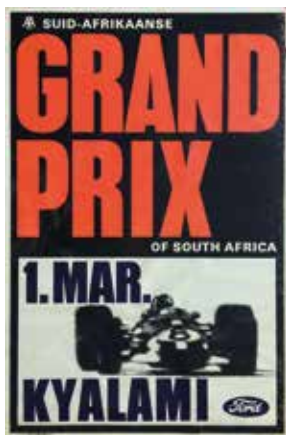
1968 SA GRAND PRIX

The South African Grand Prix as most remember it began in '67, when the date of the Rand Grand Prix was moved forward from the traditional December slot following the event's admission to the F1 World Championship, making '66 a Grand Prix-less year for Kyalami.

For 1968 the race was held on New Year's Day – a Saturday fixture to which the F1 fraternity had to comply as sport on a Sunday was banned under Nationalist government policy.

In terms of Kyalami history, '68 was a memorable year for two reasons: it was the start of sponsors' names appearing on cars which gave us some of the most famous livery in racing history (who can forget Gunston and Lucky Strike?) and it was the race in which Jim Clark upped his GP

win tally to 25 – beating Fangio's record. Sadly, it was just three months before the two-time World Champion lost his life in a Formula 2 race at Hockenheim in Germany. This made his victory in a Lotus 49 here all the more poignant, especially as he set a new lap record of 1min 23.7 seconds after clinching the lead off Jackie Stewart on the second lap, ahead of a grid packed with famous names: Dan Gurney in an Eagle Gurney Weslake V12, Denny Hulme in another V12, a McLaren, and Graham Hill in the other Lotus 49. Also in action were Jack Brabham and Jochen Rindt, piloting Brabham 248 while local stars included Dave Charlton in a Repco V8-powered Brabham BT11 and Rhodesian John Love in a BT20 – the Team Gunston car with that iconic colour scheme.

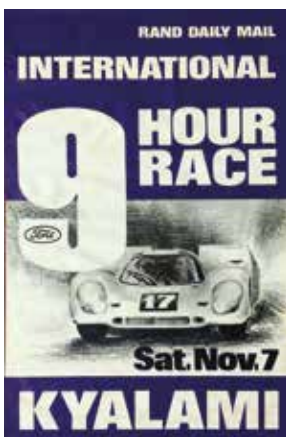


1969 SA GRAND PRIX

A year later most of those big names were back on the grid for the SA GP and the cars were even more memorable, thanks to the plethora of high-winged designs – a radical configuration that was arguably only outshone by the debut of the Ken Tyrrell six-wheeler in '78 when it came to looks.

The March 1st race was all about Jackie Stewart who stormed to victory in his Tyrrell-entered Matra-powered Ford, some 20 seconds ahead of second-placed Graham Hill in the

Gold Leaf-liveried 49B (another colour scheme etched into our cerebra) while Jo Siffert brought his 49B home in third place. Sam Tingle was the only local hot shoe to finish, in 8th place. The local contingent fared far better for the 23-strong World Championship F1 grid for the 1970 GP with John Love's Lotus 49 taking 8th place ahead of Peter de Klerk's Brabham BT26A and Dave Charlton's Lotus 49 in 12th – with Charlton taking the speed record for the day at 174.8mph down the straight.

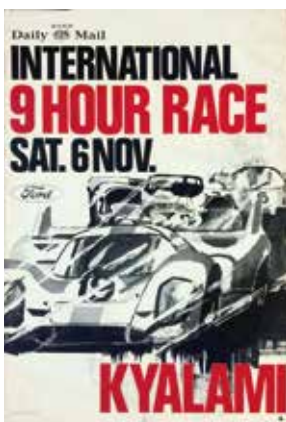


1970 9 HOUR

The 9 Hour was essentially South Africa's own Le Mans and – with an 11pm finish time and the likelihood of rain thrown in – one of the most evocative events in terms of atmosphere. The annual November fixture typically boasted a grid as diverse as the conditions on the track and the sheer tenacity of the two-driver teams to go the distance, while coping with pits stops and mechanical breakdowns. Kyalami hosted it from '62 (the fifth in the series) and that year famously featured David Piper who took victory in his BP-green Ferrari 250 GTO with local Bruce Johnstone. Piper was on the podium again (this

time with Tony Maggs) a year on.

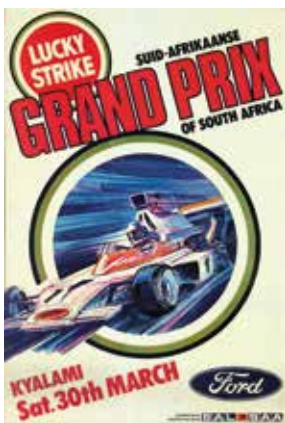
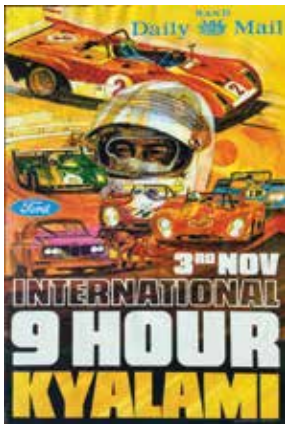
Fast forward a few years to 1970 and Ferrari was very much the flavour of the day – only this time with Enzo's backing: the winning 512S driven by Jacky Ickx and Ignazio Guinti was a works entry – a first for the 9 Hour and a sign of how serious this meeting was for *il Commendatore*. The factory efforts paid off as the Ickx/Guinti car outran a mighty 917 while becoming the first entrant to average over a 100mph for the race. They also set a circuit speed record when the 512S was clocked at over 300km/h down the straight.



1971 9 HOUR

Unsurprisingly Ferrari was back for '71 with two sports cars – this time 312Ps – one in the hands of Clay Regazzoni and Brian Redman and another with Jacky Ickx, paired with Mario Andretti. The teams brought the Maranello company a respective 1st and 2nd out of a field of two Porsche 917s and five Chevron B19s but the 2nd place was arguably more impressive than the win, considering that the

Ickx/Andretti car suffered a 40-minute delay just an hour into the race while electrical problems were sorted. Third place went to a Chevron B19 driven by Howden Ganley, Mike Hailwood and our own Paddy Driver – the highest placed local out of a grid of 27-strong SA racers, including Jody Scheckter and Peter de Klerk (both in Chevron B19s) and Basil van Rooyen (in a Mazda Rotary with Peter Gough).



1972 SA GRAND PRIX

The '71 GP had been a game changer thanks to the debut of Ferrari's sensational flat 12-powered 312Bs, piloted by Jacky Ickx, Clay Regazzoni and Mario Andretti and would take the chequered flag for the first time in a GP, so relegating World Champion Jackie Stewart

to 2nd place – but things couldn't have been more different a year on when McLaren Kiwi Denny Hulme – who'd been on pole in '71 – stormed his 5th-placed Yardley Team M19A to victory with team mate Peter Revson in third.

1973 SA GRAND PRIX

A year later Jackie Stewart (who retired with gearbox failure in '72) got to set things right with a magnificent victory in the team Elf Tyrrell, which he brought home a stonking 24 seconds ahead of the second-placed McLaren in the hands of Revson. But the big news for local fans was the man in the third McLaren

car – F1 new boy Jody Scheckter who was third on the grid and briefly led the race at one point before a blown engine led to his retirement just four laps from the end. Still it was a special day for the local boy, who'd started his racing career at the wheel of a Renault R8 on the same circuit.

1973 9 HOUR

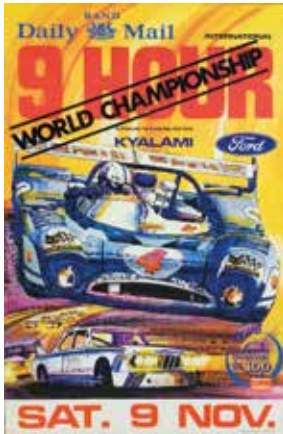
For a change, Maranello prodigies didn't hog the limelight at the '73 9 Hour which saw the privately-entered, owner-driven (with Reinhold Joest) Porsche 908 of Herbert Müller clinch the chequer, with Derek Bell and James Hunt-piloted Mirage hot on their heels. Ickx was behind in 4th but not in a Ferrari: he shared a BMW CSL with Hans Stuck and the pair set a track record for a saloon in practice when

they lapped Kyalami at over 100mph. Equally promising had been the Chevrolet Firenza Can-Ams – the dealer team funded and fielded V8-powered coupés created by tuner and racer Basil van Rooyen. His car, co-driven with Frank Gardner, and a second by Jan Hettema and Dick Mawson both failed to finish after a respective gearbox seizure and crash put them out of the race.

1974 SA GRAND PRIX

Jody was joined by his brother Ian, driving a Team Gunston Lotus 72 for the 1974 GP – sponsored by Lucky Strike – but they and a raft of big names were out-gunned by Carlos Reutemann who was back with Brabham. He took the lead 10 laps in and held on until the chequered flag was

waved, by which time Scheckter was running 8th in his Tyrrell. But the race and the charismatic Argentine's victory were sadly tainted by the death of Yardley-sponsored Peter Revson in a fiery accident (ironically at Barbeque Bend) in practice the day before.



1974 6 HOUR

1974 was a milestone in South African endurance racing as the 9 Hour was afforded World Sports Car Championship status (in part because political instability in Argentina had led to that country's round being cancelled, opening up a slot in the calendar). That, along with fuel-crisis restrictions, meant shortening the event to six hours to comply, which made

it less atmospheric – as did the lack of any Ferraris. But there was still plenty of 12-cylinder action thanks to the formidable Matra Simcas, one driven by Gerard Larrousse and Henri Pescarolo and another by Jean-Pierre Beltoise and Jean-Pierre Jarier. The Blue Gitanes-liveried racers crossed the line in a respective 1st and 2nd photo finish.



1975 SA GRAND PRIX

If Jody fans had to drown their sorrows with a few Castles after his 8th place in '74, they must have got seriously wasted celebrating in '75 – the home-grown star thrilled the crowds with a spectacular victory and the sight of him cracking the Champagne on the podium – made all the

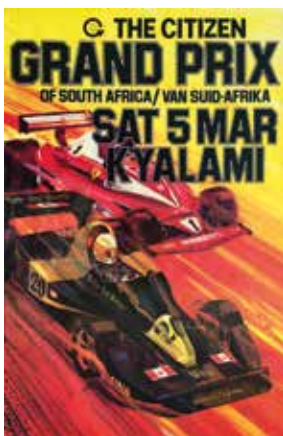
more special by the poster which had fittingly boasted that fans could 'See Jody'. Reutemann was close on his heels while Jody's team-mate Patrick Depailler was third. The race also starred F1 newcomer Jochen Mass in the Marlboro team McLaren who crossed the line to claim sixth place.



1976 SA GRAND PRIX

SA's '76 Grand Prix nearly didn't happen owing to sponsorship issues until corporate heavyweight Louis Luyt stepped in as sponsor through *The Citizen* newspaper. And thank goodness he did as the March 6th fixture delivered thrills by the bakkie load, thanks to the tension between

reigning world champion Niki Lauda and James Hunt who was hot on the tail of Lauda's Ferrari 312T (just 1.3 seconds ahead) after the latter snatched the lead on the first lap. Jochen Mass headed the rest of the field at the finish, with Jody behind in the Tyrrell 007.



1977 SA GRAND PRIX

Both Lauda and Hunt (now World Champion) were back for '77, with the Austrian and 1975 World Champion famously still heavily scarred from burns following his horrific crash in the German Grand Prix the year before. Hunt was on pole but Lauda took the victory laurels after snatching the lead five laps in, just after Hunt had claimed FTD. It was Lauda at his finest and the Ferrari *tifosi* were in heaven at his sheer brilliance behind the wheel of the Scuderia car.

refused to crack open the Champagne on the podium on what is, in retrospect, the circuit's darkest day.

But the race was marred by arguably the most horrific F1 accident of all time after a marshal, Frederik Janse van Vuuren, who ran across the track to attend to a burning car, was struck by Tom Pryce's Shadow. He died instantly, as did Pryce after Janse van Vuuren's fire extinguisher hit him in the face, with the Shadow careering down the straight out of control before rebounding off the Armco and knocking Jacques Laffite's Matra Ligier into the catch fencing. Adding to the grim drama was the fact it was played out on live television. Fittingly Lauda

A year on the F1 show was back of course, with Ronnie Petersen's iconic JPS-liveried Lotus 78 (surely the archetypal 1970s F1 car?) taking a surprise victory. The annual fixture – which boasted the unique accolade of hosting all the drivers in one hotel, the (in)famous Kyalami Ranch – would continue all the way through into the shatteringly fast ground-effect and turbo era until 1985. By then political pressure against Apartheid finally led to the famous Highveld GP race being stripped off the F1 calendar the year after. It was the end of a remarkable and exceptionally colourful two decades of adrenalin-packed F1 World Championship thrills... all set against a backdrop of sunny skies, braaivleis and six packs of Castle, not to mention the rows of banana-branched 3-litre Fords and side-draft snorting Alfa Romeos dicing their way out of the car parks... simply magic! 🍷

WHAT CAN YOU DO FOR YOUR COUNTRY?

What do a Riley RM engine, Sabre jet fuel pump, a machine gun mount and a Vespa have in common? Very little, apart from helping one gifted engineer create his own car. A car that came within a 'stuk of bloudraad's' breadth of unofficially snatching the South African land-speed record more than 45 years ago, says **Graeme Hurst**.

Wally Vorlaufer is a well-known name in South African classic car restoration circles. In fact, he's well-known internationally, especially when you start talking pre-war Jaguars – particularly the gorgeous SS1 and SS100 series. Speak to an owner of one of these now seriously sought-after William Lyons beauties and, if they've had their car restored, they may well point to the headlight, or the grille or just about any item from the dozens of parts (around 85% of the car's components) on it that Wally makes. From scratch. Or you could chat to an overseas Austin-Healey racer who revels in his car's 350bhp performance on a European track every weekend. They'll no doubt tell you the secret lies in the car's Vorlaufer-designed alloy cylinder-head and the many clever performance items, such as bi-metallic valves and high rpm valve gear, that it sports. You see, he's one of our hobby's best exports and a very talented engineer. One who has quietly helped to put the country on the classic map from the Robertsham (just south of Jo'burg) premises of Vorlaufer Cars over the last few decades.

But what Wally is less known for is that he once built his own car. And it was pretty damn quick too. To pick up the story you have to rewind through five decades of engineering work... back to the early 1960s when Wally, a young car-mad enthusiast who ran a performance accessories and tuning shop, responded to a government-driven competition for a 'home grown' car.





“The government at the time wanted to start to start manufacturing its own cars and offered to sponsor development of cars with enhanced technology,” explains Wally who immigrated to South Africa as a youngster from his native Austria with his jeweller-trained parents in the early 1950s. With high-spec European performance cars heavily taxed in SA, the mechanically minded youngster felt there was also a market for a car with Ferrari or Lamborghini-like performance.

That idea and the request hit fertile ground as Wally had already built a car, the Tornado 1700. “I started building when I was 17. It was based on a square tubing chassis frame and the body was fibreglass. It used a 1700 Opel motor but was very modified, with three carburettors. I don’t remember the power but I know we clocked the car at 130mph,” he adds. The build took three years and finished in 1960 but Wally wasn’t happy with it. “The chassis was much too flexible and I ended up breaking it up.” Fast forward three years and this young petrolhead was by now doing a healthy trade developing performance camshafts and other tuning items for European makes through his Valley Speed Centre business in Bez Valley. And he was also reading up voraciously on supercharging and emerging technologies like fuel injection.

Which is probably why his response to the government’s dictate for a four-seater performance car was a little off *piste* to say they least... and I’m not just talking about its split-window ’63 Corvette coupé body-inspired look – or that he bolted a massive supercharger onto the engine. “It had water injection system to increase the octane while cooling and lubricating the cylinders and an air conditioner to cool the intake air for the radiator,” details Wally with deadpan humility, as if these items are regular systems in a classic car. Rather incredibly that technology, housed in a self-styled and fabricated fibreglass body over a tubular structure, was centred around a Riley RM engine. “The Riley was a good



engine as far as material was concerned – they used extremely good material plus it was a performance motor before I started off,” recalls Wally who came to this realisation after buying a then ten-year-old RM saloon.

He didn’t leave it stock, mind: “It was bored out from 2443cc to 2860cc and I made up special chrome piston rings.” The flywheel was substantially lightened and the cylinder head was modified to bring the compression up to 9:1 and to give it inlet ports of 45mm, which could be fed by a pair of 45DCOE Weber carburettors, which were mounted after a supercharger. “That was an unusual arrangement as superchargers usually suck through the carburettors but it was necessary because of the fuel injection.” Ah yes, the fuel injection. To boost performance Wally developed a water-based injection system similar to one used on Thunderbolt aircraft. “It used a mixture of 35% alcohol to water to boost the octane, plus its cylinder lubricant.” The mixture was injected into the inlet manifold while the supercharger (a GMC item) was mounted ahead of the engine, running off the crank pulley on three V belts. You might wonder what that meant for the water pump but that got binned to allow

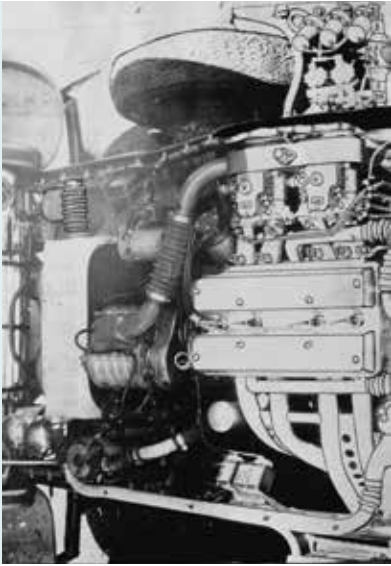
for a highly-calibrated and adjustable cooling system, which was key to optimising the engine’s output. “The water circulation was handled by a Sabre jet fuel pump and the radiator was cooled with

an air conditioning system. A bit like an intercooler on a turbo engine. It meant I could regulate the intake air temperature either way by as much as five degrees.” Rather unsurprisingly it took three SU fuel pumps to ensure that the twin DCOE carburettors were sufficiently nourished while the oil pump was redesigned to boost output capacity by 80 percent, with a massive oil cooler plumbed in to keep operating temperatures down.

And the rest of the mechanicals? Well they weren’t entirely conventional: a Jaguar four-speed gearbox with the overdrive disabled (it wouldn’t have handed the power, admits Wally) which was mated to a two-speed American differential – giving the car eight forward and two reverse gears – was at the heart of a fully-independent rear that was to Wally’s own design and manufacture. Same with the exhaust which hung from machine gun mounts. With that and the Sabre jet fuel pump for the cooling system you do have to wonder about Wally’s other interests...

Braking came thanks to one of Alfa Romeo’s 2600 coupés which used large finned aluminium drums, plumbed into twin vacuum servos, while the front suspension was the Riley’s torsion bar set up. Ditto the rack-and-pinion steering. All of that was mated to a tubular chassis of Wally’s own design, which was in turn clothed in fibreglass body taken from moulds he made – again his own styling which was the result of research. “It was styled according to the other modern cars at the time. And of course according to wind resistance and that sort of theory. I got special aerodynamics books so that’s how

Rather incredibly that technology, housed in a self-styled and fabricated fibreglass body over a tubular structure, was centred around a Riley RM engine



that was worked out,” recalls Wally who named the car the Tornado Ventury.

His fabrication wasn't limited to the engine and bodywork as items like the side windows were made up, although but some components came from regular production cars: the windscreen was from a Renault – although Wally can't recall which model – while Karmann Ghia anoraks will recognise the door handles. Ditto Jaguar E-type owners when they look at the front light surrounds. And reversing light? If you've ever had a close shave with a Vespa scooter overtaking from the opposite lane you may recognise that item as marque's trademark headlamp, although for the Ventury it's mounted upside down. He still made up plenty of the bright work though, including the quarter lights and the stainless steel bumpers. Same with the car's wheels which were fabricated from mild steel to take 15in 6.50 cross plies, although they would ultimately wear then-new Dunlop SPs, after the tyre maker asked him to use the Ventury as a high speed test mule. And the split window? It wasn't really a nod to Chevrolet's Corvette says Wally: “it was to accommodate the roll over bar.”

So what was it like on the road? “It handled very well,” recalls Wally. “The tubular chassis was very light but the fibreglass body was too heavy – I think the whole car was about 1.2-tonnes.” The weight wasn't much of issue though as Wally's technical genius under the bonnet gave the Ventury plenty of grunt. “We got 307bhp on the dyno, which is about three times the power of a standard Riley engine.” That was at 7 400rpm but the twin-cams-in-block Riley motor could rev to a lofty

8 000rpm. Heady stuff but it was reliable after 50 hours of bench testing.

That output translated into some impressive numbers on the tarmac: 0-160kph (yes 160) in 12.5 seconds! And, early one morning in the Free State back in April 1968, it was clocked during an unofficial South African land speed attempt at 294km/h – just 13 km/h less than the record set by Mike d'Udy in Lola T70 three months before. Wally was thrilled with his creation but sadly the government white coats didn't share his enthusiasm: “It was presented to them and fully assessed but they came back and said it was much too powerful for the normal motorist and that they actually wanted a four-door saloon. Ultimately they went for the Ranger.”

That didn't stop him enjoying the fruits of his labours. In fact, he drove the car daily for most of the 1970s, clocking up an impressive 180 000km, although not all of that involved the Riley engine: “At 90 000km the engine was down on compression as the bores were starting to go oval in shape,” explains Wally who replaced the unit with a small-block Chev V8. “It was still quite modified with an Iskenderian camshaft and other things but even with the extra capacity it didn't have the power of the Riley motor.” The Ventury remained in regular use until a flailing driveshaft from a snapped universal joint severely damaged the bodywork in the early 1980s. With Wally by then heavily involved in classic car restoration and the design and development of early Jaguar parts, the Ventury took a back seat and remained unused for several

years. Eventually, in the late 1990s, Wally conceded to sell the still-damaged car to enthusiast Al Langenstrass, who had admired it since his high school days and still has it in his garage.

Could it have been a viable production car? “I calculated that I needed to build ten to make it worthwhile but we only got five orders with deposits placed so it just wasn't viable to create the jigs.” Two others were built but with conventional GMC straight-six engines and none of the technical wizardry under the bonnet. “One was used for a while before being broken up, the other disappeared,” recalls Wally. And the Ventury's original Riley lump? Rather bizarrely, it went into an Alfa. “I sold it to a guy building a racing car. He used it in an Alfa Romeo GT (the 105 series) that was two cars welded together lengthways to create a wider version but I don't think it ever raced and it's long since disappeared.” Fortunately, the Ventury hasn't and Wally's family have recently convinced him that it needed to come home and be restored by the man who created it, although he's more keen on improving on the concept with something new. “Technology and my skills have moved on since then so I wouldn't build it this way.” Given the Ventury's already astonishing performance 45 years ago, that's a euphemistic way of saying it would very likely tear up the tarmac... maybe the government needs to get in touch again about finally creating a proper 'home grown' car. 📍

Thanks to Vorlauffer Cars (011 433-3758; www.vorcomp.co.za)

FORCE-FED — LUXURY —

Rolls-Royce's decision to adopt turbo-charging for its top-of-the-range Bentley model in the mid-'80s broke with tradition and probably had Bentley founder Walter Owen Bentley spinning in his grave, but it helped revive a performance brand... one that's doing rather well today as a result, reckons **Graeme Hurst**.

Photography by **Henrie Snyman**.

With 434kW and 319km/h performance the current Bentley Continental GT is, and has been, a formidable machine since its launch nearly 12 years ago.

Critics might scoff that the brand is more premier division footballer than racing driver material (although five-time Le Mans 24 Hours winner Derek Bell is a Bentley fan) but you can't deny that it's up there in the performance stakes with the likes of Porsche, Aston Martin, or even products from the Maranello stable. The brand – now comprising the Continental, Flying Spur and Mulsanne – is also massively successful when it comes to numbers, with more than 10 000 cars made last year. And the success story comes down to one model that put the sports car back into one of the world's most famous sporting brands: the Turbo R.

Until then, the Bentley name had been slowly diluted since founder Walter Owen Bentley's company – which won Le Mans for four years in a row from 1927 – was consumed by Rolls-Royce in 1931, following liquidation. While Bentley himself took on work with rival Lagonda, Rolls-Royce used the name to sire the 3½-litre Bentley series (known as Derby Bentleys after the home of Rolls-Royce factory in Crewe) which was a sportier alternative to Rolls-Royce 20/25, on which the range was largely based. The company continued the theme post-war with its fabulous coach-built S1 and R-Type Continental



coupés. The latter was the Bentley marque's zenith since the takeover as the later SII and SIII variants – powered by the V8 Rolls-Royce developed in '59 – used Rolls-Royce mechanicals in standard tune, even with the two-door Continental theme which continued.

By the late 1960s, Rolls-Royce was focused on the Silver Shadow, the monocoque-based saloon that catapulted the company firmly into the future with its all-independent, self-levelling suspension and a host of other refinements. There was a Bentley version (badged the T1) but it was devoid of any sporting pretensions and was little more than an exercise in badge engineering in much the same way Daimler was to Jaguar – a different grille and name, with no tweaks under the bonnet. Heck, the chaps at Crewe didn't even bother to replace the RR logo on the speedometer with the Bentley-winged motif. It was simply aimed at the sort of customer who felt being seated behind a Spirit of Ecstasy was a trifle too 'vulgar'.

Clearly there weren't too many owners who felt that way as, by the time the Shadow gave way to the rather lardy Silver Spirit in 1980, Bentley-badged versions only accounted for five percent of Crewe production. That was only around 3 000 cars a year anyway – miniscule in modern day terms.

Fortunately, Rolls-Royce's then chief, Sir David Plastow, felt otherwise. A keen marketeer, having successfully revived the car-making division of Rolls-Royce after the aero-engine division went under administration in 1971 and launched the Pininfarina-styled Camargue in the teeth of the oil crisis, recognised the potential in the Bentley brand. And he was curious about the use of forced induction – which only Porsche and Saab, and to some extent BMW, had mastered by the mid-1970s. Initially, this technology had been considered for the Camargue but that would've put performance well ahead of any Bentley offering. Instead, the turbo thinking – in the form of a massive Garrett AiResearch turbocharger bolted on to the venerable 6.75-litre V8 – went into the Mulsanne, which was a re-badged Spirit and named after the famous straight on the Le Mans

circuit. However, in non-aspirated form, the model wasn't worthy of that heritage. And the Mulsanne Turbo – launched at the 1982 Geneva Motor Show – attempted to put all that right with a 50 percent power boost under the bonnet and 135mph ability. Only Rolls-Royce's performance tweaks didn't extend to the Spirit's Citroën-derived hydro-pneumatic suspension and the Mulsanne Turbo handled like a double bed at speed. *MOTOR* magazine commented that: "... prod the accelerator with anything other than the utmost respect in a tight corner and you'd better have your wits about you as the tail moves out."

The engineers at Crewe were quickly sent back to their drawing boards to sort that for the 1985 model year, which featured the Turbo R. The R stood for 'roadholding' according to the official press release – about as much of an admission that a company like Rolls-Royce was ever likely

The engineers at Crewe were quickly sent back to their drawing boards to sort that for the 1985 model year, which featured the Turbo R. The R stood for 'roadholding' according to the official press release

to state that they had got it wrong. And the list of suspension-related improvements certainly backed that up: spring rates were unchanged but rebound damping was substantially firmer (by a factor of four), while roll stiffness was doubled. The rear end's sub-frame now sported a Panhard rod to locate it and the tyres were beefed up to hefty 275/55 Pirelli P7s. The raft of improvements paid off and the Turbo R was well received by the press with *Motor Trend* calling it "the first Bentley in decades deserving of the famous name" when the model reached the US two years later. Power was claimed to be 306hp up on the Mulsanne Turbo, although the company famously never disclosed figures, simply calling them 'adequate'.

It clearly was, given the 2.3-tonne Turbo R's performance: *CAR* magazine's editorial team recorded a 0-100km/h in 7.65 seconds before maxing out at 240km/h when they got the keys to one for the April 1990 issue.

That was some three seconds and 21km/h over the standard Spirit and heady stuff for a near 1.9 metre-wide car boasting aerodynamics to rival a Hilux bakkie!

If those metrics sounded impressive then the price tag was even more so here in SA at the time: a bonkers R850 000! That's when BMW's magnificent 750iL – boasting an extra 4 cylinders – was on offer for R273 440 before GST. Even a Daimler Double Six was just R236 200. No surprise, then, that one of these is about as rare as a rust-free '70s Alfa Sud on our roads today.

Looking back, there was some irony in the use of turbo technology. Bentley founder Walter Owen Bentley was famously against it in period, despite the company's famed, privately-engineered and campaigned Blower Bentleys. He considered supercharging a 'perversion' of engine design that compromised reliability. In his defence, only naturally-aspirated Bentleys won the Le Mans 24 Hour.

Nevertheless, 60 years on, the company was getting on with it and demand for a Bentley with serious performance was strong. And, as with all Rolls-Royce products, there was ongoing quiet evolution and two years after launch the model gained ABS, Bosch MK-Motronic fuel injection and longer gearing. By mid-1988 the flagship Bentley (there were also a non-turbo Mulsanne and the entry-level Eight) boasted twin round headlamps and a bigger front spoiler. From 1991, Rolls-Royce adopted General Motors' four-speed auto, in place of the long-running GM 400, three-speed that had featured on all models since the late 1960s.

So what's it like to drive one 30 years after launch? Piloting a Turbo R – an appropriate verb, for it feels more like you're commanding a Boeing 747 while seated in the smoking room of the old Rand Club – can't but make the driver feel special. It's unquestionably out of date – even by 1980s' standards, when chrome door handles and dash controls were long gone – but that gives the model a class and dignity of its own. Yes, it's a bit in your face and in a garish colour (*CAR* magazine's example was in bright red with cream upholstery piped red). In fact, one of these hefty saloons on the road is about as discreet as Donald Trump on the Republican





The Turbo R's ability to switch from stately conveyance to street dragster is hugely entertaining

campaign trail, but you just have to accept that it's from the heart of the '80s, the era of conspicuous consumption. And when you're in the mood for being conspicuous, boy does it deliver! The Turbo R's ability to switch from stately conveyance to street dragster is hugely entertaining; you find yourself wafting along serenely to lull other motorists into thinking this nothing but a ponderous old barge, before stomping on the loud pedal to leave them coughing in a plume of hydrocarbons, as you vanish into the traffic ahead.

Its sub-7 second 0-60mph acceleration (as *Autocar* UK recorded) feels impressive today, with the huge V8 having sufficient torque to mask turbo lag.

Only, from behind the wheel it's not totally as refined as you might think. Forget the old adage of the noisiest thing in the cabin being the tick of the clock and all that nonsense; there's no masking the gentle throb of the V8 at idle, the creak of leather and wood from the interior or the odd jimmy from hitting a pothole or cat's eye. But again, the sheer grandeur of the experience behind the wheel of something that was still screwed together by chaps who probably had Brylcreemed hair and sported ties under their factory overalls (while the Turbo R's German competition was assembled by robots), lets you forgive these foibles.


The Bentley's impressive *oomph* is matched by its road manners, which come thanks to the Bentley's automatic ride control – the company's first foray into microprocessing – with a system that uses vertical, lateral and longitudinal accelerometers to suss out your intentions and then adjust the damping rates accordingly. And it seems to work: at low town speeds the Bentley has a comfortable ride, but accelerate into a sweeping corner and the body stays assuredly composed and level. The wide 255/65 Avon Turbospeeds – which replaced the P7s during production – are as tenacious as an Audi Quattro at full chat – although the grip isn't matched inside: the smooth leather seats will have you whipping across like an egg in a Teflon frying pan!

As expected for a car with such a big engine, the gearing is super long. *CAR* magazine's 240km/h top speed was recorded with just 4 210rpm on the dial – although you'd need to marry into a Saudi family to replenish the 108-litre fuel tank if you indulge in those sorts of metrics on a regular basis (*CAR* recorded 27.7 litres/100km on a regular urban cycle!)

As Bentley's range-topping saloon, the Turbo R remained in production until 1997, when it gave way to the Arnage after more than 4 400 had been built. By then the winged badge brand had gained enough

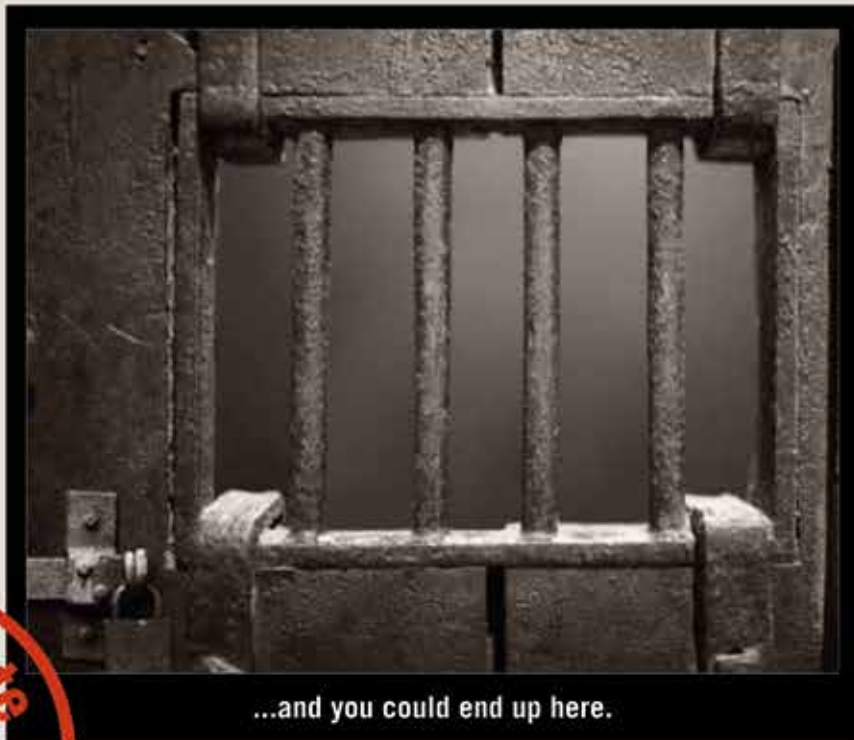
sporting gravitas for the company to revive another famous name, the Continental – a seriously expensive coupé that had the looks to go with the Turbo R's reputation for performance.

And it was that reputation that made the marque appealing when Rolls-Royce was famously (and, at the time unthinkable) sold into German hands. After a complicated bidding war between BMW and Volkswagen (involving licence fees and the use of BMW engines for a while), VW ended up with the Crewe factory and the hived off Bentley name – a brand that could by then well stand on its own four wheels. That was back in 1998 and, five years on, the automotive world had the Continental GT – an all-new coupé body powered by Volkswagen's mighty W12 engine and good for close on 200mph performance. After more than ten years the Conti GT is firmly up there in the luxury GT race and the brand is a global lifestyle icon, revered for its mix of sporting ability and English luxury.

These days more than 10 000 Bentleys roll out of the famous Crewe factory each year – a far cry from the 100-cars-a-year average it achieved for the three decades before 1985... and all that success is thanks to the Turbo R. Perhaps founder Walter Owen Bentley isn't spinning in his coffin after all. 
(Thanks to *Executive Cars* (www.executivecars.co.za) where the featured 1988 example is for sale.)



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GIVING THE DATSUN GO... MORE UP AND GO!

There may be a new Datsun on South Africa's roads, but the street cred that made the brand the 'must have' for drivers wanting economy combined with outstanding performance in the '60s and '70s still survives. All you have to do is go online to see how many legendary Datsun SSSes are still on offer to gauge the affection that South Africans still hold for the vehicles that once dominated our local best-seller's list.

The Datsun GO was introduced to a whole new generation of drivers in 2014 and its appeal – if our recent Datsun GO competition was anything to 'go' by – has proved that the readers of *Classic and Performance Car Africa* still identify with the legend. We asked readers to show us what they would do if they were offered the opportunity and budget to personalise their Datsun GO.

The entries poured in, but in the end there were three that stood clear of the rest. Where we had expected more mature readers to respond to our call, we found that many between the ages of 22 and 25 responded – proving there is no age limit to being a true petrolhead. The fact that there was an entry from Upington also revealed that town or country makes no difference when you really want to win a car, no matter how small.

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 original able to deliver some surprises and coax some smiles at the traffic lights.

The exterior underwent changes, customised paint jobs were suggested and full body-wraps made sure the vehicle would attract attention. Wheels and 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.

Safety, we are glad to say, didn't take a backseat – modifications to brakes and suspension took care of that.

On the powertrain side, turbo-charging, chips with gas-flow heads, heat shields, new pistons and close ratio gearboxes blew out the power, pushing the limits to turn a small, but reliable engine into a real power-plant. All in all, changes that could absorb a

full R150 000 budget.

With each proposal analysed, Vereeniging's Viktor Spanenberg was awarded the prize. Currently studying at Potchefstroom, he is thrilled with his prize of a personalised Datsun GO and is looking forward to drawing some envious looks.

"I love cars. Having an opportunity to win one and the money to make it unique was a dream," Viktor says. "And now that I have a chance to visit Indonesia next year, life is even more exciting. It is amazing what the Datsun GO has brought into my life."

Viktor got a taste of a hotted up Go when he and visitors from Datsun Indonesia got to enjoy a spin around Gerotek's Ride and Handling Track in the Datsun that inspired this competition. Built by Datsun staff the Go Rally is a one-of-a-kind in the world and currently in SA.

Viktor is in the process of researching, out-sourcing and implementing his plan of modifying attack. CPCA will catch up with him from time to time, following the project until completion. **C**

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DRIVER LINE



NATURAL LINE



PERFORATED



1938 Rolls Royce Phantom III Barker Sedan passing by the Pebble Beach Lodge during the Tour d' Elegance. Photo by: Rolex / Tom O'Neal.

A MOMENT

The pursuit of excellence, a passion for the enduring and a sense of tradition are the core values of the international classic car scene. These ideals are shared by Rolex and are in abundance each August on California's Monterey Peninsula, as a region is transformed into a hub of vintage automobile excellence for Monterey Classic Car Week, with which the Swiss watchmaker has been deeply involved since 1997.

The Monterey Classic Car Week, the most important annual gathering of premium classic racing and road cars in North America, broke all records in 2015. The Monterey magic was working at full revs for not only were the cars the stars, but a vast number of legendary racing drivers reading like a 'Who's Who' of the motorsport world, was in attendance to add further spice to what has become one of the most significant motoring events in the global motoring calendar. Three times FIA Formula 1 World Champion and Rolex Testimonee, Sir Jackie Stewart OBE speaking at Pebble Beach: "What we have here is an outstanding series of events that are a great celebration of the car over many decades. Long may it thrive."



The garden party atmosphere is part of the essence of The Quail. Photo by: Rolex / Tom O'Neal.

IN TIME.

PEBBLE BEACH TOUR D'ELEGANCE

For Rolex the Monterey Classic Car Week got underway in earnest on Thursday 13 August with the Tour, a feature introduced in 1998. The event is now of greater significance since participation could help when the result of the final event, the Pebble Beach Concours d'Elegance, may be influenced in the event of a tie, by one car's performance in the Tour.

This year nearly 200 highly valued classics took part in the 129km drive, ranging from a 1902 Panhard et Lavassor TB1 saloon to a Mercedes-Benz yet to go

on sale – the AMG GT-S. But it was the classics that dominated the entry much to the delight of the thousands of enthusiasts lining the route, filming and waving as the valuable classics drove serenely by.

Tour entrant Bill Kuettel took passengers in his rare 1928 Lincoln Cabriolet this year so that they could share the excitement of the experience. Through pine forests and scrubland, the Lincoln headed east on the historic 17 mile drive in bright sunshine to the first stop at Clint Eastwood's Tehama Country Club where entrants were able to take refreshments while admiring each other's classics.

The Tour then headed west before turning south onto the famously scenic Pacific Coast Highway 1 to Big Sur for the second stop. Rolex fan, 85-year-old Bill was wearing his 25-old-Rolex Cellini and also spoke fondly of his 18K yellow gold Rolex Oyster Perpetual.

Bill then drove the Lincoln to the lunch stop on Ocean Avenue in Carmel where the entrants were practically mobbed by a huge crowd, keen to become part of what has become a great celebration of the car from all ages. Lunch in the sunshine was followed by a return to the start in Pebble Beach.



1938 Alfa Romeo 6C 2300B MM Touring-style Spider Corsa.
Photo by: Rolex / Tom O'Neal.



1960s sports racing cars lined up in the Laguna Seca pits.
Photo by: Rolex / Stephan Cooper.



1965 Shelby Mustang celebrated 50 years.
Photo by: Rolex / Tom O'Neal.



Best of Show winner: Jim Patterson's 1924 Isotta Fraschini Tipo 8A
F. Ramseier & Cie Worblaufen Cabriolet. Photo by: Rolex / Tom O'Neal.



Lola T332C and 1968 Lola T140 racing down the Corkscrew during the
1968-1976 Formula 5000 event. Photo by: Rolex / Stephan Cooper.

THE QUAIL, A MOTORSPORT GATHERING

The Quail is regarded by many as a jewel of the week and is a crucial element of the Monterey programme. Rolex has been the Official Timepiece of The Quail since 2005. The day took the form of a well-dressed, very large garden party with fine food accompanied by displays of a wide variety of beautiful classic cars from around the world.

Amongst the attendees, former Formula 1 Grand Prix star Jochen Mass summed up The Quail: "It has developed over the past ten years to be the most important event of the week. It is a special and unique setting."

STARS OF THE QUAIL

There is always a wide variety of exhibits at The Quail and this year was no exception. A recent creation, called an Auburn-Bugatti Delahaye Boattail Speedster, drew particular attention. The

stunning, artistic aerodynamic creation is the brainchild of Terry Cook. An ex-Le Mans original Ford GT40 race car that had won the Rolex 24 at Daytona which was displayed alongside the latest Ford GT, was also a draw, while a Maserati 200SI once raced in 1956 by Sir Stirling Moss, also caused a stir.

ROLEX MONTEREY MOTORSPORTS REUNION

The race day at the Mazda Raceway Laguna Seca was another action-packed, scorching hot day for the many thousands of classic race car fans. A rich mix of racing cars from all eras including pre-1940s up to IMSA GTP & GTO classes from 1981 to 1991 competed – including a new class in the form of Formula 1 cars from 1967 to 1984.

The Rolex-supported event was a bonanza for all car enthusiasts with close racing a

But it was the classics that dominated the entry much to the delight of the thousands of enthusiasts lining the route, filming and waving as the valuable classics drove serenely by



The Concours d'Elegance takes place in the famous 18th fairway of Pebble Beach. Photo by: Rolex / Tom O'Neal.

feature of all classes. Also marking the 50th anniversary of the Shelby Mustang, there were parade laps completed by a collection of Carroll Shelby's iconic Ford Mustang performance cars to mark this important milestone.

Sir Jackie Stewart took part in a very amusing question and answer session with US racer Scott Pruett at an event called 'Picnic in the Park'. The session, chaired by BRDC member and former race driver himself Murray Smith, caused great amusement as both drivers recounted tales of their careers in the top echelons of international motor sport.

PEBBLE BEACH CONCOURS D'ELEGANCE

In perfect weather conditions, nearly 200

classic cars entered for the Concours were viewed from the early hours of Sunday 16th through until the presentation of the category awards culminating in the most prestigious, The Best of Show Award, in the late afternoon. Staged on the 18th fairway of the Pebble Beach Golf Links beside the Pacific Ocean, the event takes the form of a garden party with attendant displays and classical music.

Such a large number of very rare and immaculate classics presents a challenge to the many judges. This year, they chose a rare Isotta Fraschini Tipo 8A manufactured in Milan in 1924.

The owner, Jim Patterson of Louisville, Kentucky, acquired the car at Retromobile, Paris in early 2014. Since then the very impressive car was subject to a compre-

hensive restoration programme, involving every nut and bolt and the result clearly convinced the judges.

MONTEREY 'DRIVER HALL OF FAME'

Among the international roll-call of stars attending the Monterey Classic Car Week, were Rolex Testimonee Sir Jackie Stewart OBE, Sir Stirling Moss OBE, Derek Bell MBE, Brian Redman and Alain de Cadenet from the UK. US stars included Bob Bondurant, Scott Pruett, Bobby Rahal, Hurley Heywood, Danny Sullivan, Lynn St James, Skip Barber, Tony Adamovitz, John Morton, David Donohue (Grand-Am's Rolex Sports Car Series Daytona Prototype class), Bill Auberlen and New Zealand's Howden Ganley. 📸



A road going McLaren M6 leads the Bruce McLaren tribute.

REVIVAL CELEBRATES ICONIC RACERS

Close on two decades of spectacular period racing and nostalgia celebrations later, the annual Goodwood Revival continues to thrill with amazing line-ups including all six Shelby Daytona coupés, a display of cars from Bruce McLaren's career and three-dozen WWII warbirds reports **Graeme Hurst**, who was there for his annual classic fix.

Images by Graeme Hurst and Goodwood

Shelby and McLaren are two of motor racing's most iconic names – you could argue they're up there with Ferrari and Porsche when it comes to circuit action from the 1960s – and this year's Revival wowed the crowds with a 50th anniversary line-up of all the Daytonas made and celebration of Bruce McLaren's racing career. The centrepiece of this 18th running of the three-day event was a recreation of the pits at 1965 Sebring where the Daytona secured its first of several victories (including Goodwood, Le Mans and the Nürburgring) on its way to clinching the World Championship that year. The display included CSX2287, the prototype Daytona which vanished in the 1970s only to resurface in 2001, and CSX 2602 which ran at Le Mans. The Daytonas teamed up with six regular Cobra variants for a high-speed demonstration each day.

But the collective eyes of the this 150 000-strong crowd were on the



Daytona Cobras, the highlight of the 1965 Sebring pits recreation.



Jaguar's stand modelled on a Scalextric track with the famous Alpine Rally-winning XK 120.



Ex-Prince Bira 1934 Maserati 8CM which won the South African Grand Prix.



American street and drag hot rods known as Gassers proved a popular parade.

daily tribute to one of the track's heroes, the late Le Mans and two-time Can-Am winner Bruce McLaren, who was fatally injured at the circuit while testing in 1970. The life of the Kiwi racer, who founded a team of his own name that is now a cornerstone of Fr, was celebrated with a 28-strong grid of cars connected to his career, including the Lycoming aero-engined special he raced in 1960, the Ford GTO prototype he raced with Phil Hill at Nürburgring 100km in '64, and an Isuzu Bellett that McLaren raced in the St Mary's Trophy at Goodwood the following year. Also taking part were

several McLarens, including the McLaren-Chevrolet M6B that won two Can-Am titles – along with a Mini van that was used to test rear wings for Can-Am cars.

Other 'heavy-metal' demonstration runs included the Gassers Parade – a 29-strong line-up of American street and drag hot rods which ran on gasoline (as opposed to alcohol mixtures) – with one of the standouts being a pukka period car, Ken Brookes's 1957 supercharged Chevrolet 'Roarin' Rat', while Colin Nutt's 'Desert Rat' is based on a 1937 Chevrolet that came from SA!

There was another SA connection in the

Goodwood Trophy for GP and Voiturette racers, which featured the ex-Prince Bira 1934 Maserati 8CM which won the South African Grand Prix the same year in the hands of Witney Straight, after starting as a scratch entry at the back of the field.

Other on-track highlights included a demonstration to celebrate the 50th anniversary of Stewart and Jim Clark's joint Goodwood lap record (1 min 20.4 sec at an average of 107.46mph), with Stewart himself at the wheel of a BRM, and multiple Indy 500 Dario Franchitti filling in for the late Jim Clark, fittingly in a Lotus.



Some good old Americana in the form of Gasoline.



Heart of the Earls Court display was the Seeing Red display of 22 classic Ferraris.



Colin Nutt's 'Desert Rat' based on an ex-South African 1937 Chevrolet.



Bidding farewell to the Land Rover.



Attention to detail abounds, as seen in this Porsche dedicated workshop.



TT winning E-Type driven by Gordon Shedden and Chris Ward.



The pre-'73 visitors' car park is always a key attraction.



Freddie March Spirit of Aviation concours saw six Hawker Hurricanes.

Goodwood also marked the passing of one of the country's most famous four-wheel icons, the Land Rover which was designed in 1947 and will go out of production early next year, with a 42-strong cavalcade of examples, including a replica of the centre-steer 1947 prototype, one of the 1949 Rolls-Royce-engined 88 inch Series Is and a Series II OTAL amphibian – built for the Australian military.

Also popular was the Earls Court display – an indoor attraction emulating the annual London motor show with period displays and 'cars of the future', which gives event sponsors an excuse to show the latest models. But it was done well, with Jaguar's stand modelled on a Scalextric track – with the famous Alpine Rally-winning XK 120 and an early E-type plus latest F-type displayed as 'slot' cars, with a huge scale version of the factory site, for show-goers to compete with at the rear of the stand. At the heart of the Earls Court display was the Seeing Red display of 22 classic Ferraris – from 1950 166 MM Barchetta to the latest 488 GTB.

Other static highlights included a GM 'Futurliner' – one of eight enormous freight-train styled trucks created by GM for its annual Parade of Progress in the 1940s, a country-wide tour to display the content of its science and technology display from the World's Fair exhibits.

But the key static attraction at the Revival is always the pre-'73 visitors' car park which guarantees a line-up so diverse and valuable, it can overwhelm the senses. A Bugatti Type 57, a Gullwing and several vintage Bentleys were just some of the seven figure (in Pounds!) cars parked up after conveying their nattily attired owners. Rarities included a Gordon Keeble (the fibreglass, Corvette-engined coupé), a three-wheel Bond microcar (complete with photos of a European tour it made in 1959) and a convertible Alfetta GT – one created by S & J Milano when new.

The Revival's Blue Ribbon fixture, the one-hour, two-driver RAC Tourist Trophy held on the last day, was won by Gordon Shedden and Chris Ward in Jaguar E-type

in a grid boasting two Ferrari GTOs, eight AC Cobras and one of the Shelby Daytonas. Also in action were four Aston Martin DB4 GTs, including one driven by marque head of design Marek Reichman, while his rival at BMW, Adrian Hooydonk, drove a BMW 1800 TISA in the St Mary's Trophy. The garland for that two-part saloon racer tribute went to nine-time Le Mans winner and co-driver Henry Mann (son of the late Alan) in a '64 Ford Fairlane Thunderbolt.

This year's Freddie March Spirit of Aviation concours was dedicated to the 75th anniversary of the Battle of Britain, with 30 Supermarine Spitfires (including an ex-SAAF MkIXe that was famously on display for many years at a scrapyards in Cape Town), six Hawker Hurricanes and the world's only flying Bristol Blenheim Bomber. Lord March paid tribute to the servicemen and women based at Goodwood during hostilities, before the event held a lap of honour by 23 veterans of the war, followed by a 12-strong flypast of the iconic warbirds. 🇬🇧

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James' 2002, in all her Henna Red glory, or wait, is it actually Inka Orange, a proper 2002 colour? Who cares – she's beautiful!
Picture by Ross van Schalkwyk

MOST WANTED

The subject of rumours, leaked pictures, speculation and the occasional white lie (along with regular updates on the pages of this magazine and also *Automotive Business Review*), BMW 2002 Youth Project has finally seen the light of day.

By Adrian Burford and James Burford
Images by Ross van Schalkwyk, Adrian Burford and Chris Wall





Paintwork plus black chrome bumper treatment makes for a nice contrast. We've gone for a stagger on the tyres: the rear Dunlop SP Sport LM704s measure 205/50/15 and at the other end 185/55/50. It's a high performance tyre, providing good handling and excellent wet grip – just what a 2002 needs!
Byline Chris Wall Media



M44 engine didn't fit like a glove... RGM built the custom air intake, Norbrake did the hydraulics (making use of a single booster). Where's the battery? In the boot, where it's found on most performance Beemers.

Two important factors have put a smile on my face recently: the first and most significant being the official 'reveal' of the BMW 2002 Youth Project at the BMW Club Concours at Montecasino on 30 August. There was some smoke and mirrors involved, but more of that later.

The other has been the impressive values of 2002s sold recently and the trend is very much upward! BMW's launch of the 2-series, and the television advert featuring the new and 'old' 2-series together, seems to have raised awareness. James, while waiting for his own E10, takes every opportunity to drive mine, and reports lots of admiring glances and no shortage of prospective buyers!

We're seeing this too in the popularity of our Facebook page, and of course the enthusiasm with which the car's presence

was greeted at the Concours. It certainly made all the stress and angst beforehand worthwhile. To get there required our key partners to step up to the plate, for which we're eternally grateful.

From Norbrake the car – brake and clutch hydraulics complete - went to Sajco. In double-quick time they turned our mess of propshafts, driveshafts and CVs into a workable solution, expertly sizing, cutting and re-configuring it all. We delivered the car on Monday morning, and true to their word, it was ready for collection Friday lunchtime.

From there it was over the hill from Ferndale and into Strydom Park and the next phase: building an exhaust system. Not just any exhaust system but a stainless steel RGM Techniflow one, which is the last word in precision and free-flow: a mix of pre-formed or mandrel-bent sections,

expertly tig-welded, ensures this.

And the Green team being who they are, corrected a bunch of other niggles and also built a stunner of an air intake system to fetch cool air from behind the grille, and also hooked our custom gearknob/lever to the gearbox via a re-sized link.

While this was on the go we motored across to Dunlop's head office and had fresh boots fitted to our 15-inch wheels. We've gone for a fashionable staggered look with a 185/55 tyre in front and a 205/50 rear. This is going some way to giving the car the right kind of stance, and also helped with a clearance issue we had to the front wheelarches.

Next stop: Cornrights, and this is where the dream first started to look like reality. With the doors on and expertly aligned, rear glass, boot lid and bonnet added (albeit





RGMotorsport built us this amazing Techniflow exhaust – power! RGM doesn't work on oldies much but when we lay on the reception floor drumming our heels and refusing to move, Rob and Steve succumbed.



It's called the knock-on effect and it complicates custom car builds: the E36 gearbox doesn't have a speedometer drive, so we changed to this Stack unit, with a pick-up at a front wheel.



Sajco made up these custom driveshafts to combine a 2002 differential with 325i hubs and brakes.



A lot has changed in two years.

without our desirable Aerocatch locking latches) it finally looked like a *proper* car. James Burford was beaming from ear to ear as he watched it getting a quick polish as Friday afternoon drew to a close.

Saturday was spent fitting grilles, mirrors and other details like getting all four wheels pointing in roughly the same direction - and as we've learnt in the past, these things are not the work of a minute or two, despite it being the case with more modern cars. By Saturday night we were back on the trailer, ready to rock.

And so it came to pass that we trailered the 2002 the 1.8 kilometres from our Fourways base to Montecasino, unloaded successfully, and with the help of other club members had everything ship-shape when the crowds drifted in.

It didn't matter that the left-rear corner was supported by an aluminium tube cut to length (the Bilstein still undergoing some adaptation for the hybrid installation) or that the OMP seats were carefully

positioned on blocks of wood, or that the engine was still some way from being fired up ... we had finally met a deadline and that was all that mattered!

THE MEN WHO MADE IT POSSIBLE

Terry Brand, from automotive group Autobarn, who facilitated many deals with suppliers like LuK, Motozone (our retail partner) and Indyoil.

Peter Corna, from Cornright Motors, who has always been willing to help out with my sometimes hair-brained schemes. In this case it included salvaging a car which was almost a basket case.

Gavin Ross, from Norbrake whom I asked to help with the brake hydraulics and he ended up doing so much more – I don't think he anticipated that the car would be in his Boksburg shop for four months.

Alec Cepernich, from Evolution 2 Motorsport, who donated a corner of his workshop to us for months and regularly dug into his stock of BMW bits to assist.

There was endless advice and guidance, and countless Nando's chicken lunches - and cold Windhoeks later on.

Ted 'Mr Bilstein' Garstang, for suspension and steering advice. I should've involved him much earlier.

Rob Green, from RGMotorsport. Rob's passion for BMWs is well-known, and his eye for detail and attention to it is legendary. Watching him at work was an education... a true perfectionist!

Kobus Roos from ATS was a willing supplier of specialised items, many intended for the motorsport environment but applicable to custom car builds. This included a Stack electronic speedometer, aluminium header tank, heat insulation film, and the correct adaptor to fit our Sparco wheel to the original column.

Dick Sorensen, my young-at-heart Aussie mate. Not only did I dip into his 2002 spares, but his selfless contribution of his bakkie and trailer, not to mention his time, has been invaluable. As always we had a load of laughs along the way!

SO HOW TO BUILD/RESTORE A CAR?

First and foremost, don't be too rigid with deadlines – you'll just frustrate yourself. Then, in no particular order, bank on most things taking twice as long as you expected and costing double. Appreciate that there's a knock-on effect for most changes you make. When stripping, place parts from a particular area of the car in a Ziplock bag, and identified with a permanent marker. Be meticulous – if you take the car or a part to a service provider, have it all written

Then, in no particular order, bank on most things taking twice as long as you expected and costing double



Rack not ruined... the steering (from an E30 3-series) had gone to ZF for refurbishment at their impressive Meadowdale technical facility. The rest of the car is at the auto electrician, preparing it for a visit to Powermods and a meeting with its aftermarket engine management system.




Virtually everything used on Project 2002 is new: LuK clutch, Bilstein shocks, even the Jonnesway tools we used!

down, right to the last nut and bolt – when the months slip by, everyone forgets what’s where and your service providers have many cars to worry about! Take photographs of how things came apart (and how they should go back together). Coat stuff with penetrating oil when stripping, and Copperslip when assembling. Finally, maintain your sense of humour... you’ll need it.

THE PAPERWORK

The three Rs... re-introducing, registering and roadworthy! They can be the cause of a nightmarish end to a project (or indeed, any vehicular transaction): if the donor car is still on the system and has fees and fines outstanding (plus penalties, plus interest) you as the current owner of the car are liable. Fortunately, our 2002 was deregistered correctly, and, equipped with a receipt from the seller, we were able to get police clearance, ditto for the engine, and start the process rolling.

To be precise, we commissioned Henry Mtebula, who specialises in handling the paperwork and processes associated with registering old cars. It certainly beats standing in the queues, only to discover that an essential document is missing. Once paperwork is sorted, we’ll have to get the car microdotted (visit their website, www.datadot.co.za to find out more) and then head for the roadworthy centre – where hopefully they’ll look kindly on our hybrid Beemer!

Contact Henry on 073 470 6016 or mail him on qhmtbula@webmail.co.za for assistance. 



Here you are my boy – the keys for a car that doesn’t start yet!
Oh well, it is the thought that counts.
Picture by Ross van Schalkwyk

WORLD MEETS BITSA

Sunday 30 August 2015 was a special day for me (and my dad) as it involved the first public unveiling of our 2002 project. Although the car was not running and as complete as we initially hoped it would be, we trailered the car to Montecasino for the BMW Concours.

After a whole Saturday struggling to fit small aesthetic bits to complete the car on the outside at least - like attempting to fit a single sideview mirror for a good hour - we gave her a good wash as the sun went down to make sure she sparkled in the morning. Upon arrival we had some help unloading the car next to the gents at Evolution 2 and we waited for the fans to show up. And boy, did they show up! Seeing so many others excited and impressed with the project lifted a weight off my shoulders. We received so much positive feedback, met a bunch more 2002 enthusiasts and got fired up to get Bitsa on the road ASAP!

I must say, it felt pretty cool having a proper unveiling for the car, as well as the handing over of the key from my dad. Seeing everyone else chuffed with the car gave me a huge sense of pride towards what we had achieved so far. On to the next step!

– James Burford

BOXING CLEVER



Every classic car owner deserves a well kitted out workshop in which to fettle and fine tune his machine. Even better is a workshop filled with period, patina-rich tools, containers, Lion dumpies and old faded magazine centrefolds. **Stuart Grant** tracks down a pair of his favourite garage decorations and justifies the need for them by claiming them as practical classics.

Pictures by Ilani Vonk.

Stahlwille Rollmaster (left) and Hazet Assistent (right).

Each ding, sticker, splash of paint or overspray that might have found its way onto the item tells a tale

Like old cars, classic tools in original condition – but sporting the odd dent – are firm favourites. Each ding, sticker, splash of paint or overspray that might have found its way onto the item tells a tale. That tale might be one of success or failure and might have been accompanied by smiles, tears, high-fives or a plethora of swear words, but a great story nonetheless.

Besides the dog-eared, nipple-starred Scope centrefold, the first on my list of garage must-haves is a Hazet Assistent tool trolley. Most of you will know the Hazet I'm talking about. Marketed from the 1950s and still in production today (in a slightly modded format) the German-made, expandable-level tool trolley was a common sight in workshops. As the name suggests, it assisted mechanics by allowing them to load up the required tools and wheel them across the workshop to the stricken car. Even better, the layers collapsed and the Hazet could comfortably fit into a boot for a late night breakdown call out or even double as a teatime stool. It looked the business too, sporting some Art Deco lines and a light blue hue. If there is a downside to the Assistent, it is that it is a touch flimsy when weight is stored up high. Also, the trays could do with being deeper and the knob-like handles aren't the best for steering the castor wheels. Despite these shortcomings the love for the Hazet goes deep, which I was to find out when I tried to purchase a few from their owners. Out of luck, I looked in other directions and stumbled across another classic Teutonic tool trolley that in many ways knocks the socks off the Hazet. Enter the Stahlwille Rollmaster, fittingly tatty and missing the odd knob and rubber trimmings.

Like the Hazet the Rollmaster is a layered

tool trolley but instead of working in a stackable concertina fashion, the Stahlwille's trays swing out from a pivot. Trays are deeper than the Hazet and have a range of internal partitions and compartments to hold everything from torque wrenches to hose clamps. Sturdiness is another feather in the Rollmaster's cap and makes the top surface an ideal portable worktop. This sturdiness and the pivot system do however come at a price, with the Stahlwille being way heavier than the Hazet – there is no chance you can put it into your boot for an emergency call out. Beauty is in the eye of the beholder but there are not many that would rank the Stahlwille aesthetics on the same level as the Assistent, although the font used to emboss 'Rollmaster' on the Stahlwille base gets a serious nod of approval from the style gurus.

Both brands feature lockable castors at one end and a fixed axle on the other but both could do with a bit more thought as to how you push, pull and steer them. In terms of rarity the Stahlwille comes up trumps. This is partly because the Hazet enjoyed such a long production run but more so because the Stahlwille cost more during the period. Pricing on old ones today varies based on condition, originality and of course how badly the seller wants to part with his beloved portable workstation.

Whatever the condition, it is worth saving a classic toolbox today. You will not be alone, with numerous groups around the world now hunting down, collecting, preserving and even restoring them. German brands like Hazet and Stahlwille are the hot ticket items but you can bet the American brands like Snap-On will soon be in vogue. And who knows? Perhaps the South African-made Gedore units will one day become cult classics from a far-off land to international tool collectors... **C**



Another cool tool trolley option. This one comes from Gedore.



THE GAME CHANGER

Long time Rover fan **Patrick Coyne** tells the tale of his Rover affliction, why joining a marque car club has its benefits and how the English brand changed its public image from 'dull but reliable' to 'advanced and exciting' with a single model – the P6.

Anyone who owns a classic car should join a one-make car club. That's a no-brainer, surely. But many first-time classic car buyers have to be informed of this fact of life. In 1978, while contemplating buying my first classic (a 1960 Rover P4 100), I started asking the then owner the usual layman's questions and he immediately interrupted my lines:

Patrick: "What about spares?"

Rover seller: "Look, all you have to do is join the Club."

Patrick: "What club?"

Rover seller: "The Rover Club, of course!"

In a flash I joined and bought his car. That was 37 years ago, and I have been a member of the Natal Rover Owners' Association ever since including, for my sins, a stint as Chairman and even one as Editor of the club mag, *Rovernews*.

The reason for this introduction is that I have a theory about car clubs. If they have a fault, it may be that they tend to typecast members as diehard enthusiasts for one or other of their various models. Without trying, members find themselves pigeon-holed. In my case, I became

'that P4 guy' (P4s are the 1950s, staid, upright-looking Rovers often nicknamed 'Auntie Rovers'). Well, there was good reason for the pigeon-holing, I suppose. I had written reams about the P4 90 and P4 100 Rovers and even published a book (how foolhardy can you get?) about the trip that my wife and I undertook, driving over fifty South African mountain passes and poorts in our 1960 100. Never once did I consider myself a P6 Rover man. What on earth was a P6, anyway?

But *tempus fugit* all the time. I noticed that my left leg wasn't so keen to operate a clutch, nor were my arms so good at turning a steering wheel that had no power steering. So, sadly, I sold my beloved 'Auntie' to a club member and looked around for a Rover with an auto box and power steering. This is where serendipity kicked in. I had mentioned to John Wheaton (editor of *Rovernews*) that I was now Rover-less and he suggested I phone John Adamson, who was a founder member of the club back in 1977. As it turned out, he still had a Rover and was thinking of selling.

I went round to his place. He opened the garage door. There she sat, a 1974 V8 Rover 3500S, the P6 car with auto box and power steering. Zircon-blue paintwork gleamed with the patina and she seemed to be whispering *Buy me* much like a

Anyone who owns a classic car should join a one-make car club. That's a no-brainer, surely. But many first-time classic car buyers have to be informed of this fact of life



pedigree dog in the SPCA kennels might seem to be pleading to be taken home. A price was agreed, and the car was mine. Suddenly I was no longer 'that P4 guy' and I began to learn about P6s. What a change! Something like the change that the Rover company's public image underwent when it threw the P6 2000 into an unprepared motoring world.

P6 2000 was the vehicle that earned the inaugural 'European Car of the Year Award' in 1964. It changed the Rover game, which until then had built solid, decent, conservative-looking cars with conservative specifications. Rovers were purchased by solid, decent, conservative, grey-suited men with bowler hats and rolled-up copies of *The Times* under their arms. With the P6 suddenly the firm had a car full of surprises. 'R' in Rover suddenly stood for Radical... Unbelievable!

The 2000 had independent suspension all round, with Rover's own advanced design at the front, and De Dion suspension at the back. The brakes were discs all round, inboard at the rear. But wait. Rover enthusiasts, while appreciating the sweepingly modern lines that David Bache had given it, were forced to admit that the car, even in its twin SU version, was just a trifle underpowered. Sudden trumpet fanfares: enter the V8 version.

Some readers will know the story, but it bears telling again. William Martin-Hurst (Rover MD) was visiting North America's Mercury Marine outfit to sell them Rover gas turbines for their pleasure boats. He noticed a 'lovely little 3.5-litre capacity all-aluminium V8 sitting on the floor'. It had just been discontinued by GM. Martin-Hurst, in a sleight-of-hand trick that should go down in history, got GM to ship this engine back to Rover in the UK. Rover engineers tried it in the P6 2000 model, shoe-horning it in by pushing the front cross-member forward and banishing the battery to the boot.

When ex-Rover Chairman Spencer Wilks drove the mystery car at the urging of Martin-Hurst, he was amazed, saying, "What have we got here? It's the very first Rover I've driven that isn't underpowered." The rest is history. For a start Rover bought 39 of these Detroit-built engines. But it is wrong to call them Buick or GM engines, because Rover modified and improved them considerably. So they became Rover engines. This little V8 was first used in production in the P5 Rover (the 'Great Aunt') and later in the P6.

Looking at the technical specs for this car, one thing you tend to miss is that when altering the P6 2000 to suit the V8 engine, Rover raised the final-drive ratio from

3.54:1 to 3.08:1. Now that's quite high. The result is that the P6 3500 is powerful but also beautifully high-g geared, is fuss-free at speed and offers frugal fuel economy for a V8.

What does the 'S' stand for in the '3500S' model name? The owner's handbook says it stands for 'Sport'. In the manual version it officially stood for 'Syncromesh'. However, many believe that if any car deserves the moniker of 'Sport', whether manual or auto, this one surely does.

The 3.5-litre aluminium V8 engine develops 137.3kW, which gives a maximum speed of 184.2 kays an hour and a time of 4.8 seconds for 0-60km/h. Petrol usage is claimed at 8.1 kilometres per litre. The gearbox is the Borg Warner automatic with manual over-ride on its three speeds. It is worth noting that 81 057 examples of this model were sold between 1968 and 1977. Today I think it is true to say that the car has arrived as a sought-after classic.

Psychologists say we choose to drive a car that extends our personalities, or even makes a statement about the image we want the world to see. On the other hand, it's been said that the car we drive extends some of its own personality to us as drivers. If that is true, there's no way that these days I could be described as staid, conservative, or dull. After all, just check my car... 📷

FINE & COUNTRY

Range Rover celebrated its 45th birthday in June, making it not only the world's most desirable Sport Utility Vehicle (SUV) but arguably the oldest luxury one too.



Over the last 45 years Range Rover has delivered a series of industry firsts as it has evolved, introducing a host of advanced technologies, many of which have since become industry standards. The original Classic model was cited as an 'exemplary work of industrial design' when it became the first vehicle to be displayed at the world famous Louvre museum in Paris.

Now in its fourth generation, the Range Rover sits at the pinnacle of the Land Rover brand and matches class-leading, off-road capability with a range of state-of-the-art petrol, diesel and hybrid powertrains to deliver an unrivalled blend of refinement, comfort and capability.

The original 1970 Range Rover combined excellent refinement and on-road handling with uncompromised all-terrain capability for the first time, and subsequent generations have maintained its status as the most capable and desirable SUV in the world.

The Range Rover story began in the Sixties as Land Rover looked to revolutionise the growing 4x4 leisure market. Production of the first prototype began in 1966 and the finished car was launched to critical acclaim in Cornwall, in 1970.

FIRST GENERATION – CLASSIC (1970 - 1994)

Known as the Classic and originally only available as a two-door, it went on sale in 1970 featuring a lightweight aluminium V8 engine, full-time four-wheel drive and all-round disc brakes. Numerous variants

and upgrades were introduced during its 25-year lifespan, including the addition of a four-door model in 1981 and an automatic gearbox in 1982.

Innovations continued at a pace. The first diesel Range Rover arrived in 1986 and in 1989 it became the world's first 4x4 to feature anti-lock brakes. Then in 1992 it celebrated another SUV first with the introduction of Electronic Traction Control and automatic electronic air suspension.

The Range Rover's reputation for unrivalled all-terrain capability was cemented by a number of high-profile endurance tests. In 1972 it became the first vehicle to complete an 18 000-mile Trans-America expedition, staged by the British Army, which included the perilous crossing of the Darien Gap in South America. This was followed in 1974 by the successful completion of an epic 12 000-kilometre trek across the Sahara Desert in 100 days.

This reputation was enhanced with victory in the 4x4 class of the 30 000-kilometre London-Sydney marathon in 1977 and by winning the inaugural Paris-Dakar rally in 1979. Then, in 1985, the diesel-powered Range Rover 'Bullet' broke 27 speed records.

SECOND GENERATION – P38A (1994 - 2001)

Range Rover or P38a – so named because it was developed in building 38A in the Solihull factory – arrived in 1994 delivering an even more luxurious interior, greater on-road ability and off-road capability. Key design features made it instantly recognisable as a Range Rover and the iconic silhouette,

floating roof, clamshell bonnet, practical split tailgate and continuous waistline endure to this day.

Technological highlights included the addition of height adjustable suspension and an enhanced engine line-up, with a 2.5-litre diesel and 3.9- and 4.6-litre versions of the V8 petrol providing greater performance than ever before.

In 1999 Land Rover created the most luxurious Range Rover yet with the Linley special edition. Inspired by furniture designer Lord Linley, only 10 examples of the £100 000 model were produced. All featured black paintwork with matching black leather upholstery, deep-pile carpets and piano black interior trim. It was one of the first luxury cars to feature satellite navigation and even included a television.

THIRD GENERATION – L322 (2001 - 2012)

The arrival of the third generation Range Rover delivered significant improvements over its predecessor in every department. Bigger and more spacious than the P38a, the interior was inspired by high-end yacht designs, fine furniture and first-class airline seating. The result was the most luxurious vehicle interior in the world.

Technological highlights included the addition, in 2010, of 'virtual' instruments. It also became the first vehicle to provide a 'dual-view' infotainment display, allowing the driver to keep tabs on the satellite navigation instructions while the passenger watched a DVD.

As engine technology advanced, the third




generation Range Rover line-up expanded. First came the 4.2 V8 Supercharged petrol engine in 2005, then the TDV8 diesel engine in 2006, followed by all-new 5.0-litre V8 petrol engines three years later.

FOURTH GENERATION – L405 (2012 - PRESENT)

The current fourth generation model was launched in 2012 and was the first SUV in the world to feature a lightweight, all-aluminium body, which brought enhanced efficiency to the range.

At the New York International Auto Show in March 2015, Land Rover revealed a new Range Rover flagship in the form of the exclusive SVAutobiography and the landmark six millionth Land Rover was a Range Rover Vogue SE, which rolled off the Solihull production line in April.

The SVAutobiography brings a new level of design sophistication to the line-up and is produced by Land Rover's Special Vehicle Operations division. It is the most luxurious and powerful series production Range Rover in the vehicle's 45-year history and is available with distinctive Duo-tone paintwork and a 405kW V8 petrol engine. This year also marks the 21st anniversary of the introduction of the exclusive Autobiography designation.

Last year, Range Rover became the first vehicle to feature Land Rover's innovative All-Terrain Progress Control (ATPC) system – a world first technology designed to enhance off-road capability by automatically maintaining an ultra-low crawl speed over obstacles, allowing the driver to concentrate on steering the vehicle. 

RANGE ROVER TIMELINE

- 1966 Work began on the first Range Rover prototype, the '100-inch station wagon'.
- 1970 The original two-door Classic goes on sale.
- 1971 Receives RAC Dewar award for outstanding technical achievement.
- 1972 First vehicle to cross the Darien Gap on a British Army Trans-America expedition.
- 1974 Completes west to east Sahara expedition – 12 000km in 100 days.
- 1977 Wins the 4x4 class in the 30 000km London-Sydney Marathon.
- 1979 Wins the first Paris-Dakar rally (a Range Rover wins again in 1981).
- 1981 First production four-door Range Rover launched.
- 1982 Automatic transmission becomes available.
- 1983 5-speed manual gearbox is introduced.
- 1985 Diesel-powered 'Bullet' breaks 27 speed records.
- 1987 Launched in North America.
- 1989 First 4x4 fitted with ABS anti-lock brakes.
- 1992 First 4x4 to be fitted with Electronic Traction Control.
- 1992 Long-wheelbase LSE (known as County LWB in the US) launched.
- 1992 Automatic electronic air suspension introduced.
- 1994 Second-generation (P38a) launched.
- 1996 Classic bows out after production of 317 615 units.
- 2001 Third-generation (L322) launched.
- 2002 Half-millionth Range Rover produced at the Solihull plant.
- 2005 Second model line – the Range Rover Sport – launched.
- 2006 Terrain Response and TDV8 diesel introduced.
- 2009 Range Rover features all-new 5.0-litre V8 and 5.0-litre supercharged petrol engines.
- 2010 Range Rover celebrates its 40th anniversary.
- 2012 Fourth-generation (L405) launched.
- 2014 Long-wheelbase Range Rover Hybrid makes its world debut.
- 2015 Range Rover SVAutobiography launched at New York International Auto Show. 6 000 000th Land Rover produced is a Range Rover LWB SE Vogue.

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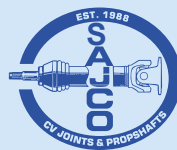
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1951 MG Y Type Reinbolt Style Tourer

Painstakingly converted into a Reinbolt style Tourer. Black over cream with tan leather. MG B motor and disc brake upgrade, and the car drives exceptionally well. The car is on the official UKY Type registry. **POA**



1953 Jaguar XK120 DHC

British Racing Green with Suede Green leather, one of only 118 examples that survive of the 294 built. Completely restored, comes with photo record of the restoration and supplied with a Heritage Certificate from the Jaguar and Daimler Heritage Trust. **POA**



1980 Chevrolet Corvette Coupe

2 owner car from new with a known history. Interior and rims are original, the motor purrs and the car goes extremely well. A/C and P/S, and the glass T-Top roofs, a lovely car in every respect. **POA**



1956 Ford Thunderbird Roadster

A very nicely refurbished T Bird in very good overall condition. New soft top as well as ultra rare hard top. Original motor was replaced by a 289ci Mustang V8. Auto gearbox and other mechanicals original.

POA



1968 Chevrolet Corvette Roadster

This car is a rare factory Big Block 427ci V8 with 4-speed manual. The motor has been changed to a 454ci LS6 V8 (original motor comes with the car) and so is a true American Muscle Car!

POA



1975 Alfa Romeo 2000 Spider

Nice straight car that was repainted a few years ago from the original bottle green to white. Original interior in excellent condition. Engine and gearbox are tight and she drives exceptionally well. Factory hard top included. **R195 000**



1958 MG A 1500 Roadster

This car was completely restored from the ground up and lived in a museum for the last 15 years. It comes with a soft top and side screens, wire wheels and overdrive. **POA**



1962 Pontiac Parisienne Convertible

The Canadian GM version of the Catalina this Parisienne is, as far as we know, the only one in SA. Small block V8, 2 speed auto, power steering. Very original car imported from the USA a few years ago. **R375 000**



1969 Jaguar E Type 4.2 Series 2 Roadster

This car was restored in the 1990's when the colour was changed from the original white to Bright Red. Original interior in excellent condition and comes with an exceptionally rare hard top. **POA**

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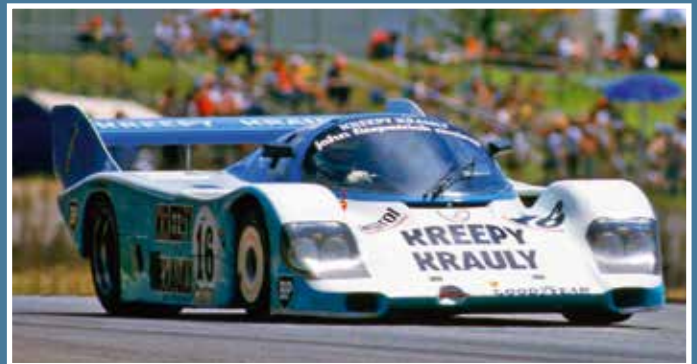
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DAVDON GETS SURFING

I read the very interesting article about the Davdon car in your April/May issue. Is it possible to try to translate the article into German and publish it on my TR blog? <http://trtom.wordpress.com/>? Can you perhaps send me the text and the photos or can I make copies of the *Issuu* version?

Kind regards

Thomas

Hi Thomas

Good to hear from you in Europe and to see that the digital copies of the magazine are reaching new readers. I am more than happy to share the article with you and your readers but ask you credit our website www.cpa.co.za as the source. Keep an eye on the site in future months as it will be undergoing a major refresh with some exciting developments.

Stuart

MODIFIED REGULATIONS

I am perturbed by the new legislations that are being driven by Alderman JP Smith. I have watched, with dismay, two videos on the Internet where he was interviewed about this subject. What I gather from all of his political jabber is that any vehicle that has been altered from factory specs is unlawful and will be pulled over by traffic officials in a roadblock situation.

They then have the right to remove the licence disc and make said vehicle unroadworthy, which forces the owner to take said vehicle for a fresh roadworthy clearance.

In itself, this does not seem too harmful... until one starts to look at the ripple effect. A few concerns I have:

- Why this sudden clamp down? How did 'modified' cars contribute to issues like serious accidents/incidents/loss of life/metropolitan disaster/etc? Or has it rather been selected as a group of individuals that had some financial resources which have been deployed in refreshing their cars/bakkies?
- What qualification would the prevailing traffic official have when he 'inspects' said vehicle and what set of rules would he go

by to actually come to a conclusion that said vehicle has been 'modified'?

- The list can be endless... but let's keep it short and sweet.

The reason for the question is that I, like many a car enthusiast, am constantly in the process of building cars, altering cars and restoring old cars from the ground up. These processes are labours of love. The effort, financial resources, quality, time, etc that go into these projects are immeasurable.

With 40 years of car building/modification/restoring behind me – please note I have no qualifications whatsoever, only experience – my work will now be judged by an individual who probably only knows how to fill a car with petrol. Secondly, I have been a member of an official car club for 30 years. When building an older vehicle, we are exempt from taking said builds for roadworthy. These builds/projects can just be licensed. That is the current law – reason being that our current roadworthy testing station personnel are incapable of assessing these projects. One such an example would be building a car from body bits. If this is not done correctly it can spell disaster. But the car looks standard. Fitting a set of mags, however, will trigger a 'hungry' official. I have many such examples

and will entertain you with them if need be.

My critical questions at the moment:

- What are our rights when pulled over and found operating a 'modified' vehicle?
- How can I (and others) obtain an official proof of workmanship that can be identified by traffic officials, which will exempt us from this law?

I apologise profusely for laying my issue before you but I think I am speaking for many a car enthusiast. Thank you for your involvement and your great magazine.

Kind regards

Christo Thomson

Hi Christo

I have heard of this 'modified' being implemented in the Cape but to date not much in the other regions. As far as I understand it was aimed at the likes of hot hatches that feature aesthetic modifications that tend towards the unsafe side (like stretching 165 tyres across 9-inch rims). In theory it is a good idea to police this but in reality the implementation and what constitutes 'modified' is the difficulty. I have tasked one of our contributors with investigating the issue and will have an article in the near future.

Stuart

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ABARTH INFO ROLLS

I don't know how much help this is going to be as my knowledge of the Abarth goes back to circa 1970 and that's certainly not recent. However, for what it's worth, here goes. I recall the car being crashed at (the then) Goldfields Raceway in 1972. I don't recall who was driving it at the time. I was racing a Fiat 600 fitted with an 1100 Renault Alconi motor about that time in club events. Alconi had built the engine and gearbox adapter for me. The car was dead easy to drive in a straight line but didn't stop very well and I was always amazed when I found myself pointing in the right direction when I came out of a corner.

The Alconi Abarth was streets better, so after it landed on its roof I asked Puddles if he would sell it to me but he wouldn't hear of it, saying that I didn't have sufficient knowhow to prepare it and that in any case parts were horribly expensive and I wouldn't be able to afford it. He was right on both counts. He did however agree to sell me the front suspension bits including

the miniscular disc brake assembly, the wheels and tyres. The Abarth-designed front suspension replaced the transverse leaf arrangement found on the standard Fiat 600 and consisted of double wishbones and coil over shocks.

I duly went to where the car was languishing under a tree in a suburban garden in (I think) Yeoville, Johannesburg or somewhere thereabouts. My fuzzy memory is letting me down but I recall Errol being dismayed that I was stripping his car. Anyway, I fitted the bits and pieces which resulted in a vastly improved and much less stressful ride and a couple of second places. I was chuffed but my enjoyment came to an end when I put my pride and joy on its roof while practising for the 3 Hour Endurance. It lost a wheel going into the long sweep before the straight due to a broken half shaft. I have an idea that that was also the cause of the Alconi Abarth accident. Not being prepared to spend any more on the car I sold it to Puddles, who told me he was buying it on behalf of his brother-in-law –

also for club racing in Gauteng.

I can understand why Puddles wants the information. It was a fabulous car and once an Abarth fan, always a fan. I am however not very confident that the car still exists. I hope I'm wrong.

In later years I managed to get hold of a factory-built right-hand drive 850TC which I sold to Lew Baker, who sold it on to Jerry Spaans. I guess I'll always regret selling it but one moves on.

Kind regards to you and Puddles.

Graham Ash

Thanks for the memories, Graham. Each and every car has a history and these are what make a car special and what we like to dig up with the magazine. Putting them into print is crucial – not only to entertain readers but also to get the career of the cars documented before our memories become really fuzzy with age/time. I will keep you in the loop if any other information on the Abarth trickles in and will pass on your message and greetings to Puddles.

Stuart

PDK REMEMBERED

Well done, Stuart, your obituary to PDK absolutely captures the essence of the man I was privileged to call friend for 50 years. He was dismissive of his own achievements, reluctant to talk about himself and always appreciative of other people's efforts. A wise

man who knew exactly what he could do and exactly what he couldn't and never straying into areas he had no natural ability for, a man of truly steely determination. Many tales to tell from a Ferrari GTO's ability to heat up the brake pedal (so much that it burnt the sole of his foot) to a Cape cobra crawling out the wing of the Stinson when we collected it in Moorreesburg. All those years ago! He was no angel – a normal man with normal demons that he fought all his life.

As a matter of interest the sobriquet of PDK came from the early 1970s when we shared a commune in Wendywood, Johannesburg. As was the norm in motor racing circles of the time we referred to one another by surnames, seldom given names – even with close friends. So he was de Klerk, sometimes Peter. As was normal in communes, vast quantities of alcohol were consumed and accounted for by individual 'bar cards' with our names at the bottom. He wrote his as PDK at the bottom of his and it stuck.

Another trait not often

known about him was that he was a vocal and passionate political commentator with very firmly held views on the world around him. The world will be a lesser place without him.

It was an interesting coincidence that your story on Raubenheimer was in the same issue. When Denzil Schultz, PDK and I were all in London together in 1967, we would often bump into Rauby in Earls Court. We knew he was doing something with Minis but never paid much attention. We should have! Well done, Rauby, a great effort. My memory was that Rauby was living in the basement of a block of flats in Gloucester Road – we thought he was the janitor! What a mistake we made!

Regards

Lew Baker

Hi Lew

Thanks for the additional information and inside story on Peter de Klerk. He was a real legend of South African motorsport but never blew his own trumpet so an insight into the man he really was from a close friend is hugely valuable. Having often referred to him as PDK in articles it is awesome to find out where the nickname originated and being able to picture it being scribbled on the corner of a card by the great man. Thank you for adding to the legend.

Stuart





A CLASSIC MAN

Hello Stuart

You will remember meeting Graham Yendall at this year's Jaguar Simola Hillclimb as part of the MG Pit Marshalling Team – he was the Start Co-ordinator. Your fine article in this month's magazine is a fitting tribute to the event.

Graham's untimely passing in July brought home how much his family and MG Club mates from the local South Cape and Garden Route Car Clubs will miss him. The family and his partner Sylvia held a breakfast/wake at the local restaurant, which as a gesture closed to the public for the day. About 100 Club mates attended in their classic vehicles and Graham's pristine Jaguar E-Type and MGB Roadster, with his leather helmet and goggles, were parked at the entrance as a fitting farewell.

We all received a memento card of Graham with his dog 'on a spin' around Plett. We are saddened by his loss. Condolences to the family.

Regards

Fred Mullany (friend & club mate)

Hi Fred

Thank you for this. The very day we went to print with the last issue I heard of Graham's passing and thought it fitting that by fluke we had included a picture of him in his leather cap and white overall. I included this image as he looked the part of a real racer and embodied the spirit of the Jaguar Simola Hillclimb Classic Friday like no other. I chatted with him a week before at the Knysna show when he braved some cold and damp conditions to help me hammer pegs in to keep my gazebo from blowing away overnight – a classic gentleman.

Stuart

IDENTITY CRISIS

Hi Stuart

I love your magazine, particularly the historic side of your publication. I believe that Gerald Cozens has mistaken the car which he refers to as OKV3 (car number XKC 404, the third of the works cars in 1954), as OKV2 (car number XKC 403), which was the car sold by the Jaguar Works to John Broadhead for Bob Berry to race in 1955.

This car was raced very well by Berry in 1955, until a crash in the Tourist Trophy of that year, where it was suspected that a wheel deflated suddenly and the car landed up in a ditch with apparent light damage. The car was returned to the works for repair where the front frame was found to be out of true.

The works short nose D-Types all had the front frames welded to the bulkhead; this was changed on the later cars to a bolt-on design to facilitate repairs on the frame. An early type new frame was fitted to OKV2, making the rebuild more difficult. Bob raced the repaired

car successfully in 1955 but crashed the car heavily at the Whitsun race at Goodwood. The car was a virtual write-off but was re-erected around another centre tub (body). Bob recovered and raced in the UK late in 1956. The car had an engine change at the works in 1958 and was sold off to Canada in 1960.

There were a number of owners before the car ended up with James Catto, who entered the car in races with appointed driver, but unfortunately a driver (un-named) crashed and was killed.

The wreck lay dormant for many years before being returned to England by Lynx Engineering, who repaired it to a high standard and sold it to James Wallis in the early 1980s. Today the car is worth a great deal of money as it is a virtual recreation of the works car OKV2 in spirit, and enthusiasts love to see these old warriors still being raced hard!

In 1954 the Jaguar Works entered three D-Types for the Tourist Trophy on the Isle of Man. Two of these cars were special cars

with 2482cc engines instead of the normal 3441cc engine fitted to the standard cars. The small engines were used to try and beat the unpopular handicap system used by the organisers.

XKD 406 was a new car (an early production car built on the factory line instead by the Competition Department) and they used the licence plate OKV 3 on this car. The car was entered for Stirling Moss/Peter Walker and has caused much confusion as to who really drove the real car XKC 404. It would be interesting to see if there is a registration number visible in the photograph in Gerald's bar wall.

Vic Fear

Thanks for the input, Vic. I fear I might have confused the issue by using a picture of John Love in OKV3 that I had on file. I have forwarded your mail on to Gerald to check if the photograph in his bar has a visible registration plate on the car.

Stuart



RECREATING A MYTH

Dear Stuart

I trust this e-mail finds you well and hard at work on the next issue of *Classic & Performance Car Africa*.

I'm normally not one to get vocal about inaccuracies but I do think it's important to point out errors where I can and something that is becoming a serious problem for me is crediting recreations, tribute cars, replicas – call them what you may – as the real thing. I know and understand that without these cars many people will never get to appreciate what the 'real thing' looked or sounded like, but I feel it is our responsibility to educate and properly inform the world of the true facts.

So when I read 'Bugatti Type 35 B at full song' in a recent issue I become rather edgy, a) because it's not true and the car in question is actually a Pur Sang recreation, and b) today's news becomes tomorrow's history.

Please don't misunderstand me: I'm not against a recreation or tribute car – it is fantastic to see all the reproduction Ford GT40s, Porsche 917s etc, but let's please at least present the correct facts. We have some of the best automotive and racing heritage in the world and it is our responsibility to strive to keep it this way.

I sincerely hope that you will see this as positive comment aimed at preserving our motoring heritage.

Kindest regards
Wayne Harley

RECREATING A MYTH II

Stuart, hi. Wayne copied me to his mail to you, and I agree wholeheartedly. The hassle is that the purveyors of historic cars are trying to get top dollar by describing them as rosily as they can, rather than just accepting them as replicas.

What you need to take on board is that *Classic & Performance Car Africa* is today's car magazine and tomorrow's history reference book. To use Wayne's example, somebody reading the last issue in 20 years' time will say, "My word, I had no idea there was a second T35b in South Africa," and your report will become urban legend and then fact.

I also take issue with the lack of captioning in your articles. Some are really good, such as the article on PDK where every image was captioned. The one on the 1000 Bike event was totally uncaptioned which means I had no idea if I was looking at a chopper, a highly modified café racer or a mobile pot still!

I think your mag has a nice mix of events (people always like to see their name in lights) as well as some serious technical stuff. Please keep it up.

Kind regards
Dickon

Hi Wayne and Dickon

Thank you and the points are all taken in the right spirit. The replica conundrum is one that I am aware of and agree on the points above. As SA's classic car magazine we feel the need to preserve heritage and not muddy the waters in terms of provenance years

down the line. How to handle it is the problem. From time to time I have called cars replicas/recreations/type cars/clones as I am not always aware of what is real and what is not. I reference cars as they are listed on the event programmes.

With this in mind I urge competitors or show goers to list their vehicles as they actually are. Some of these replicas are seriously impressive and costly machines and I feel should not be frowned upon but rather praised for the skill and craftsmanship put into them. South Africa has a number of world-class recreation specialists and we should celebrate this. In a similar vein, I urge event goers to complete the entry forms and documentation fully so we can draw the correct information for the articles we write. This helps to caption images as we can cross reference entry lists with images.

This is where the 1000 Bikes story proved problematic, with some entry forms simply showing the owners' first names. In order to stake our claim to be recorders of current classic motoring history we will keep pressure on the contributors to supply captions. Thanks to you both for the support and allowing me to pick your brains from time to time.

Stuart

2002 BMW BUILDS

With reference to the recently published letter 'No stopping the 2002' in the Aug/Sept issue of *Classic & Performance Car Africa*, could you kindly let me have the contact details of Mr Pierre Jansen van Rensburg. I am busy with the rebuild of my own 2002, working out of the premises of Bodge Engineering in Knysna with Ron Hollis, and would like to contact Pierre to exchange notes and share experiences. I have also been in touch with Adrian Burford recently. Seems there is a minor rush of 2002 rebuilds in progress currently.

Anyway, looking forward to hearing from you. Thank you to yourself and the whole team for producing such an excellent magazine for us.

Please keep up the good work.

Regards
Bert Grobbelaar

Yes Bert, the BMW 2002 scene seems to be on the boil at the moment and prices for the sporting saloon have been on the rise so it makes sense to spend some cash in getting them into tip-top shape. I stopped by Bodge a few months back and spotted a Sahara Beige 2002 undergoing a full rebuild. It looks outstanding and I am glad that the original colour was kept. Good luck with the completion. I have forwarded you Pierre's details.

Stuart

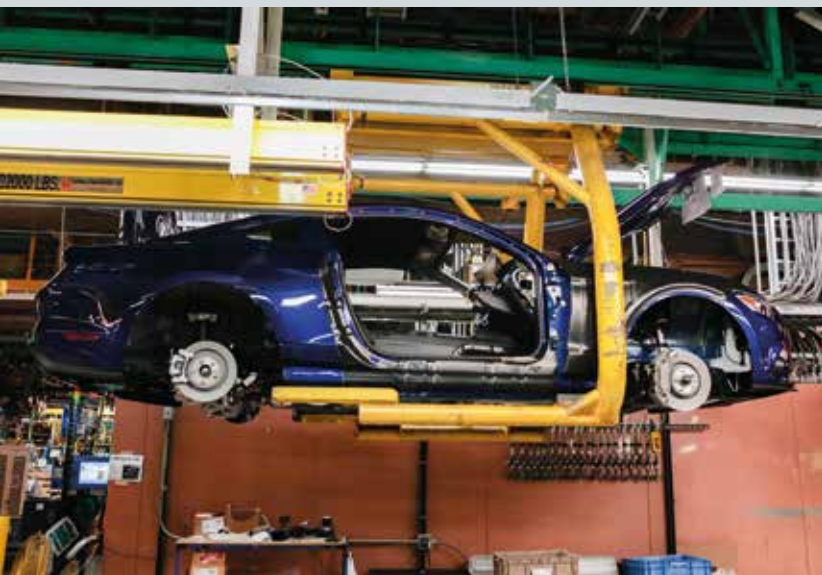


THE RIGHT TO OWN ONE

Customers around the world have made Ford Mustang the best-selling sports car for the first half of the 2015 and this should only increase as right-hand drive production has now kicked off.

Production of the right-hand-drive Mustang model is officially underway at Flat Rock Assembly Plant in Flat Rock, Michigan, continuing the car's first-ever global launch. This is the first year Mustang is available to customers in more than 100 markets around the world – including those where motorists drive on the left side of the road.

The addition of a right-hand-drive Mustang to Ford's global vehicle lineup allows export to more than 25 of those markets around the globe, including the UK, South Africa, Australia, New Zealand and Japan, as well as Cyprus, Malta and a smattering of Caribbean islands.



Sales in the U.S. and Asia began last winter, and Mustangs made their way to European markets this summer. In the U.S., Mustang sales were up 70 percent in August, overtaking the Chevy Camaro for best-selling sports car in the U.S., based on Ford reported sales data.


New buyers are driving U.S. sales growth, especially in regions such as Southern California – the largest sports car market in the country, according to IHS – where Mustang retail sales have more than doubled this year. While Mustang is a new entry into the China market, it is already

one of the nation's top-selling sports cars, with hottest sales in Beijing, Guangdong and Shanghai.

Models are just starting to hit dealerships in Europe, with customers eagerly awaiting delivery of the first right-hand-drive models in markets such as the UK. Almost 2 000 Ford Mustang orders have been taken in the UK since January. First customer deliveries are expected in November, with extra supply secured to meet the greater-than-expected demand.

And which colours are most popular among all-new Mustang customers? Initial

sales show that in Europe, Magnetic Grey and Race Red are the most popular exterior paint colour choices. Race Red is also the top choice for customers in China, followed by Black. Meanwhile, Black takes the top spot in both the U.S. and the Middle East.

Although still waiting on delivery Australia sees its order book already nearing the 3 000 mark while 400 hundred orders have been received in New Zealand. For us South Africans it is time to start popping into a Ford dealership and putting your name down for a new 'Stang as it will be launched here around November 2015. 



Porsche 911 RSR race car. Ex- Altech GT racing car. Based on a 911 SC, full integrated roll cage, Bilstein custom-valved coilovers, Elephant racing suspension, 915 gearbox with custom ratios for 3rd, 4th & 5th gears, oil circulating pump with oil cooler, Guard Transmission LS diff, 5.5" Tilton clutch with RSR flywheel and hydraulic clutch, 3.6-litre 930 based motor with GT3 crank, titanium rods, GT3 oil pump & intermediate shaft, two sets of 16" rims. Motor and box just refurbished. Contact Markus at autocrew@netactive.co.za.



1933 Ford Sedan Streetrod. 4 x suicide doors, shaved handles, lovely leather interior, Chevy 350 V8 engine, 350 turbo box, powersteering, electric windows, Boyd Coddington big and little mag wheels with almost new tyres, side exhaust tips, stainless steel exhaust, all original steel body. Asking only R325 000 negotiable for cash. call Leon on 083 273 4067

FIAT Spider 1400 twin OHC motor and 4-speed gearbox. Both in working order. Various other FIAT bits. R2 500 onco. Contact John Tilley on (011) 442 7638.



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Chevrolet Corvette. V8 fuel injected roadster, hard and soft top, lovely condition. Very powerful. New leather, original mag wheels available. Awesome American sports car. Asking R285 000. Contact Leon on 083 273 4067 or e-mail buddydeklerk@gmail.com.



1954 Chevrolet Bel Air. 2-door fitted with a 350 small block 383 Storker motor. Victor Jr heads. 400 Turbo auto box. Limited-slip differential. R229 500. Call (012) 377 2879.



1972 Chevrolet El Camino. 350 V8 and automatic gearbox. Very tidy bodywork and interior. Tow bar and tonneau cover. R89 500. Contact (012) 377 2879.



1978 Lancia Monte Carlo S1. 2 x Weber SD Carbs. Redone engine (including cambelt) with about 10 000km on it. Tarox brakes. Licensed and up to date paperwork. Contact Gibson on 071 0181975 JHB.

1980 Porsche 924. 1 of 1 000 built to Le Mans Special Edition. Good Condition. Comprehensive maintenance done on it. R99 500. Contact Kevin at (011) 792 4960.

Lancia Fulvia spares. Plenty available so contact me for a list. Chris at chrisp@cybersmart.co.za or 083 401 2043

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Air-cooled Formula Vee. In any condition from any year as long as it was of the air-cooled racing period. Contact Alan on grantfam@wizz.co.za

Honda Express parts. In need of the sealed beam headlight on a Honda Express as well as a set of orange indicator lenses. Phone Stuart on 082 921 4583.

Old bicycles. Looking for racing bicycles and BMXs from the 1970s and 1980s. Condition not a factor but completeness is key. Contact 060 329 0970.



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