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JAGUAR SS100

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Africa
 & Performance

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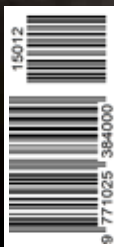
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BMW 333i & 325is



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DELOREAN DMC-12

PORSCHE 924

JAGUAR SS100

CLASSIC

CAR AFRICA

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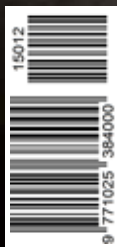
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THE INCREDIBLE JOURNEY

Welcome to the final issue for 2015, and the first one for 2016. For us the year has flown by incredibly fast, which might be an indication of getting old, but we prefer to think of it as getting classic. And it has been a classic year with classic-orientated events filling the calendar. The interest and value in older cars has taken off, reaching a higher profile than all expectations and forgotten classics have stumbled out the woodwork, eager to take part in the action.

Have a look at Mike Monk's coverage of the Oily Rag to see some barn finds being put to use. And if use is the best way to preserve a classic then check out the bit by Dave Alexander on the International Bentley Tour that recently navigated around SA. Speaking of using our older cars, Graeme Hurst catches up with an SS100 that has been in one family since new and lived a very full and eccentric life. Mike Monk's piece on an Isotta Fraschini with an equally bizarre background shows that the cars are the real stars in our classic hobby.

Our cover story pays homage to the BMW 3-Series, which turned 40 recently. Of course, with such a rich history in SA, we had to pull our favourite locally-developed 333i and 325iS models for the feature. I also take a look at a 1980 Porsche 924 and ponder whether decent versions of this unconventional and relatively cost-effective Porsche will elevate in demand collectables. We



also go back in time (or more accurately back to the future) with a look at the DeLorean DMC-12.

Jake Venter continues his fictitious interview sessions with long gone icons of the motor industry – this time he catches up with Dr Diesel. Gavin Foster also looks back at pioneering motorists in the form of famed female motorecyclists.

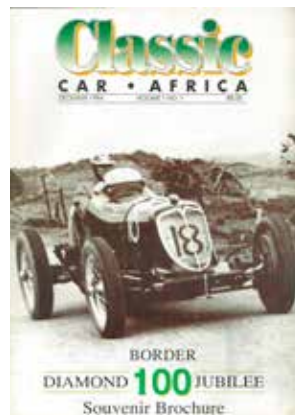
So sit back, and enjoy your family time this festive season. All the best for 2016.

Stuart

P.S. As mentioned last issue, December 2015 sees this publication turning 21 years old. Along the way it has had a few different faces and instead of giving it a 21st birthday key we thought a refresh in the looks department and return to the original title would be fitting. So from the February 2016 issue we go back to **Classic Car Africa**. Below are the first covers showing each evolution but have a look at the left-hand page here for a sample of what the magazine will look like on the shelf.

This does not mean we will change tack when it comes to articles and content. We continue to strive to bring the reader entertaining, informative and historically correct articles on all things classic motoring-related – with a hefty dose of Southern African flavour.

Here's to many more years of sharing our classic cars, bikes, people and Africa stories.





TOURING TREATS

October proved to be a busy month for FMM and its catering staff as a number of interesting tour groups visited the museum as part of their itineraries. First on the scene was the Garden Route Motor Club who called in as part of a week-long schedule for an eclectic mix of 19 cars carrying 37 people. The group was split into two, each given a tour of the display halls as well as a walkabout of the workshop. Some of the ladies visited Anthonij Rupert Wines. Although the visit was brief, everyone enjoyed the occasion.

Next to arrive were the participants in the 8th International Vintage Bentley Tour of South Africa, who stopped by for a picnic lunch and

tour of the museum. The event, which began in Umhlanga Rocks in Durban on 3 October and finished at Cape Town's V&A Waterfront on 24 October, attracted 16 vintage and one 'Derby' Bentley, all but four of which came from overseas, from as far away as Great Britain, Ireland, Australia and the USA. Examples of practically all of the various models produced during the 1920s/early-'30s took part – 3.0, 3.0/4.5, 4.5, 6.5, Speed 6 and 6.5/8.0 – plus a rare and glamorous 1929 'Blower' Bentley.

A blisteringly hot and gusty spring day precluded the tour's planned picnic lunch on the lawn overlooking the museum's quadrant; the latest crop of 'Bentley Boys'

– and girls – opting for the more shady areas of the FMM's grounds to relax, enjoy their meal and reflect on a wonderful tour that was drawing to a close.

Finally, 40 members of the very active Western Cape Region of the Mercedes-Benz Club of South Africa arrived in an assortment of 21 models. The impressive convoy sported lots of SLs – 190, 250, 280, 450, 500 and a 600, plus various other models, old and new. Refreshments and a tour of the museum were laid on, with particular interest shown in FMM's collection of Benzes. "A wonderful experience, no doubt to be repeated in the future," said the club's outing organiser, David Shakeshaft.



RACE TIME

Five of FMM's collection of single-seaters/Le Mans cars were recently given a shakedown to keep the cobwebs at bay. Wayne Harley and senior workshop crew members Lorenzo Farella and Deon de Waal gave the following cars an outing: the ex-Jody Scheckter F1 Tyrrell 007, the ex-John Love Formula 2 Team Gunston Chevron, the ex-Ian Scheckter Formula Atlantic Lexington March and the ex-Sam Tingle LDS, which were joined by the ex-Scuderia Brescia Corse Le Mans Ford GT40.

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.

CLASSIC CAR AFRICA

Classic and Performance Car Africa is the only dedicated historic motoring magazine in the country. From racing, to personalities, to some of the most special vehicles ever produced, we are continually unearthing great stories, illustrating them with a mixture of old photos and new, and helping

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

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PASSION FOR SPEED TRIPLE THRILLER

With over 300 cars and bikes from both overseas and locally competing, music of the sixties, children's play parks, food and drink stalls and arguably the best racing on SA soils, the Passion for Speed festival is not to be missed. For 2016 it promises to be even better than before, starting out at Zwartkops Raceway in Gauteng on 29, 30 and 31 January before going coastal with rounds at Cape Town's Killarney a week later and then on to the famed East London Grand Prix circuit for the third consecutive weekend.

With vehicles from the '50s, the '60s Rock 'n Roll era and 9 Hour through to the latest and greatest supercars tussling on track, it is difficult to single out a few races promising action, but perhaps the biggest highlight will be the South Super Prix celebrating the Formula Junior World Jubilee. For the South African leg 30 cars from Australia, New Zealand, Europe, the UK, USA and South Africa will take to the track in 2016. As one of the most significant motor racing series of the twentieth century, Formula Junior is a showstopper and once you've heard a 1000cc engine hitting the 10 000rpm mark in the likes of cars from Cooper, Lotus, Lola, Elva, Gemini, Brabham, Taraschi, Alexis and Stanguellini you will be hooked.

Sports and GT fans get their kicks with The Tourist Trophy for Pre'66/68 Le Mans Sports & GT cars. Here local entries will be bolstered by teams from Sweden and the UK to remind us of how the likes of Ford GT40s, Chevrons, McLarens and Lolas could lap at insanely fast speeds while displaying healthy endurance and teamwork.

The theory of 'There ain't no replacement

for displacement' will be displayed in the Pre'66 Production Car race with local stars Hennie Groenewald and Sarel van der Merwe taming American hulks in the form of a Plymouth Fury and Ford Galaxie respectively. But don't expect them to have it all their own way, with a few other NASCAR inspired machinery like Chevy Biscayne, Nova and Studebakers burning rubber. Perhaps showing a bit more finesse than these monsters, the Pre'66 Legend Production Cars U2 (under 2 litres) show just how quickly a warmed-up family saloon like Lotus Cortina, Alfa Romeo Giulia, BMW 1804 and Mini Coopers can go.

Like the glory days of Grand Central circuit in the 1950s and early '60s the Little Giants series pits saloons, sports and GT cars together for top honours. Here we'll see Jaguar D-Type, E-Type, Mini Marcos, GSM Darts, MG B and Austin Healey being hurried by Alfa, Mini and Austin saloons.

Locally built open-wheeler specials of the '50s, '60s and 1970s take on Formula Fords, Formula Vees and other non-slick tyred or winged racers from international shores like Lotus and Cooper in the SA Historic Single Seater event, while those wanting a gumball slick and wing fix, the National Championship Formula Cars of the seventies and eighties bring back memories of the Atlantic days and the names such as Tilanus, Fouche, Van Rooyen, Scheckter and Charlton. Equally brutal will be the Pre'74 International Sports Prototype battle with low tech, extremely fast Porsche 917, Lola T70, Chevrons, Sauber and Automoto Ecosse being fully extended.

Although we missed out on the legendary Transam series that hit the States in the late '60s the South African public did see the odd American Muscle race back in the day with guys like Frank Gardner bringing Mustangs to race. The Champion of Champions race gives us a bit more of a taste of this super series with brutal Mustangs, Camaros, Chevy Novas and Mercury Comets going at it door-to-door.

The biggest category of historic racing in South Africa, the Pre'84 Historic Saloons promises huge variety and plenty of action with the likes of the Group N BMW piloted by Robbi Smith going head-to-head with the ex-Tony Viana BMW 745, Mazda, Capri Peranas, Escorts, Datsuns, Fiats of the day. Franschoek Motor Museum will demo a number of its famed historic racers and machines.

If this isn't enough of an overload, the organisers have included two-wheel action in the form of the Isle of Man TT Legends. International greats like Mick Grant and Ian Simpson will go wheel-to-wheel with local aces Van Breda, Ramsay and Maritz aboard historic machinery. A highlight of highlights will be a demo from the ex-Loris Capirossi MotoGP Ducati, the fabulous F750 MV Augusta and the ex-Carl Forgyarty Ducati 888.

Zwartkops: 29/30/31 January 2016

Killarney: 06 February 2016

East London: 13 February 2016

For more information on these not to be missed events visit www.zwartkops.co.za, www.killarney.co.za and www.bmsc.co.za.



FINE FOOD, COFFEE & PETROL

Rim & Rubber Assembly situated at 26 Gleneagles Road in Greenside is a fresh and innovative restaurant, industrial-themed bar and barista coffee station that centres around the state-of-the-art motorcycle workshop where classic and modern bikes are restored, in full view of biking enthusiasts and curious diners. The workshop offers specialised motorcycle maintenance and repair for all bikes, including classics, café racers, choppers, bobbers and scramblers. Apart from general bike servicing, Rim & Rubber also provides tyre changes, fault finding and roadworthiness tests. The R&R Assembly is run by Master Bike Builder and former SA Sidecar Champion, John Allsop. The restaurant menu features varied and innovative fusion cuisine while the bar stocks a large variety of premium brands, as well as a carefully curated range of connoisseur-endorsed whiskies, and craft beers from both Black Horse and Devil's Peak. Added to all this is an accessory shop, where patrons can find retro apparel including Bell, Arai, Rev-it and Roland Sands Designer Urban bike gear. It is worth a visit.



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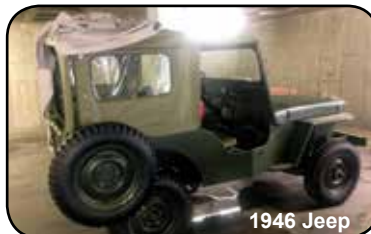
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1972 Lotus elan +2



1946 Jeep



1913 Cadillac



1960 Alfa Sprint



1970 Alfa 1300 GT



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2016 MIDAS HISTORIC TOUR DATES

12 March	Redstar Raceway
09 April	Zwartkops Raceway
04 June	Dezzi Raceway
02 July	Phakisa Freeway (Non-championship)
06 August	Kyalami
10 September	Phakisa Freeway
08 October	Zwartkops Raceway
19 November	Kyalami

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OFFICIAL FERRARI CALENDARS



Pablo Clark has received its annual stock of official Ferrari calendars. As usual there is a motorsport theme in the form of the Scuderia Ferrari 2016 version, and a piece dedicated to classic beauties shot by famed photographer Günther Raupp titled Ferrari Myth 2016. The Official Scuderia Ferrari Calendar gives fans a direct view of the team through selected images by the world's best Formula 1 photographers. Each shot lets you re-live the excitement of the Scuderia's F1 season throughout the entire year. Ferrari Myth – the name says it all for the Official Ferrari Calendar which has been sought-after and collected by Ferrari enthusiasts throughout the world for 32 years. Ultimate, unadulterated seduction! It is with superb imagery that Ferrari Myth brings to life the fascination of the automotive masterpieces with the Cavallino Rampante, 365 days of the year. To guarantee the exclusive value, each individual copy of the Official Ferrari Myth Calendar is numbered and the entire circulation is strictly limited across the globe. To order your copy, go to www.pabloclark.com



HAMLET ON WHEELS

It is always a pleasure to step out of the mainstream and be entertained by a show in the old tradition where everyone is relaxed, friendly and participative. This year's Hamlet Karoo Kultuur Fees in Prince Alfred Hamlet just 10km outside Ceres had something for everyone, including an impressive line-up of some 60 classic cars entered from around the area, as well as Langebaan and Cape Town. Local long-time enthusiast Basil Wesson brought a few from his collection along and there was the usual excellent turn-out of GSM Darts and Flamingos plus Morris Minors of all types sparkling in the sun, alongside some pristine Borgwards and Renaults.

A Ford Cortina Mk.1 convertible caught the eye amongst the various British makes on view and there were plenty of pre- and post-war American makes to admire including Chevrolet, Chrysler, Dodge, Ford, Hudson, Plymouth, Pontiac and Studebaker, as well as a pair of hot rod pick-ups – Ford and GMC. Crossley and Webb supported the car display with a public vote competition won by Ronnie Grace's MG B GT.



AMERICAN DAY
14th February
@ POMC Clubhouse



BRITISH DAY
13th March
@ POMC Clubhouse



POMC 50 year celebration
10th April
@ POMC Clubhouse



CARS ON THE ROOF
22nd May
@ KOLONNADE RETAIL PARK
Montana Park



MAMPOER RALLY
4th June
Start: POMC Clubhouse
Finish: Willem Prinsloo Museum



VINTAGE & VETERAN DAY
12th June
@ POMC Clubhouse



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EUROPEAN DAY
10th July
@ POMC Clubhouse

JAPANESE CAR and BIKE DAY
13th November
@ POMC Clubhouse



CLASSIC BIKE DAY
11th September
@ POMC Clubhouse



POMC DIAMOND RUN
24th September
Start: POMC Clubhouse
Finish: The Art of Silver Cullinan



CLASSIC CARS @ the MALL
29th October
@ Tshwane Chinese Mall



31st July
@ Zwartkops Race Track



MAGNUM RALLY
11th to 14th August
Hotel Numbi
Hazyview
Mpumalanga

FGK foto

WHALE OF A TIME

This year's motor vehicle element of the annual Whale and Wheels Festival in Hermanus drew a particularly good turnout with 245 vehicles joining in the occasion, held at the town's primary school. Starting at 09h00 under threatening skies, the display was briefly interrupted when around half of the exhibits took part in a quick parade through the packed town centre to both advertise the show and provide a sideshow to the majestic mammals frolicking all around Walker Bay.

Most imposing car on view was Charles de Villiers's 1939 Jensen Straight-8 Continental Tourer while the most intriguing had to be the 3.3-litre Nissan-engined rear-wheel drive Mini of Pierre and Francois du Toit. However, Rusty Crowhurst's monster 27-litre aero-engined Meteor land speed record contender vied for the title of star attraction. Donovan Daws's scruffy 1967 split-window VW Kombi camper oozed character from every angle while Derby du Preez's 1952 Renault 4CV was in as-new condition. R Duiker's 1984 Maserati Biturbo stood almost unnoticed despite its Italian pedigree, unlike Amanda Bruce's 1958 Borgward Isabella Coupé. Ben Haumann's 1930 Ford Model A is the only left-hand drive A in the country, and came into the country on a fishing vessel...

A 1958 Standard 10 and an early-1960s Ford Classic 315 were two rare English cars on view. Sportscar-wise, Derek Hulse's 1954 Austin-Healey 100S looked immaculate while the Sunbeam Club showed examples of the first and last of the Rapier line. Ron Woodford's 1935 Austin 10 Open Tourer looked every inch a user classic.

The weather improved throughout the day and the show finished mid-afternoon to allow participants and spectators to find a suitable venue to watch the Springboks take on Scotland in the Rugby World Cup, by which time around 3 500 spectators had passed through the gates, realising a most welcome R28 000 towards the school's Special Projects fund. Adding to the festivities were a model aircraft flying display, an operating model railway layout and tractor-trailer rides around the grounds.





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1972 MGB GT – R128 000



1926 Buick Phaeton – R388 000



1928 Hupmobile – R318 000



1948 Chrysler Windsor – R160 000



1980 Mini Cooper S Replica – R88 000



1966 Ford Mustang – R358 000



1939 Hillman Minx – R88 000 (Neg.)



1927 Chrysler Imperial – R248 000

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Cape Town's annual Oily Rag Run was once again a roaring success and filled with (just a little) drama. Organised by Crankhandle Club member Richard 'Dickon' Daggitt, this was the country's second Oily Rag and drew an interesting entry of 20 unrestored pre-1961 vehicles. **Mike Monk** covers the event for our *Classic & Performance Car Africa* rag.

Co-sponsored by the Franschhoek Motor Museum and Cape Town classic car emporium Crossley and Webb, the 11h00 start took place in the quadrant surrounded by FMM's visitor centre and display halls. The line-up provided one notable stark contrast – on the one hand there was Toeks Cross's mud-splattered barn find 1957 Ford Prefect while on the other, Johann Marais's 1955 Rolls-Royce looked fresh out of the showroom. A 1958 Gogomobil had been trailered down from Port Elizabeth (a 500-mile trip) just to take part, wearing

an oily rag tied around the front bumper in the spirit of the occasion. There was just one non-starter: Peter Truter's 1936 Armstrong Siddeley missed out due to a radiator problem.

In overcast weather, the first half of the route took the cars from FMM over Helshoogte through Stellenbosch to the aerodrome on the outskirts of the historic town, where everyone gathered for a refreshment break and a walk around some classic flying machines. Michelle Hambly added period elegance by dressing up in the style of her 1954 Citroën Light 15. The 20-mile run's only casualty was

a 1959 Borgward Station Wagon, which ground to a halt early on with an odd spark plug malady.

Immediately after the restart, a water leak on the block of the Hubertus 1938 DKW forced it into retirement. But for the rest it was 'tally ho' for the final 40-mile run straight across the Cape, which provided scenery ranging from expansive rolling hills and vineyards through ever-growing open industrial areas to the aged, cramped inner-city clutter. The remnants of the rotted roof of Richard Middleman's 1934 Ford Tudor were being lost to the breeze as the car made haste while other





drivers exposed to the elements were thankful the sun came out: Derek Hulse in his 1957 Triumph TR3, Deon de Waal in a 1926 Talbot, and the diminutive Di Dugmore in her 1932 Lagonda. Alex Stewart kept the hood up on his 1947 MG TC. The rest of the participants were made up of three Chevrolet sedans – a 1937 and two 1948s, a 1929 Buick, a 1933 Ford flathead V8 pick-up, a 1951 Riley, a 1957 Morris and a 1958 VW Samba Kombi.

Once at Crossley and Webb's showroom/workshop in the Gardens area of the city's CBD, participants gathered to share their exploits and stay on for lunch. Toeks Cross's car was voted the 'Most Oily Rag' and Richard Middleman won the Skorokoro Rose Bowl for having the 'tattiest' car that finished. But the event's grand prize for scoring the most points for originality went to a delighted Deon de Waal, who had sweltered in the Talbot's cockpit heat on an otherwise excellent run. 🏆



VINTAGE TOURISM

Dave Alexander gives us a behind-the-scenes look at the 8th International Vintage Bentley Tour of South Africa that traversed the country in October.

Photography by **Di Dugmore** and **Richard Farr**

Quite a title, but then it's quite a tour – a 5-Star, twenty-five day tour of South Africa. Entrants and cars from the UK, Ireland, Australia, America and Switzerland make this one of the most exclusive tours of its kind. Two years in the planning, this was the 8th running of the Vintage Bentley Tour, started by John White in 1983. John handed over the reins to Di Dugmore and Dave Alexander in 2012. With literally hundreds of tours and rallies offered annually, many with large advertising budgets, it is quite a task to put together a tour which is not in the UK or Europe. Shipping, insurance, meals and accommodation quickly add up, and then one still has to consider a back-up crew as well as countless other costs.

Starting in Durban at the iconic Oyster Box Hotel in Umhlanga was not without its problems. An 18-month-old customs agreement was reneged on, resulting in an entirely new application for temporary importation of the cars being lodged barely a month prior to the cars being shipped. Thanks must go to senior customs officials who assisted with this, but the process was halted once more two weeks prior to the tour due to another customs technicality. The AA, with permission from the RAC of the UK, issued carnets and the entrants were united with their cars in Durban docks, ready to take on 4 500km of all types of South African roads.

In total 13 overseas cars arrived, spread between 3-4½, 4½, 6½ and 6½-8-litre vintage Bentleys, and one 1935 Derby Bentley (held over from a previous tour). With none of the older 3-litre cars on the first part of the tour, greater distances could be covered in a day with even the slower cars cruising at 65-70mph. To give entrants a good overview of the country, we planned a route which covered both the subtropical Natal area, the Karoo

interior and the Garden Route. On the whole roads were better than expected.

The tour took in the Mkuze Game Reserve en route to Manzini in Swaziland, where in contrast to the 2012 tour, where rain was the order of the day, two entrants had to be treated for heatstroke! But sunshine is the reason these intrepid motorists come to South Africa... that and vast open road touring, something not easily experienced in a crowded Europe. From Swaziland, via what has to be the worst section of potholed road, to Champagne Castle in the Drakensberg, Golden Gate National Park, Clarens and on to Kimberley.

The connection between Woolf Barnato and Bentley is the topic of another article, but this was the focus of the visit to the Open Mine Museum and historic Kimberley Club, where the group was treated to a gourmet meal prepared by head chef Charles Southey in the Rhodes Room. A talk by historian and tour guide Veronica Bruce proved entertaining, and the history of Barney and son Woolf Barnato was dealt with to the great interest of the group. The drive from Kimberley to the Drostdy Hotel in Graaff Reinet was the longest of the tour but the traffic-free roads allowed the Bentleys to stretch their legs.

The newly revamped Drostdy Hotel was one of the tour favourites and prepared the entrants for the luxury and experience of the world-renowned Shamwari Game Reserve. The wildlife experience did not disappoint and there was a distinct reluctance to leave the reserve!

The vast open spaces of the interior of the country were left behind for the beauty of the Garden Route. Knysna gave the drivers a chance to relax and take in a few sites around this jewel. An overnight stop was allowed in Oudtshoorn to allow visitors to experience the incredible beauty of Meiringspoort and the drive to Prince Albert. On





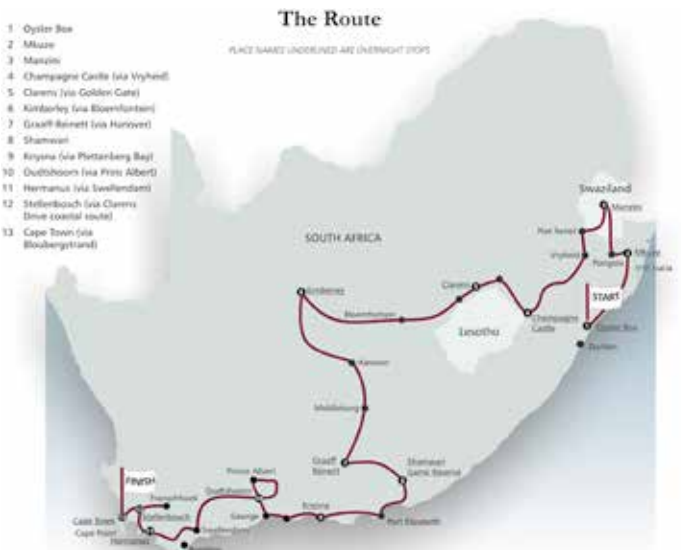


the return to Oudtshoorn, the majority of the Bentleys decided to brave the world-renowned Swartberg Pass, always a favourite.

Hermanus, Stellenbosch (taking in the Franschhoek Motor Museum, of course) and on to the final three days in Cape Town. The incredibly high standard of hotels and the meals on the tour were due to meticulous planning by co-organisers Tony and Linda McEwan.

Karl Reitz, son of Rudi Reitz, a co-founder of the South African Bentley Tour, provided the technical backup and sweep vehicle, and thanks to his efforts and the incredibly robust and good design of Mr WO Bentley, all of the cars that started the rally in Durban were driven under their own steam to the container depot in Cape Town to be shipped back to their home ports.

A large percentage of the overseas entrants had not visited South Africa before and had expressed via email some concerns about (amongst other things) the security and crime within South Africa. Whilst we deliberately avoided any dangerous areas, every person commented that they had never felt threatened. The driving experience was second to none and I am sure that, as with past tours, we will have many repeat visitors. 🇿🇦





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Austin Healey 3000 BJ8 Excellent condition R850 000



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Jaguar XJ-S 1977. Completely resprayed in original red. R175 000



Jaguar XJ-S 1987 Targa Cabriolet R175 000



Austin Healey BN 2 restored to M Specification R 900 000

RECREATING A MYTH I

Hi Stuart, it's me again.

I totally agree with Wayne Harley (*Recreating a Myth* – October/November) about keeping things correct ('Today's news becomes tomorrow's history'). In Graeme Hurst's article *Barbecue Bend, Racing, Sunny Skies & Chevrons* he states that Peter Revson was killed in practice the day before the 1974 SA Grand Prix. This statement is incorrect. The fatal accident occurred on Friday 22 March, and the GP was a week later on Saturday 30th. It was not during practice, it was a Test Session organised by certain teams, which explains why there were virtually no marshals at the track.

Eric Fletcher

PS. In your great 2-stroke article on DKW and Auto Union you forgot about Wartburg.

Thanks for the clarification, Eric, and I'm in full agreement of keeping the facts and car histories correct. We see it as our duty to make today's news tomorrow's correct history. Our aim is to preserve our motoring heritage and not re-invent the wheel. Unfortunately not all of us are of the age that we were able to witness the Golden Age and some of us get confused with



age, or facts are distorted through rose-tinted glasses. And the World Wide Web is not always a trustworthy source with so many people having an open forum to confuse the issue. So we welcome those of you with the knowledge and memories to correct and guide us. As a lover of 2-stroke technology I have come across the Wartburg story but not yet seen one locally. At least it opens up the door to a Wartburg article when I do find one. If you spot one, be sure to shout.

Stuart

**DATSUN DAZZLES**

Your August/September issue with the article on early Datsuns brought back memories of the

1975 International Veteran & Vintage Car Tour. I was in the process of giving up go-karting and moving on in life when the above tour (partially sponsored by Datsun in conjunction with Castrol) came through East London. Datsun had found an old wreck lying in their plant at Rosslyn and contracted Apie Venter to restore it for the tour. This was at the height of their modern day rallying and duly entered the Von Bergens to drive this little Japanese wonder. It was this event which drew me into the old car game back then and I am still playing happily with my toys. Attached is a photo of TP 618 taken back then. The Datsun Team even went on to Europe for the 1975 FIVA rally. Who knows where this car is today?

Norman Hickel

Hi Norman

Keep playing with your toys. It is great to see that Datsun back then was proud of its heritage and keen to show it off with the re-commissioning of a vintage car. Datsun is back in SA and thankfully still behind the idea of looking at its glorious past.

I happened to see that car about 6 years back. It, along with a host of other Nissan/Datsun classics, was sitting in storage on a farm near Hartebeespoort Dam. They still belonged to Nissan and had only just been moved away from the factory in Rosslyn.

I have however heard that some of this collection has been sold off to private individuals lately. I will see what I can find out.

Stuart

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RECREATING A MYTH II

Hi Stuart

I've read with interest the letters published in *Classic & Performance Car Africa*, October/November issue concerning the Bugatti 35B. I took this photo (attached) at MidVaal, a good twenty years ago, and wonder who the owner/driver of the Bugatti is? Of course the Alfa Romeo 1750 driver is the then owner, the late Dr Hugh Gearing. Can anyone help? And please don't tell me this is also a replica.

Best regards

Toy de Carvalho

Spot on with the Dr Hugh Gearing Alfa Romeo 1750 identifying, Toy. And don't worry, this is a genuine Bugatti. A type 37 owned and raced by Robert van Zyl. Robert still gives the car a full go as visitors to the Jaguar



Simola Knysna Hillclimb might have seen. A real car being used for what it was intended.

Stuart



So, for the attached Simola Hillclimb photo the caption could have been: Gino Noli's 1937 DKW F7 special lining up (H1-A-C1937-E1938-B2015-PC) Photo: Kantey

(Immediately you know that this is an original-engined chassis fitted with a brand new body in the spirit of a pre-war racer.)

The beauty of such a system would be that the EC code can be instantly revised with the stroke of a pen during the course of an event should a discrepancy be noticed and pointed out by a more knowledgeable source. Also, years down the line not only would the basic stats of the vehicle at the time of the writing of an article or posting of a photo be known but also the source of that info. It would certainly put a brake on the inadvertent creation of myths that could morph into reality with the passing of time. If a vehicle turns up at a later event with a different EC code the owner can be asked to explain/verify any material changes (like when a tribute car has changed into an original!).

Happy days

Gino Noli

Hi Gino

Thank you for a really well thought out solution. With a few minor tweaks and buy in from event organisers and governing bodies it could be applied. For the majority of motorsport competitors the abovementioned information is listed in our cars' HTP (Historic Technical Passport) but this is never shown to the public. A summary as you suggest is perfect to relay the info succinctly to the sometimes uninformed spectators. Strategically placed boards explaining the key would be a must. And it can cross from motorsport to concours events and even regular classic car shows.

Stuart

RECREATING A MYTH III

After having mulled over Wayne and Dickon's highlighting of the problem of inaccurately perceived and/or recorded vehicle information at motoring events possibly leading to the birth of misleading records, I would like to suggest a move that may help mitigate the problem to some extent:

Would not a very basic, easily understood and created 'Event Classification Code' that every vehicle at any public event is encouraged to display go a long way towards reducing misclassifications? Such an 'EC Code' could consist of six basic parameters of the vehicle's makeup so as to give any interested party a quick and ready status reference at any motoring event that it may attend.

EVENT CLASSIFICATION CODE KEY:

1) Event category:

This will be the class or group in which the vehicle is being displayed or entered in the current event, e.g. H1

2) Verification source:

The source of the displayed EC code:

A= the owner, B= the current event organiser, C= a suitable club or body

3) Chassis date:

The date of manufacture of the chassis, e.g. 1937

4) Engine date:

The date of manufacture of the fitted engine, e.g. 1938

5) Body date:

The date of manufacture of the body, e.g. 2015

6) Modification type:

What type of modifications the vehicle has been subjected to, e.g. NN= None, RTO= restored to original specs, TC= tribute car (recreation of an original vehicle), PC= period correct (modified as would have been possible at the time, but not a copy of an actual vehicle), MGF= modern/latest go fast components included.

Thus, for my own 'van-die-plaas-bodied-Boere-Bugatti' 1937 F7 DKW Cabrio special, a prime candidate for confusion, the EC Code would look as follows:

H1-A-C1937-E1938-B2015-PC

BIG SCREEN STARS

Dear Stuart

I refer to an article in the October/November 2015 issue of *C&PCA* by Mike Monk under the title *Flagship of the Fleet*. The article and photos were, as usual, beautifully done by you guys and reminded us of the fact that a Hudson Commodore appeared in the movie *Driving Miss Daisy*. But I have to bring it to your attention that the most iconic role a Hudson Commodore ever played was in the classic novel *On the Road* by Jack Kerouac.

A movie of the book was made in 2012 and the 1949 Hudson Commodore used in this movie covered approximately 5 000 miles (8 000km) during the filming of the movie. This car found a resting place in the *Beat Museum* in the USA. Walter Salles, the director of the movie, donated the Hudson to the museum with the condition that the car should not be washed so that the original road dirt and grime could speak for itself.

I regard the importance of this car in



the book and the movie on the same level as the Ford Mustang Shelby GT 500, nicknamed 'Eleanor', in the movie *Gone with the Wind*.

Thank you for the opportunity to comment on articles.

Regards

Tian

Hi Tian

I will be sure to pop down to my local video store and grab a copy of 'On the Road'. Or maybe I should do the right thing and find the book for some evening reading. Thank you for the kind words and support and keeping the likes of the Commodore flying high.

Stuart

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



R649 000

2011 BMW 6 SERIES 640 F12
40 000km. Twin turbo, heads up display, balance of motorplan. At last a good looking 4-seater convertible. Let's be honest, the Chris Bangle school of origami styling did an injustice to the previous 6 Series with its over exaggerated rear end. Superb ice white with saddle brown interior.



R350 000

2013 MINI COOPER S JOHN COOPER WORKS GP
20 000km. Rarest and most collectable of all the Minis and destined to be of great collectors status. A works track car built for the road providing endless amusement as the ultimate pocket rocket. One of 30 in SA. Any Cooper collector should have this.



R189 000

2012 PEUGEOT 308 THP GTI TURBO
20000km. Sexy hatchback with real attitude, this hot number just needs to be driven and you will buy it. Full panoramic glass roof, balance of its 3 year/60 000kms service plan. Compare this to the others, and no scratching each other on the showroom floor.



R379 000

2001 PORSCHE 911 CARRERA 4 CABRIOLET (996)
88 000km. Lovely low mileage example of the Carrera 4. Traditional silver with black leather. The soft top is in superb condition as is the factory hard top. The car is as good underneath as it is on top. A full service history, original, accident damage free car that drives as it should. Highly recommended.



R245 000

2006 BMW Z4 M 3.2
103 000km. THE ultimate sports car from BMW. An M3 engine convertible, the Z4M was brought in very limited numbers. This black beauty is in good condition, runs very very strong and has very low mileage for the year.



R169 000

2011 AUDI A1 1.6 TDI AMBITION 3DR
73 000km. Sexy little number in lipstick red with black accents. Sprightly performance combined with diesel economy with Full franchise service history make this an extremely attractive proposition. Trendy with all the build quality and safety measures you could want.



R185 000

2006 MINI COOPER S JOHN COOPER WORKS GP
75 000km. No 868 of only 1000 made in the world. The GP is a souped up, harder and faster version of the works vehicle so if you have kidney issues this is not the vehicle for you. Believe me, this is a future classic and should be treated with respect and high regard.



R125 000

1984 MASERATI BI-TURBO 2.5
62 000km. A time warp car. It's rare, its exotic and it has its place in history in both design and engineering. This vehicle is in entirely original condition. It appears as new, some parts of the interior have their original wrapping on them. Possibly the lowest mileage, best condition Bi-Turbo around.



R695 000

1988 PORSCHE 911 CARRERA CABRIOLET
142 000km. Superb original matching numbers, right hand drive, 3.2 Carrera. I have known this car for at least the last 20 years. It's a fine example with recent major service and new clutch. I would encourage anyone who is looking for one of these now rare cars [due to all those callous exporters] to come and feast your eyes.



R375 000

1988 BENTLEY TURBO R
87 000km. Absolutely superb example of the Bentley Turbo R. This example has covered a genuine 30000km per year from new with a comprehensive service history to support it. Balmoral Green with tan leather piped green. Beautiful.



R350 000

1989 BMW Z1 ROADSTER
140 000km. One of the rarest and most collectable offerings from BMW. Limited production run, innovative approach to design and basic mechanics made this refreshing approach to the true sports car. Very, very few in SA.



R 155 000

2003 VOLKSWAGEN T4 2.5 TDi SYNCRO HIGHLINE
150 000km. Luxury 8 seater with legendary capability, economy and durability. Synchros don't come up very often and when they do they usually have a quarter of a million kms or more. This luxury bus is in superb condition.



R350 000

2007 MERCEDES-BENZ M-CLASS ML63 AMG
82 000km. I challenge you to find a better example, or one with lower mileage than this. Exquisite condition. Full service history and balance of service plan to 120000km. Body kit, sunroof and all the desirable extras including rear entertainment package. Stunning colour. Blink and its gone.



R375 000

2009 PORSCHE CAYENNE S TIPTRONIC
93 000km. Superb original example of the Mighty Cayenne, this model is fitted with every conceivable extra and is finished in navy blue with tan two tone leather interior. It has benefitted from a full Porsche franchise service history with the most recent one being at 90 000kms.



R299 000

2009 MERCEDES-BENZ ML320CDI
114 000km. The vehicle I sell more of than any other, the ever popular diesel ML. They have long proven themselves as being the best, the most reliable, economical model. This example has factory tow bar, park distance control, sunroof and navigation.

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BIRTHDAY BOXES

It's hard to believe that the BMW 3 Series, arguably the epitome of luxury sporting saloon, is 40 years old. **Stuart Grant** celebrates this milestone with two South African-developed 3 Series specials that rank up at the top of the pile on a global scale. Enter BMW SA's 333i and 325iS.

Images by Henrie Snyman



Launched internationally in May 1975, the 3 Series hit the market with big shoes to fill – those of the BMW 2002. Designated internally as the E21, production ran to 1981 and saw both 4-cylinder and 6-cylinder versions under the hood. It came in 2-door coupé form and a brilliant looking Baur-designed cabriolet of Targa thought. The press raved and a star was born but sadly very few of these first generation vehicles made it to South Africa.

Generation 2 hit the world market in 1982 and locally went on sale in 1983. The one we often refer to as the box-shape BMW. A definite evolution in style, this E30 BMW stamped the firm's brand firmly in SA. Thanks to its sporting nature and 'sheer driving pleasure' it made owners want to really drive, which in some cases earned BMW drivers a bad rap with other users.

Even today the 1980s BMW is highly sought after and has a cult following amongst the 'spinning crowd', thanks to its rear wheel drive layout and decent grunt enabling doughnuts at the drop of the clutch. The best E30 for this task is obviously a manual with limited slip differential, which BMW so kindly gave as standard in the 323i and 325i versions. These antics have earned the drivers fame and BMWs of the 1980s the nickname *Gusheshe* – which translates to... wait for it... 'Panty Dropper'! Added to the 2- and 4-door sedan styles were a station wagon (titled Touring) and drop-tops, both full cabriolet and Targa format.

Initially power came from a 1766cc 4-cylinder petrol (318i), a 1990cc 6-cylinder petrol (320i) or 2316cc 6-cylinder petrol (323i) and bodywork was in 2-door guise. A 4-door version soon went on sale though and along with facelifts and the move from chrome bumpers to plastic ones, the

box-shape BMW also dabbled in other capacities like 1766cc (316), 1596cc (316i) and 2494cc (325i). A homologation special, BMW Motorsport M3, was added to the mix in Europe but never sold in SA. True to form we had to shoehorn some extra cubes under the E30 hood but that part of the story will come later.

The third generation E36 overlapped E30 production a bit, running from 1991 through 1998. Local fans referred to this as the Dolphin shape because of the side silhouette's diving nose. 4-door, coupé, full cabriolet and wagon versions were sold and while the badging by engine capacity continued with 4- and 6-pot configurations the 6-cylinder did change from the E30's single-cam layout to a twin-cam unit. This was also the first shape to officially introduce local fans to the M3 – who can forget the tinny exhaust note coming from a Dakar Yellow M3 in the 1990s?







Generation 4 arrived in 1998 and ran through to 2006. This is referred to as the G-String at the tip of Africa because when viewed head-on, the way the bonnet metal splits through the two rounded 'kidney' grilles resembles what you'd see if you were walking along the beach behind a lady who was wearing a very skimpy bikini. It is also the model that makes it confusing in the badge department. No longer did the badge indicate the capacity for those of us following a Beemer or looking for a dice.

The end of 2005 saw the arrival of the E90 fifth generation and the current sixth version replaced that in 2012. Both these need a bit of time under their belts to develop into some sort of cult star but what is for sure is that they are pushing limits when it comes to economy, safety, technology and performance, continually improving on these but keeping at the sharp end of the performance sedan brigade.

So Happy Birthday, 3 Series. Here is our equivalent of a card to you. Five pages and a cover featuring our favourite from the past 40 years.

BMW E30 333i (1985-1987)

Introduced in April 1985 the 333i was BMW SA's substitute for the E30 M3, which we would never officially get. The 4-cylinder M3 had been developed as a homologation special to take on the mighty Mercedes-Benz 190E 2.3 16 valve Cosworth and did so with aplomb. Without the constraints of an international race formula, BMW SA

decided to continue in the local tradition of shoe-horning and slapped a 3210cc 6-cylinder from the BMW 733i into the smaller body.

It wasn't all local content though with BMW SA collaborating closely with German tuning firm Alpina. This meant that the Alpina-designed inlet manifold and plenum chamber took centre stage under the bonnet, and the firm also handed over a cast alloy, copper radiator, exhaust manifold and changed the Bosch L-Jetronic fuel injection profile. The changes didn't alter the power or torque to depend figures but flattened the curve out for low rev range pulling. And pull it does with a zero to 100km/h sprint of 7.2 seconds – if you can get the clutch and pedal action to sync without lighting up the rear tyres. Merc's 2.3 managed the same in 7.9 seconds and tops out at 226km/h, a tad slower than the 333i with 231km/h.

Power goes to the back wheels via a ZF limited slip differential and Getrag close-ratio 5-speed gearbox featuring a 'dogleg' first gear action. First gear is found down and to the left of the gate rather than up top left. The job of finding first gives the 333i and the 325iS (which also features a Getrag) another nickname – *Isandla Semfene*. This translates to 'Monkey Hand' because when finding first, your hand assumes the look of an amputated/dried monkey hand found at *sangoma* and *muthi* markets.

Alpina also influenced the looks of the chrome-bumpered 333i, adding a deep front spoiler, side skirts, lower rear panel,

black rubber boot spoiler and the 16-inch 7J Alpina alloy wheels. Inside the cabin the Alpina touches continue with an Alpina-marked gauge cluster that reads to 270km/h and the driver-side portion of the central barrel-shaped air vent gives way for a digital display reading engine and rear axle oil temperatures, oil pressure and manifold vacuum.

BMW Motorsport seats in leather hug the body and the 3-spoke leather-rimmed wheel continues this sporting theme. Despite having a very driver-orientated cockpit, thanks to an angled centre dash fascia, the cabin can be an uncomfy place – but because of engine bay constraints you could opt for either Dunair air conditioning or power-steering – not both. I'd go for the aircon because once rolling it isn't difficult to steer the 333i – hell, with this much *oomph* you can steer it with the accelerator.

With motor racing rules moving away from a formula that would have let the 333i compete, the big-engined BMW didn't really see much race time and therefore isn't necessarily a homologation special. BMW production figures claim 204 units were made, of which 4 were factory development cars. But checking on sales figure records in *Auto Data Digest* shows 38 were sold in 1985 at a cost of R41 300, 126 in 1986 at R56 880 and 46 in 1987 for R65 370 – totalling 210. Again the South African specials and data capturing continue to be a source of contention. What we do know is that the only colours



available were Henna Red, Aero Silver, Ice White and Diamond Black.

Typically South African but oh so cool... and even though it loses out to the original M3 by 1kW, it more than makes up for it in the rarity department.

BMW E30 325iS (1990 – 1991)

The story starts in 1987 and the reveal of the BMW 325i'S'. 'S' standing for 'Shadowline', which indicated that the 2-door 325i had black window surrounds that looked like shadows. Besides this, colour-coded rear wing and lower spoiler addition there was not much else differentiating the Shadowline from a stock 325i visually. In the engine department the compression was bumped up from the regular 8.8:1 to 9.8:1, which saw the Shadowline gain 6kW to top out with 126kW.

Come 1990 and the local Group N racing series hit an all-time high in competitiveness with the likes of Opel's Superboss and VW's Golf GTI hot contenders. BMW SA always saw the benefit of 'What wins on Sunday sells on Monday', but with the M3 not coming to our shores needed something with a bit more go than the Shadowline to ensure it made its mark on the track. Enter

the 325iS in what some call the Evolution I format.

In went a 325 turbodiesel crankshaft that changed the stroke to see a new capacity of 2693cc. Alpina supplied a tuned cylinder-head and power output increased to 145kW. In order to achieve the best power to weight ratio aluminium bonnet, door and mudguards were added to the mix and the result was that the 325iS galloped to 100km/h in 7.5 seconds and on to top out at 232km/h. Again the 'dogleg' Getrag 5-speed and an LS diff were used. A large M-Technic spoiler was added to the rear while the front and sides got a lower kit – all these and the bumpers colour coded. Interestingly the strain the rear spoiler put on the boot meant that this panel was kept steel and not aluminium.

As a proper track machine the 325iS got M3 suspension and brakes (including ABS) and this meant the addition of 15-inch 5-stud BBS alloys too. Inside the car one finds the Motorsport seats again, which for the vast majority were decked out in exclusive Uberkaro chequered cloth upholstery, but like the pictured car, leather was an option. The only other option was an electric-sunroof. Thankfully aircon and power-steering could

both be found in this car.

Despite costing 30% more than a stock 325i, enough of them were sold to the wealthy enthusiasts to go production car racing. And race they did. Rather well in fact. Look at any early 1990s grid and one, two, three or more of these will be in the front of the shot. Logistical problems and a few warranty claims saw the 325iS Evolution I drop the aluminium in March 1991, after only one year of manufacture, and lead to the heavier 325iS Evolution II. To compensate for the extra kilos BMW SA increased the power to 155kW by employing throttle bodies from the 535i, Alpina pistons and slightly longer duration camshaft. Performance stayed in the 7.5 second range.

With the arrival of new E36 'Dolphin' 3 Series and the SATCAR (South African Touring Car) racing on the horizon, which only allowed for 4-cylinder units, the BMW SA motorsport focus shifted and E30s faded into the past. In total, so both Evo I and II format, 508 325iS are said to have been made by BMW SA.

325iS or 333i – these two South African beauties are up there with the coolest factory-built BMW 3 Series in the world. In this case 'Local is Lekker' for sure. **📍**



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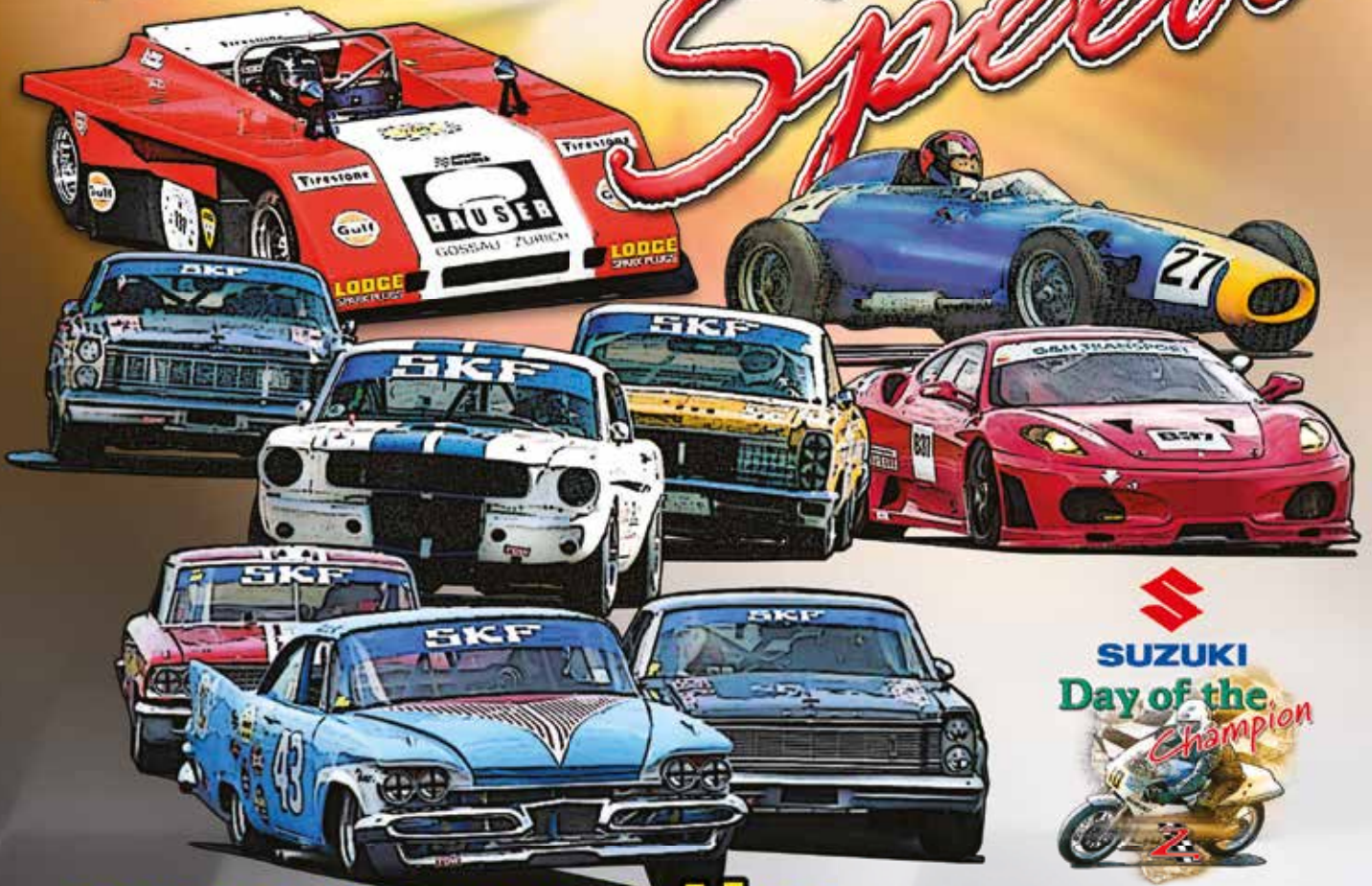


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AN OWNER WITH A TASTE FOR LIFE



Many classic buffs have been lucky enough to have a grandparent teach them about our hobby but, in Capetonian Peter Flint's case, his grandfather was a role model for getting the most out of life, before handing over the keys to one of the most gorgeous cars ever built, says **Graeme Hurst.**

Photography: Graeme Hurst

Supporting a car's registration number on your wrist might sound a bit over the top but when that car happens to be the world's only one-family-owned Jaguar SS100 and its previous owner a racing driver, gold prospector, big game hunter, treasure hunter and wrestler of international fame – not to mention a health pioneer – the choice of tattoo becomes understandable. Especially so if that same previous owner was your grandfather and you've been lucky enough to have his car in your garage for half a century. "Tromp van Diggelen was my maternal grandfather and he bought the SS100 new in England for £395," explains Capetonian Peter Flint. "He and his family

were on their way back from the 1936 Berlin Olympic Games and went via England where he arranged to buy the car," he adds.

On the same trip Tromp, South African-born son of a successful Dutch lawyer and mining speculator, had motored down to Italy via Switzerland to negotiate the use of a salvage boat to look for treasure off South African waters, before cheating death when his Lincoln Zephyr skidded off the St Bernard Pass on the return trip. It was another varied anecdote in the life of this colourful character who had been sent to England for schooling during the Boer War and took up (and excelled in) wrestling and body building to overcome physical weakness from pneumonia. That

was before he enrolled at the School of Mines in Freiberg, Germany, so he could acquire the necessary skills to assist his father exploit gold prospects back on the Reef. During this time Tromp designed and raced motorcycles, both in Germany and at the famous Brooklands circuit in England, unwittingly becoming South Africa's first international racing driver.

Clearly a colourful character and it's no surprise to hear that he left a mark on Peter: "I absolutely adored him as he was a fascinating character. My earliest memory is aged five, sitting in the passenger seat and seeing him press the Jag's Bakelite starter button and hearing the engine fire up. I can still recall the noise and smell of



the fuel being burnt even now,” adds Peter, who turned 70 this year. “I spent a lot of time with him and used to go to his office on Greenmarket Square every afternoon to get help with my homework – the SS100 was always parked on the cobbles as it was his everyday car.” A lot of older Capetonian petrolheads recall seeing the car there and in frequent use but not just on the road: the Van Diggelen SS was famously entered in the 1936 Camps Bay Hillelimb where it was driven by Steve Chiappini – a highly successful local driver of Italian origin.

Back then, owning an SS100 was the equivalent of having the keys to the latest McLaren road car – no other British marque really came close apart from Bentley, although that was nearly three times the price.

By the standards of the mid-1930s, an SS100’s near-100mph ability made it a

seriously quick car and it was the pinnacle of SS company founder William Lyons’s achievements. Just 14 years earlier he’d started the Swallow Sidecar Company, attaching sidecars to motorcycles. With a keen eye for styling and an excellent nose for business, he’d quickly evolved it into re-clothing Austin Sevens before creating a line of his own cars based on Standard engines, under the Standard Swallow moniker. The SS100 was created by shortening the chassis of the SS90 saloon and clothing it in an alloy-skinned ash frame body of stunning proportions. Lyons also instructed engineer Harry Weslake to create a proper overhead valve cylinder-head for the Standard 2½-litre six-cylinder engine. The result was 104bhp and 167lb.ft – not bad for the mid-1930s but not quite enough to hit the ‘ton’, which is what the 100 in the badge alluded to. That was rectified two years on, after

198 cars had been built, with a capacity increase to 3½-litres. Lyons ensured the SS100 was keenly priced and, ever the marketer, when the model was unveiled at London’s Mayfair Hotel in September 1935, he challenged the press to guess the price. The average of their answers

was £250 higher than the £385 launch price which generated column inches back on Fleet Street.

A further 116 examples were built before the onset of hostilities. That may seem miniscule today but it was significant for a small manufacturer and the model was instrumental in establishing the company’s reputation as a maker of ‘sports cars’. What’s more the SS100 was also the first of Lyons’s cars to wear the Jaguar badge – it’s technically known as an SS Jaguar 100 – which the company itself would formally adopt after the Second World War, by which time the SS name was decidedly unpalatable.

Tromp’s car is chassis 18039 – the 38th example built – and he evidently drove it daily for nearly three decades. The SS100 was a regular and well-known sight around the Peninsula: Tromp, with a peaked cap at a jaunty angle and his pet bulldog Samson in a jersey riding on the passenger seat. Of course those sightings were in between his elephant hunting escapades and field trips to search for wrecks and minerals. Whether he competed in the car himself isn’t known but, in truth, Tromp wasn’t a particularly good driver according to Peter: “He went off Eastern Boulevard one night and ended up in someone’s kitchen.” But evidently Van Diggelen could charm his way out of most situations: “My mother was always amused that the owner of the house

The SS100 was a regular and well-known sight around the Peninsula: Tromp, with a peaked cap at a jaunty angle and his pet bulldog Samson in a jersey riding on the passenger seat



Original chassis plate with SS manufacturing details - Peter's car is the 38th built



Power from the Standard-sourced engine was boosted with Weslake cylinder head.



Peter Flint showing the receipt he got from his grandfather after paying R2 for the car.

invited him to stay for supper.”

A later accident – where he took out the gearbox after surfing over a traffic island in Muizenberg – saw the car off the road and in disrepair by the early 1960s. By then Tromp was getting on a bit (he was born in 1885). He was also unfortunately bankrupt after a mine he invested in heavily failed to deliver ore. But he wanted his grandson to have his Jaguar so agreed to sell it to him. “I paid R2 for it,” recalls Peter who still has the receipt with Tromp’s signature and revenue stamp, typed up and witnessed by grandmother Edna. “That was the minimum amount for a legal transaction,” he recalls. “But in truth it had no real value then as no one wanted them.” Peter recalls the car being in quite a bad state: “It was unlicensed, had no lights or battery and the gearbox was out of the car.” He and some mates towed it one night from the Van Diggelen family home in Kalk Bay back to Peter’s house in Fish Hoek but ended up getting stopped by the cops. “I still remember his name,” chuckles Peter, “Officer Siman.” He said: “Look I know what you’re trying to do but I’ll let you off if you park it on the side of the road and have it fetched in the morning.” Peter and his mates did as told there and then. “But we went back at 3am and towed it home!”

He and the same friends got the car running, using a non-standard gearbox (“The

gearlever was somewhere between the seats!” recalls Peter) although the car has long since been given the correct item. A few years on he had the engine rebuilt by Salt River-based engineering firm E.C. Bastick for the princely sum of R237,89. That carefully detailed receipt (dated 1967) is still in the file, along with a delightfully polite letter from Jaguar’s Service Manager in Coventry – around the same time – apologising for the lack of any SS100 factory literature, the remaining stocks of which were evidently destroyed during ‘enemy action’.

Tromp passed away the same year, aged 81. He was well known for his love of fishing (which led to him catching the first tunny in False Bay) and had spent a lot of time compiling a list of more than 300 shipwrecks off the South African coast. In his younger days he’d used his fascination and research into physical health to develop a *Health Through Common Sense* fitness programme, following success in improving the health of mine workers. The programme was offered by correspondence and brought well-being to thousands decades before all of today’s focus on gym memberships and dietary regimes. He also trained various sportsmen, including one youngster at Stellenbosch who became one of the country’s most famous rugby players – a certain Dr Danie Craven. Tromp also completed a biography,

Worthwhile Journey, which recounts his incredibly varied life, illustrated with some fascinating images – including one of Tromp lifting a 203lb-sack of mielies with one hand, at the age of 53, *nogal!*

Peter used the SS100 on a regular basis in his 20s but recalls that it was bit scary at speed. “It got its name because it could do 100mph but I hate to think what it’s like at that speed,” adds Peter, who once had a dice with a friend on a BMW motorcycle. “I got up to 85mph and suddenly the front of the car started taking off as those huge wings generate lift.”

The SS100 was a sight on the roads in the Eastern Cape after Peter’s career with Premier Milling saw him re-located there and he drove it from Grahamstown to Port Elizabeth on one of the moves. It’s been back in Cape Town at his home on Ocean View Drive for the last 30 years, during which time he ran a series of Spur restaurants in Cape Town (his passion for the brand he helped build leading to another tattoo...) and the Jag has inspired friendships across the world amongst the SS100 community. He has a history file on the car that reads like *War and Peace*, with umpteen letters to and from friends, specialists, clubs and the press over the decades and before the advent of the internet.

In the early 1980s the Jag’s body was in dire need of refurbishment. “The aluminium



Badge and car a well-known sight in the Mother City for close on 80 years.



Steve Chiappini at the start of the Camps Bay Hillclimb.



Tromp van Diggelen at the wheel of his SS100.

skin was fragile and breaking up and a local restorer, Peter Wolpe, said: “There’s only so much you can do to fix it.” In the end he ordered a new body from England while various bits of chrome and so on have been replaced over the years too. Around the same time the car acquired the CA 537 number which was Tromp’s lucky number. “When he was studying mining in Germany he stayed out too late one night and missed the start of his shift. Skip No 537 was his skip and that day the cable on it broke and the men in it were fatally injured.” From then on Tromp regarded 537 as his lucky number and he too had it tattooed on his arm. “He was seriously superstitious – way more than walking under ladders and black cats and that sort of thing,” recalls Peter who spent years trying to source the registration number. “One day a customer

of mine who worked at the Receiver of Revenue came in and said: ‘We’ve found it and it’s yours if you want it.’”

Fast-forward 30 years and the SS100 is still very much a prized position in the family, with that registration number going beyond body art: all of Peter’s cars have the number 537 (with Cape-based prefixes) and those three digits feature in his cell number too! And the car’s Van Diggelen history remains a talking point, especially after the four-page dedication in Derek Stuart-Findlay’s recent book, *Our Intrepid Cape Motoring Pioneers*, which recounts Tromp’s colourful life and his car’s inclusion in the Camps Bay Hillclimb. It also features a black and white photograph of it at the start but that image came Peter’s way by coincidence. “I was having photos of the car developed years ago and the guy

at the photographic shop said, ‘Hang on, I know that car!’” Turned out he was Steve Chiappini’s son and he furnished Peter with a copy of the famous hillclimb pic. The car is well-known in the Crankhandle

Club for Chiappini’s antics that day – in fact just last month the SS100 led a trio of original cars on a run up the same piece of scenic road in celebration of the pioneering event, with the SS100 leading Viv James’s 1929 Sunbeam 20.9 Special and his 1935 MG PA – two other cars that were campaigned on the hill in period.

Today around 275 SS100s are believed to remain out of the total of 314 made. But Peter’s car is believed to be unique with its one-family-owned-from-new history. He has no plans to detract from that record but he also wants the car to be an everlasting memory for future generations and, with various knee and ankle replacements making it tricky for him to enjoy he, much like Tromp all those years ago, has plans to hand it down to his grandson Rocco Pearson, who currently lives in Dubai with his parents, when he turns 18. That’s in a little over three years’ time.

Will he be sad to hand over the keys? “Not at all. It’s exactly what Tromp did for me and I want my grandson to continue the enjoyment the car brings.” After five decades it’ll no doubt still be a wrench not to see it in his garage on a daily basis, but in reality this magnificent SS will never be more than an arm’s length away. 📷

Today around 275 SS100s are believed to remain out of the total of 314 made. But Peter’s car is believed to be unique with its one-family-owned-from-new history

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HOT & NOT BOTHERED

With the mercury in the mid-30s, the midday sun scorching exposed skin and heat building up from a crackling engine under the hood, you'd think that **Stuart Grant** was not happy driving this brand-spanking new Birkin offering. But you'd be wrong...

Images by Henrie Snyman

Let's set the record straight: This is not a Lotus Seven – rather a car built in the spirit of the Lotus Seven, and by that I mean that it looks similar and employs Colin Chapman's mantra of "Simplify and then add lightness" to a tee. A ride across the scale sees a reading of 570kg and you are immediately aware that there is no complicated gadgetry like active suspension, ABS, EBD, ESP or any other acronym thrown into the mix.

It's a formula that worked for Lotus and one that Birkin Cars, under the control of John Watson, latched onto when it opened its Pinetown doors in 1982. Just as the name Hoover became synonymous with all vacuum cleaners, so was the case with Birkin and Lotus Seven-type vehicles in South Africa. Enthusiastic home builders could buy DIY kits and spares, and for those in need of instant satisfaction the option for a complete car was also there. A quality product soon meant that Birkin was able to establish a decent export programme and the focus shifted more toward this avenue, with the local supply ticking along. To cope with demand the facility was split, with part of the manufacture taking place in KZN and the rest in the North-West near Haartebeespoort.

But there's a new chapter being written in the Birkin story now, with new backers on board in the form of Birkin Performance

Cars. Complete manufacture has again moved under one roof – this time in Prospecton just outside Durban – and while export is very strong in the game plan (Japan and the USA love the Birkin), there is a healthy focus being put on the local market for both complete cars, full race chassis, as well as kits and spares supply – a good move for the immensely popular Lotus Challenge racing crews.

Birkin has kept a hands-on and bespoke approach to the manufacturing process, which lends itself to numerous configurations and bespoke options for the client. If carbon-fibre trim is your thing then you can request that. Or if you have a hankering for a stealthy black paint, or even bright pink for that matter, it is your call. I'm a sucker for classic schemes, though, so the test unit in BRG with a racy Lotus-like yellow stripe ticked all the boxes.

I am of the somewhat taller persuasion but had no trouble stepping over the side and sliding down into the low-slung seating position. My heart sank when I felt for the pedals and realised they were too close for comfort but a quick fiddle around under the seat revealed an adjuster rail and I was able to move the seat back far enough to fit my sticks in – and there was still a bit more on the rail should I have needed it. Like a single-seat racer the pedals are packed tightly together, so you'd have to leave your





safety boots at home (or in the storage area behind the cockpit). Ballet shoes aren't needed, however, and normal takkies and a bit of acclimatisation were all that was needed to get this car low-flying.

Turn the key. Ignition lights come on. Crank it a bit further and the engine sparks into life, accompanied by the addictive OMEX individual throttle body fuel injection system air-sucking acoustic, which sounds very Weber-like. Blip the throttle and the analogue rev-counter, which on this unit is fitted to a tastefully padded black upholstered dashboard, spins around the dial up instantly. My passenger also jumps as the exhaust that runs along the left hand sill barks at him. Clutch action is good, similar in weight to any modern car, and trundling around at the usual road pace is no stress. At parking speeds the steering weight is surprisingly easy, but weights up nicely when cruising at motorway speeds. If there was one niggle on this unit it would be the steering wheel height – with my body proportions the rim of the wheel blocked the gauges somewhat and meant that my elbow was restricted by the bodywork. But as mentioned, the bespoke manufacturing and interaction with the client mean that this could be easily remedied in the factory before the car was complete.

But back to the road – which is something you sit very close to in the Birkin. This combines with blistering performance to make it a very fast and tactile package. It is real driving. Wind in your hair, seat of your pants stuff where the car and driver become a unit. Wind up the revs and let the clutch out with intent and it delivers a slight tyre squeal, no axle tramp and rockets off the line. When I say rocket I mean it. We didn't run test equipment but the Birkin has to rank up there as one of the fastest cars off the line that I've ever driven. I'd go as far as to say that supercars costing four or five times as much, and featuring all the electronic driving aids, would have to think twice about picking a dice with this machine.

You feel the bumps and road irregularities but thankfully the Birkin doesn't suffer the scary stuff like bump-steer or skittishness, being a surprisingly good compromise between a road and track set up. And it handles the twisty bits like you'd expect. Hit a corner and the lightness and well sorted suspension keep it all in check. Communication of road, tyres and attitude of the car get delivered instantly to the steering wheel and sitting as near as dammit to the back axle means you should never be caught off guard.

This unit makes use of a 2-litre Ford

Zetec motor with 175 horses on tap, which might not be the strongest engine in the world, but combined with Chapman thought means that it boxes way above its class. A mid-corner stab of the loud pedal in any corner results in the rear lighting up and the sublime feedback makes it beautifully controllable. The car can do it but we'd recommend saving this sort of hooligan behaviour for track time only, as the road conditions are never predictable.

You'll want to do some track days with the Birkin as it is a natural home for a vehicle of this calibre. And the best thing is there is no need for a trailer. It is the ultimate road and track machine. Perfect to lap it up on the circuit, head for the hills on a weekend breakfast run or even use as your Friday office commuter. And don't worry about the weather because a full soft top and sidescreen setup make it a cosy spot in a Highveld thunderstorm. For those slightly bigger in stature Birkin has just released the XS version that measures in 100mm longer and 70mm wider. Being a registered manufacturer, finance with major banks is an option too.

Build one or buy one – the Birkin is a stonking car to drive. It offers real driving where form follows function and shows that there is a replacement for displacement. It is a hot car in more ways than one. **Q**



SECRETS FROM A RESTORATION AGENT



Having the keys to a classic Aston Martin is high up on anyone's bucket list, but these cars are super expensive to buy and tricky to restore properly, thanks to their unique construction. **Graeme Hurst** visited a company that's quietly done the country proud by forging a reputation for restoring classic Astons correctly.

Photography: Graeme Hurst





With its James Bond connection and gorgeous, Touring of Milan-penned lines – not to mention its 148mph ability and fabulous twin-cam engine – an Aston Martin DB6 would be a fine inclusion into any classic petrolhead’s dream garage. Sadly, like any variant bearing the classic DB moniker, DB6s are increasingly beyond reach for most these days, thanks to a spectacular rise in values. Along with classic Ferraris and Porsches, Astons have been quietly delivering returns that would wipe the smile off even the smuggest of hedge fund managers basking in the meteoric rise of his Naspers-heavy

fund. Rewind five or six years and you would’ve have had change from ‘one bar’ – today you’d need six or seven times that before you could pretend to be Sean Connery in *Goldfinger*.

Of course there are some basic constructs behind the return: the cachet of the famously English brand for one, its link to 007 and the fact that Aston Martin has delivered some sensational-looking (and driving) sportscars over the last decade. And then there are the numbers: in the 1960s, production runs at the company’s famous Newport-Pagnell factory barely made it into four digits meaning they’re mega rare in comparison to, say, the circa 70 000 E-types that rolled out of Browns Lane.

But here’s the rub: those low numbers are because of the way they were made. A hand-formed aluminium, bespoke skin (like a tailored suit – a big part of the appeal) that’s fitted over the famous *Superleggera* (the trademark name for Touring’s method of construction) steel framework, attached to

an intricate box section steel platform that housed an all-aluminium, race-bred twin-cam ‘six’ engine built to fine tolerances.

And that makes them tricky and viciously costly to restore. Drop off a barn-find DB with a reputable marque specialist in England and you’ll be R5m lighter a year later. Opt to send it back to the factory’s Works Service and you’ll have to shell out another R2m. With our exchange rate and punitive import tariffs, that makes the reality of owning one thousands of miles away from Blighty – where Aston specialists are a dime a dozen – enough to give you financial nightmares of Greek bailout proportions.

The cost and the car’s unusual construction has meant many an Aston on our shores has sadly been bodged over the years as local panel beaters, more used to the tough steel skin of MGs and Jags, struggle with the delicate structure and the staggering rot it can hide after five decades on the road. However, one company that’s risen to the challenge with impressive (and increasingly internationally-acclaimed) results is Knysna-based Zerwick Automotive Engineers. The father-and-son-team of Rick and Karel Zerwick has more than half a dozen Aston restorations under its belt, including this magnificent 1968 DB6, fresh out of a complete 18-month

Along with classic Ferraris and Porsches, Astons have been quietly delivering returns that would wipe the smile off even the smuggest of hedge fund managers basking in the meteoric rise of his Naspers-heavy fund



Rick Zerwick next to a Mercedes-Benz 190SL undergoing refurbishment

rebuild. “It was a very tired example that needed everything – seldom do we get what we call a ‘good specimen’,” explains Rick Zerwick, who spent 25 years in the automotive industry before specialising in classic car restoration. “I joined General Motors in 1964 and spent time in managerial positions for service divisions at Sigma and Volkswagen before heading up Toyota SA’s service operation.” He completed his first restoration (an Austin Ruby 10) back in ’66 and from then on his garage always had a project on the go inside.

Fast-forward to the early 1990s and he and son Karel went full-time. To date they have put over 80 restoration projects through their workshop, which is staffed by a team of six artisans. Their Aston CV includes a

DB2/4 MkIII, a V8-engined DBS, a DB6 Volante and a DB5. While all necessitated a full rebuild, some were more challenging: “The DB6 Volante had been restored but when it drove over the rough roads into our industrial

area the doors wouldn’t open because of the flex in the chassis. When we took the sills out they were packed with newspaper and filler!” recalls Rick. Scary, but the level of fabrication to correct it was straight-forward compared to the DB5 that followed. “It was found in the garage basement of a house that was to be demolished in Louisiana in the US,” explains Karel. “The Aston had been standing for years in water up to the wheel spinners.” Although complete, the Aston, which came the Zerwicks’ way after its Belgium-based owner admired Rick’s work during a holiday visit to Knysna, was unsurprisingly rotten to the core. Photos of the strip-down show suspension and chassis components looking like something on the wreck of the Titanic... while those after blasting show the platform chassis resembling a giant colander. If it had been a Jag Mk2 it would’ve been scrapped, but – with just over 1 000 made – a DB5 is worth re-fabricating from the chassis plate up. And that’s what the Zerwicks effectively did.

This DB6 wasn’t nearly as rotten but it had plenty of bodged repairs and a degree of corrosion in the usual weak spots. Like all Astons to come the Zerwicks’ way, it got the

Like all Astons to come the Zerwicks’ way, it got the full treatment: the body was taken off and the chassis acid dipped and media blasted to bare metal



Aluminium nose of a DB4 being stripped of paint and filler from previous repairs.



Jaguar XK150 being fitted with a new wiring loom in the assembly shop.



Superleggera Aston DB4 chassis blasted, dipped, repaired and now primed up ready for the body.

full treatment: the body was taken off and the chassis acid dipped and media blasted to bare metal. It was then measured on a laser jig. Any distortion was rectified before the chassis was then located (via welded custom brackets) in position so that repairs could be made. Any damaged or rotten sections were cut out and relevant repair sections – all fabricated in-house – let in. The body was given similar treatment, bar the acid treatment, and needed substantial work to remove the numerous dings and previous repairs the soft alloy had endured over five decades. As with most cases, the bodywork had to be reduced to its components (wings, roof, shrouds, etc) so each could be repaired properly, before being welded back together.

Once primed the shell was reunited to the *Superleggera* frame using the same cotton-webbing-based insulation technique adopted by the factory, only this time it got rust proofing: “We soak the webbing in wax-based *Tectyl* first and apply it to the length of the tubing so the alloy is fully insulated from the steel frame,” explains Rick.

It’s a comprehensive process but it’s not exclusive to the Aston marque. And neither are the Zerwicks: at the time of my visit

there was a Mercedes 190SL in the assembly shop, along with a Jaguar XK150 Roadster that was sourced in Mexico – and was undergoing a right-hand drive conversion – and an MGA Roadster. Further back in the bodywork area there was a Porsche 356A fresh from media blasting and an Alfa Giulietta coupé on the laser jig. And there are a Facel Vega and a BMW CSL currently on the high seas from Europe.

The Zerwicks only tackle restorations but they do entertain lighter work if needed. When the recent Bentley Drivers’ Club tour passed through Knysna they were called on to repair a customer’s 4.5-litre which lost a mudguard after a tyre disintegrated at speed. “Karel fabricated a new mudguard on the English Wheel over a weekend and the car was back on the rally come Monday,” adds Rick.

The list of marques makes heady reading but Rick and Karel’s team also works on more humble fare, such as the Peugeot 404 just out of the spray booth. “It’s a one-family-

owned-from-new car and the current owner is ill and wants to enjoy it sooner rather than later,” explains Karel.

The wall of Zerwick Auto’s reception is festooned with ‘before and after’ photos of past projects including a Mercedes 220S Ponton and a very early Morgan 3-wheeler – which is more wood than steel in construction. There are snaps of the string of Healeys that have come through the workshop doors, along with a Rolls-Royce Silver Cloud, a Lotus Esprit and an E-type coupé that arrived as a basket case. All of them left the Zerwicks’ premises in correct factory specification – the only way Rick will take on a project. In the case of a Healey 100/6, that was a return to Pacific Green, a wonderfully period shade.

So does the fastidious attention to detail add to the driving experience? You bet!

All of them left the Zerwicks’ premises in correct factory specification, the only way Rick will take on a project



Air conditioning a factory option which took time to restore to working condition.



Interior is pure 1960s GT; instrument binnacle mirrors the shape of the car's grill.



Gorgeous twin-cam 'six' is good for 230bhp.

On test the DB6 felt impressively taut and rattle-free. The sight of the stripped chassis and flimsy aluminium body shell in the restoration photos could understandably have you expecting some body flex, but the clever *Superleggera* design is super stiff. At close on 1.5-tonnes, a DB6 is not exactly featherweight but it's still relatively nimble and, thanks to rack-and-pinion, goes where you point it. It's quick too, with 0-100mph coming up in under 15 seconds, according to period road tests. We dared not verify that metric as, with barely 200km on the odometer, the engine was still being run in but that made the engine's abundance of torque more noticeable: it will pull in fifth gear with just over 2 000rpm on the dial.

Sitting in the cockpit facing the triple spoke wheel fronted by Aston Martin owner (and tractor magnate) David Brown's initials on the horn button and taking in the gorgeous chrome-rimmed Smiths instruments, it's impossible not to be beguiled and feel

a touch like Sean Connery. But in truth, for many years the DB6 was the slight step-child of the DB family, not being as light and

nimble as the purist DB4 nor having the Bond cachet of the DB5 (the actual variant so famously used in *Goldfinger*). The *Kamm* tail treatment – inspired by the company's Project 214 racers – wasn't to everyone's liking when the model was launched back in late '65 either. Today the values and rarity have led to enthusiasts seeing the light: as the last variant of the DB4 model, which debuted back in 1958, it is understandably the most developed, with a stiffer chassis and proper four-seat accommodation – yet it's only 4 inches longer and 8.2kg heavier than a DB5.

Under the skin it featured the same suspension as its DB4 and 5 siblings: ball-jointed king-pins, telescopic shock absorbers and rack-and-pinion steering up front, a live axle suspended on trailing arms and a Watts linkage plus adjustable lever-arm shock absorbers at the rear with coil springs and disc brakes all round. It was very 1950s in design (Jaguar and Triumph had adopted independent rear ends when the DB6 debuted) which is why the model's successor, the DBS, featured a de Dion back axle. However the electrically-operated Armstrong *Selectaride* lever-arm shock absorbers allow the driver to firm up the

It's quick too, with 0-100mph coming up in under 15 seconds, according to period road tests



rear suspension on demand while the DB6 features stiffer spring rates than a DB5, to cope with the extra passengers which firms up the handling.


The twin-cam 'six' – famously designed by Aston's engine genius, Tadek Marek, for the DB4, was stretched to 4-litres for the DB5 and then given further cam timing and manifold tweaks to bring power up to 280bhp or 320bhp if buyers went for triple side-draft Weber 'Vantage' form for the DB6. All that translated to close on 150mph, which was fully expected of a car costing around £5 000 at the time.

Numberwise, the DB6 was more successful than its predecessors and, barring minor styling tweaks and the adoption of power steering five years into production, was on offer until late 1970. By then its replacement, the William Towns-styled DBS, had already been on offer for three years, with a switch to the four-cam V8 engine the same year.

Ah, yes, engines ... with any performance classic an engine needs to be in tip-top condition for the driving experience and it's an area of personal passion for both Rick and Karel. "I don't re-build engines," he explains, "I build them. Every part needs

to be like new or I won't use it." It's a task they will only tackle themselves and usually over a weekend, without the distractions of workshop activity. In Aston terms a full engine refurbishment is a serious undertaking as the unit is all aluminium with dry-liner steel bores pressed into the block. After years of use and coolant neglect, that block – the youngest of which is over 45 years in age – can suffer serious corrosion and require material to be welded in before being re-machined to allow the steel bores to sit correctly. It's precision work although some of the required machining is understandably outsourced – the only aspect of a restoration they don't complete themselves.

That may sound like a bold claim but pay a visit to their workshop and you'll see a door dedicated to a chroming facility that set them back the thick end of R750k to set up. Their premises also feature an in-house spray booth, while a separate facility at the rear is where seats and door cards are re-upholstered, away from dust of the workshops. For the Zerwicks this all 'in-house' approach is the only way to ensure the finished car reaches their exacting standards.

Each restoration project gets a full step-by-step photographic record, along with a project file that rivals the Yellow Pages for thickness – a copy of the project file is kept in the company's archives for future reference. What's more, each car has the company's details discreetly recorded on various components so there can be no dispute following a change in ownership. The Zerwicks' mantra is 'Quality through precision craftsmanship' which Rick abides by: "In this business if you get complacent you stand alone." Both he and Karel are proud of the huge network of suppliers and customers who have become good friends – many of whom have sent several cars their way while others queue up to buy the examples the Zerwicks purchase to restore themselves. That's what happened with this Sage Green variant... in fact, the new owner hasn't even taken delivery of it yet and he has bought another DB6 the Zerwicks have acquired and which will be restored soon. Two of the same model? Well if he was investing in Naspers he'd be bonkers if he only bought one share. 

Thanks to: Zerwick Automotive Engineers, 044 382 2064; zerwick@mweb.co.za



TO THE IMANOR BORN

The story of a coachbuilt Italian thoroughbred with enough twists and turns in its history to make up a great TV drama.

Words and pictures: Mike & Wendy Monk.



Over the years, Italy has been the birthplace of a number of the world's most desirable automobiles, in particular sporty brands – Alfa Romeo, Ferrari, Lancia, Lamborghini and Maserati immediately spring to mind. Fiat has always dominated the country's volume market, but given the wealth of Italian designers and custom coachbuilders that have emerged from what is arguably the world's capital of style, it is somewhat odd that the country has not produced any luxury brands of long standing. In the pre-war years there was one manufacturer that certainly did epitomise

opulence but, sadly, the name did not last. Thankfully, however, some of the cars did.

Società Milanese Automobili Isotta, Fraschini & Co was founded on 27 January 1900 by Cesare Isotta and the brothers Vincenzo, Antonio and Oreste Fraschini. Their motto was 'Import, sell, repair cars' and the company began its business by assembling Renaults before moving on to producing its own vehicles in 1904, starting with a 7 433cm³ 18 kW four-cylinder. There was a brief liaison with Lorraine Dietrich in 1907 that allowed the French automaker to build 500 Isotta Fraschini chassis, but IF quickly resumed as an independent

manufacturer and continued to develop a line of cars that totalled over 30 different 'Tipos' over a 15-year period.

The company was very forward thinking in its approach and recognised the value of motorsport in those times, winning the Targa Florio in 1908 with a 7 964cm³ car (51kW at 1 400rpm) while also running a team of *voiturette* racers with a four-cylinder, 1.2-litre overhead-cam engine (13.5kW at 2 200rpm) designed by none other than Ettore Bugatti. Early pilots of Isotta Fraschini in motorsport were Enzo Ferrari and Alfieri Maserati.

In 1910, all Isotta Fraschinis featured

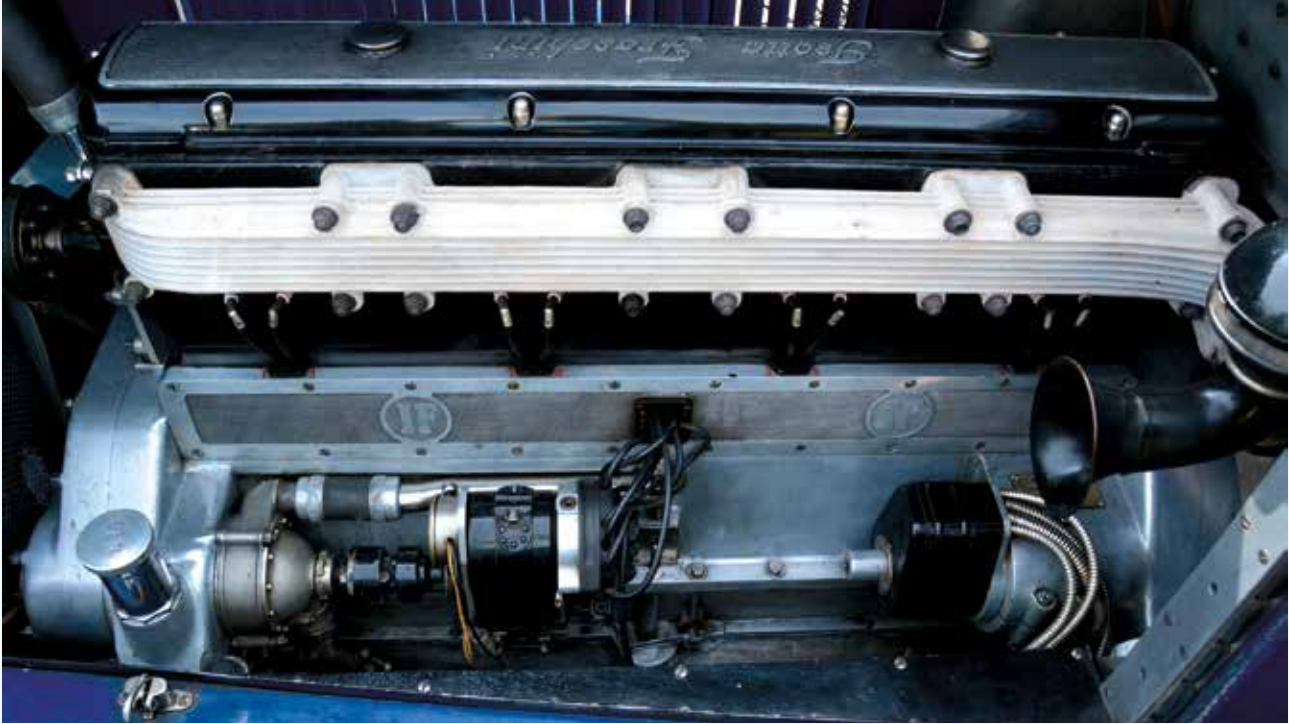


four-wheel brakes. An enormous, chain-driven 11 309cm³ car appeared in 1913 before the company's most popular model appeared at the Paris Show on 9 October 1919, the Tipo 8. It was an uncomplicated chassis with a 3 683mm wheelbase, 1 422mm track and semi-elliptic springs at all four corners. The engine was a massive 5 902cm³ monobloc straight-eight – the first such layout to be fitted to a production car – with nine main bearings, aluminium pistons, and a gear-driven camshaft operating pushrod overhead-valves. There was no external intake manifold: the two Zenith carburettors were attached directly to the block. Continuing the aesthetic theme, even the spark plug leads were hidden in a conduit attached to the block. Mated with a 3-speed gearbox via a multi-plate dry clutch, it developed a maximum of 64kW at 2 200rpm. In December 1921, *Autocar* covered a timed mile (1.6km) at 66.67mph (107.3km/h) in a test car, and commented favourably on the car's acceleration, handling and braking.

This particular car – chassis number 359, built in 1922 – was found in pieces scattered over 30 hectares of the majestic Prynnsberg Manor Estate near Clocolan in the Free State, which was built by diamond mining magnate Charles Newberry. Newberry had emigrated from the UK in 1864 and together with his brother, John, toiled hard at Kimberley's Big Hole and earned enough holdings to be a shareholder in Cecil Rhodes's Central Mining Company, which became De Beers. So, in 1879 the now wealthy Newberry left the business and together with his new wife, Elizabeth Daniel, moved to the eastern Free State to set about the fulfilment of his dream of creating a classic English country estate in the wilds of Africa. Having purchased land from a man named Pryn, he christened his venture Prynnsberg.

The Newberrys set about collecting (mainly cultural) art including many Egyptian relics, and hereby hangs another tale. There is a school of thought that believes that the family 'obtained' some 'undisclosed' artefacts from the tomb of Tutankhamun because a Percy Newberry was the right-hand man of Howard Carter, who discovered the tomb. But no direct link between Percy and Charles and his descendants can be found, so doubt exists. However, another well-known English Egyptologist, Guy Brunton, married Charles's oldest daughter, Winifred (herself an artist, illustrator and Egyptologist) so it is more likely that a number of *objets d'art* on the estate would have been acquired by these





two. But why is this significant?

It is reported that in an attempt to save Prynnsberg for future generations, in his will Charles Newberry (1841-1922) invoked a South African inheritance clause that left the estate to the eldest son of the fourth generation to follow him, which amounted to the early descendents being merely trustees of the estate on behalf of a fifth-generation male. But things did not go according to plan. Elizabeth outlived Charles by some eight years and by the time she passed the estate on to their eldest surviving son, Ernest, the substantial family holding in De Beers shares was gone, as was seemingly any working capital. Living in a vast house surrounded by priceless antiques but with no cash funds, the family found themselves trapped in a gilded cage. Ernest's son Edgar apparently 'couldn't stand the place' and,

together with his wife, became addicted to alcohol, a legacy passed on to their son Trevor – the third generation Newberry. Trevor proved to be incapable of sustaining any sort of control over the crumbling estate, many contents of which – including some of the Egyptian artefacts as well a number of opulent automobiles – had been sold off to cover debt and finance their drinking. Trevor died of alcohol abuse in the late-1980s, by which time Charles Newberry's Prynnsberg dream lay in ruin.

Back to the point: despite appearing to have little more than scrap value, the remnants of the Isotta Fraschini were purchased (with some trepidation) in 1954 by eminent South African classic car collector Waldie Greyvensteyn, who set about rebuilding the car. A number of vital parts were missing and replaced with spares from

other collectors, or remade – except for the crown-wheel-and-pinion. After 18 months when all hope of finding a cwp was lost, while reading a copy of *Motor Sport* Waldie saw a letter from a reader mentioning an IF being broken up in a scrapyard in England. Excited and following up immediately, Waldie located the site in Truro, Cornwall and with some difficulty (the Cornish accent is tricky to the untrained ear) placed an order for the cwp and other parts.

Waldie sent the required money, but after nine months nothing had been delivered. He contacted the secretary of the UK's VSCC (Vintage Sports Car Club) who promptly put the matter in the hands of Michael Gaudin, a club member 'who knows how to deal with tough scrap dealers'! Gaudin lived up to his reputation as he dealt with the dealer who apparently was a 'very cross man' with 'a big

chip on his shoulder', but he endured, and five weeks later a complete diff assembly and torque tube arrived at Waldie's home in Brandfort, along with axle shafts and hubs, rear springs and brake rods. Documentation shows that the total cost for the parts was £54, packing and freight charges approximately £28 and Gaudin charged a mere 17/6d for his services. Halcyon days...

It took a further three years to bring the once-dismembered Isotta Fraschini back to its former complete glory. As with all Isotta Fraschinis, the Tipo 8 was a chassis only, bodies being supplied by various coachbuilders from around Europe and plates on this car's door sills proclaim that it has 'Coachwork by Cowley Coach & Motor Co, Cowley Peachy, Midx', which denotes an apparently prestigious coachbuilding operation based in Cowley Peachey (spelt with an 'e'!) in Middlesex, England. Research on this company revealed a slightly mysterious connection with an R H 'Bill' Beverton, who appears to have been a director of the firm as well as holding an agency for Isotta Fraschini and was linked with Antonio 'Tony' Lago, who in 1935 took over the ailing

Anglo-French Sunbeam-Talbot-Darracq company to create Talbot-Lago.

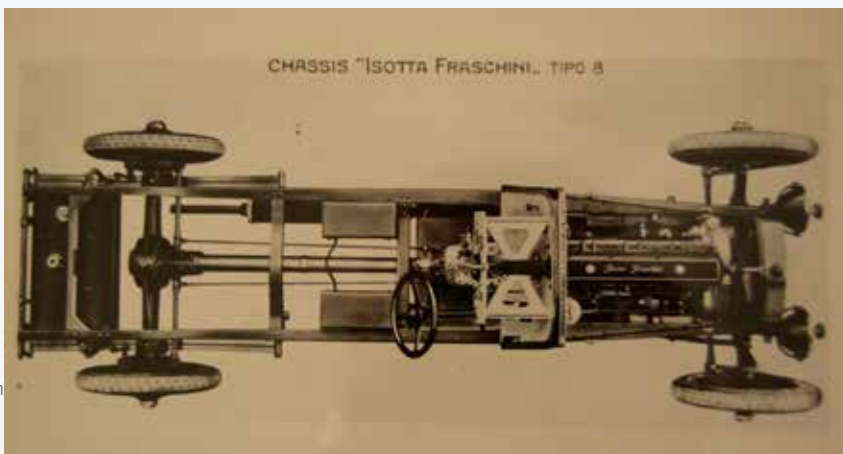
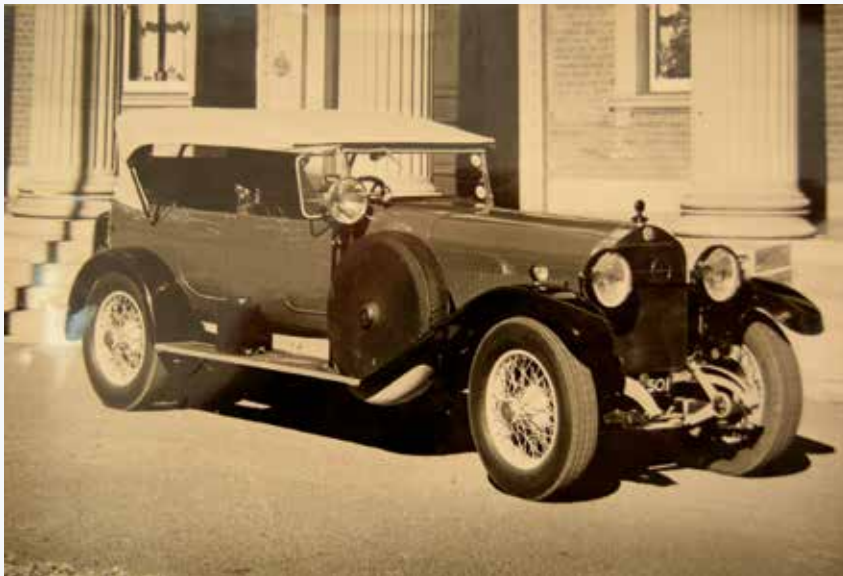
Yet another piece of intrigue surrounding this car is a letter written to Waldie from the daughter of a female Newberry descendant, Elizabeth (married name Vellacott) stating that her mother remembered the car well and claimed it was originally owned by J G Parry Thomas, the famous Welsh engineer and racing driver who was fatally injured attempting a new land speed record on Pendine Sands on 7 March 1927. She claimed the car was bought for £600 by Ernest Newberry from Thomas's estate. Details of these early cars are incomplete but a couple of factors suggest the Parry Thomas ownership could well be true. First is that the car was bodied in England by a company linked with an Isotta Fraschini sales franchise rather than one of the more oft-used Italian coachbuilders. Secondly, at the time, Parry Thomas was busy finalising

Documentation shows that the total cost for the parts was £54, packing and freight charges approximately £28 and Gaudin charged a mere 17/6d for his services. Halcyon days...

his Leyland straight-8 overhead-cam engine and would have been intrigued by this rival pioneering design, which had appeared a mere 13 months ahead of his engine's debut at the International Motor Exhibition at Olympia, London on 6 November 1920.

The Franschhoek Motor Museum purchased the ex-Newberry Isotta from the Greyvensteyn collection and given the opportunity to drive this gargantuan tourer, I must admit that as I climbed aboard I felt a bigger-than-usual sense of awe. For starters, its sheer size takes some getting used to. The driving position is cramped and the conventional floor-mounted pedal layout requires some muscle-taxing effort to operate smoothly, as does the worm-and-wheel steering at manoeuvring speeds. Weighing around 2 200kg – the chassis alone weighs 1 350kg – you have to tap deep into the big, lazy engine's torque reserves to get rolling. However, once into the high top (third) gear there is a feeling of being master of the road, using the thermometer atop the distant, bold radiator to point the way. Fortunately, the brakes are well up to their task – in a 1920s sort of way – and the sheer Hollywood-ness of the car leaves a lasting impression. In fact, the car was targeted at the American market and you can just imagine being a star of the silver screen cruising Sunset Boulevard, which one did in fact in the movie of the same name.

The Tipo 8 was superseded with the 7 370cm³-engined 8A (85kW) and 8B (199kW). However, Isotta Fraschini was seriously affected by the economic crisis of the 1930s and by the disruptions of WWII, and the company stopped making cars in 1949. The plants were converted to produce marine engines. There have been attempts to resurrect the car-making brand, but without success. Fortunately, however, the company's founding automotive exploits can still be appreciated by viewing and driving examples such as this. To the manner – or should that be manor? – born. **Q**



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STEPPING STONE

With record prices for the more recognised traditional classics being reached **Stuart Grant** continues his quest to locate lesser thought of, and therefore slightly more cost-effective, alternatives. This time around it is the chance of the Porsche 924 to play its hand.

Photography by Henrie Snyman

Before all the Porsche fans think I've gone nutters and call 911, let me set things straight from the outset. Yes, I know it is a Volkswagen-developed Porsche, and yes it is water-cooled not air-cooled, and yes the engine is in the wrong place, being located in the front. But the 924 could be credited as the model that saved Porsche from financial ruin. With that in mind it is arguably one of the greatest Porsches ever made. And believe it or not, the 924 drives really well too.

Like so many car manufacturers Porsche battled financially through the 1970s, even more so than 'regular' car makers because the fuel crisis of 1973 hit the big gun performance car niche hardest. Interestingly Porsche had already looked at moving to a front-engined, water-cooled format by 1971 with the Porsche 928 development in full swing but the oil crisis put that on hold until 1978. To keep fighting and to try and liven up the entry level Porsche market the Stuttgart-based firm initially reintroduced its 4-cylinder 912 and then replaced that with the ungainly (to some) 914, which was also a Volkswagen/Porsche collaboration.

Running alongside this the plan was to

release a flagship Volkswagen sportscar, making use of Audi 100 4-cylinder running gear. Porsche, with the expertise in the sporting field, were tasked with the development work on what was named Project 425 by VW. Again the oil crisis played its role, this time combining with a change in directors and regulations at VW to see the project stopped in 1973, without any production units completed. With the Golf-based Scirocco stepping up to the plate as VW's sporting coupé, there was very little need for a car of this ilk anyway.

With the 914 needing replacement and all the development legwork done Porsche stepped forward and bought the Project 425 design back from Volkswagen. It was a complicated deal where it was agreed that production would be sub-contracted to VW and take place at the old NSU plant in Neckarsulm, north of Porsche head office in Stuttgart. With the VW line employees supervised by Porsche production specialists it was all smooth sailing and the cost of producing the new car (now called Porsche 924) proved to be relatively cost effective and profitable. From its official southern France launch in November 1975 to production wrapping up in 1988,



Thanks to www.akclassics.co.za for the test car.

depending on who you ask, between 121 000 and 150 000 units were produced, making it one of Porsche's best selling cars and a financial lifeline. Six different models were produced, churning out between 95bhp in the base model up to a staggering 375bhp in the range-topping Carrera. Of course, this 95 number is for the power-sapping emission regulation requirements in the USA. Europe and the rest of the market had 125bhp as the norm. America also suffered in the styling department thanks to safety regulations with Harm Lagaay's design lines slightly untidied by low-speed impact bumpers, round reflectors and side-marker lights on each end of the body.

As mentioned, Volkswagen planned to use the Audi 100 engine and Porsche continued this approach by adding its own head to the Audi block. Unlike the Audi though, Porsche opted not for front-wheel-drive but rather powering the back wheels by using a rear-mounted transaxle-type gearbox. Bosch K-Jet fuel injection was the order of the day for these early versions and it did the trick, delivering a respectable zero to 100km/h sprint in the region of ten seconds and averaging a claimed 7.8 litres per 100km in the fuel consumption department. We will not get into the debate as to whether or not this number can be believed...

1976 cars initially used a 4-speed manual box but this soon evolved to a 5-speed in 'dogleg' formation. An auto box was optional from late 1977 and for the manual drivers a normal 'H-pattern' 5-speed found home from 1980.

With the gearbox located between the back wheels and the engine up front a near perfect weight distribution of 53:47 was achieved, which as we all know is key in making a car handle. The press had to find something to moan about and it was the lack of disc brakes at the back (in their minds a step back from the 914's discs all round), but in reality it does the job more than adequately. I would even go as far as to say that with weight transfer under hard braking making the back of any car go light, you don't want heavy rear clamps anyway.

So the next moan was the lack of power. It wasn't that it was not powerful enough, rather that Porsche had such a reputation for oodles of grunt built up over the years. Added to this was the fact that Porsche had launched another front-mounted 4-cylinder

car in the form of the 2.5-litre 944, which delivered 160bhp, albeit more pricey. A simple solution, and one that allowed the 924 to keep Porsche in the affordable entry-level sportscar market, came when Volkswagen stopped producing the Audi engine in 1984.

Solution: Plonk a slightly de-tuned 944 engine under the hood and for not much more money the driver got 150bhp. Some suspension tweaks followed but the narrow body and interior remained and the 924 evolved into the 924S from 1985. By its final year of production in 1988 power from the inline-4 had matched the 944's 160bhp thanks to new pistons and a lower compression ratio. In this incarnation the 924S was actually a touch quicker than the more pricey 944, with the performance advantage credited to light and more aerodynamic body work.

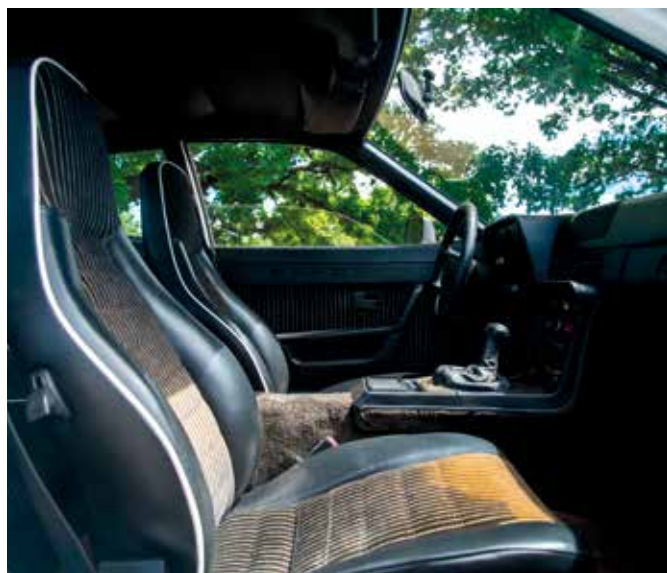
If you really wanted performance from your 924 there were a few other options at hand. First up was the 924 Turbo developed in 1978. Here the same 2-litre Audi block was used but a Porsche-manufactured head that lowered compression was added. To this a KKK K-26 turbo was added, operating at 10psi, which saw the power jump to 170 horses. With an increase in 29kg of weight the turbo received revised front spring/anti-roll bar setting and weight distribution improved to a ratio of 49/51 front to rear. The Turbo got a NACA DUCT in the bonnet and 5-stud 15-inch spoked alloy wheels over disc brakes at all four corners to help differentiate it from the run-of-the-mill 924. This was a good thing for a Porsche 911SC owner looking for a Friday night dice as he'd be given a good run for his money if he picked a battle with a 924 Turbo.

If this wasn't cool enough then Porsche really showed its belief and intent to go racing with its humble 924 when it released the 924 Carrera GT in 1980. With flared polyurethane arches and scoops, intercooler and other tricks the Carrera GT was a true homologation special that allowed the 924 to take to track. The GT was good for 210bhp, then got upped to 245bhp when badged GTS, a Clubsport GTS made 280 and the beast of the bunch, the GTR, was a fullblown racer with 375 ponies. Three GTRs competed at the 24 Hours of Le Mans in 1980, finishing well in 6th, 12th and 13th overall.

Only 406 Carrera GTs were made and the one or two we see locally would have been special imports. In official terms



From its official southern France launch in November 1975 to production wrapping up in 1988, depending on who you ask, between 121 000 and 150 000 units were produced



the 'regular' 924 was only sold here in 1985 and the 924S hit the shelf from 1986 through to 1988. It might have been entry level Porsche but when you see an '88 924S cost R156 000 and a 1988 BMW 325i R53 390 you realise it was a tough sell. Those that bought it were obviously living the '80s carefree financial dream, complete with permed hair, Duran Duran on the tapdeck, Ray Ban aviators and a brick-like car phone.

Imagine our yuppie seeing the limited edition Le Mans version pictured here. It would more than likely have blown his Day-Glo flop socks off. In a very un-Porsche-like moment it seems production figures for the late '70s and early '80s 924 runs were mixed up but the general consensus is that around 1 000 units were made in this scheme and another 1 000 in Martini colours.

Clearly an import in left-hand drive, this particular car is a perfectly original and pristine example. Even the dash is uncracked, suggesting it has spent most of its life garaged and away from the harsh South African sun. Once seated on the brown pin-striped sports seats it feels 100% Porsche, with the name embossed on the door panels and steering wheel. The abundance of gauges is pretty racy too. The VW hint is there though with some very VW Golf-looking side mirrors and manual window winders.

The next nod towards its VW roots happens when you crank the key. Without any fuss the fuel injected 2-litre jumps into life, but not with the emotive 6-cylinder

you'd normally expect when surrounded by Porsche insignia. But put that at the back of your mind. Once going the 924 is a gem – perky enough for town driving and delivering decent torque for the open road. Clutch action is light and Golf-like too, making it an ideal daily classic if you're not in need of aircon.

With a dash through the Cradle of Humankind the weight distribution and sporting suspension feel encourage spirited driving. It is really a jack of all trades and a very usable machine. Even the boot is large enough for a weekend away and you can take the kids too because it has two of the coolest rear bucket seats. I like it. I like it a lot. Even the looks department notches up points. Many traditionalists claim it to be soft, tending towards the ugly – and with the pop-up headlights blazing even uglier. But I'd bet those naysayers are fond of the Mazda RX-7, which is heavily influenced by Harm Lagaay's 924.

Finding good 924s has become a bit of a task locally, partly because many were converted into race cars when we had a dedicated 924 Challenge but also because the little Porsche was never really regarded with high esteem, so once out of fashion became rather neglected. A quick scan of the classifieds reveal that prices range from R30 000 for a usable scruffy one to about R100 000 for a beauty.

The time has come for the Porsche 924 to step out from the 911 shadow, stop seeing itself as a stepping stone to 'real' Porsches and take a step up to the classic plate. **C**



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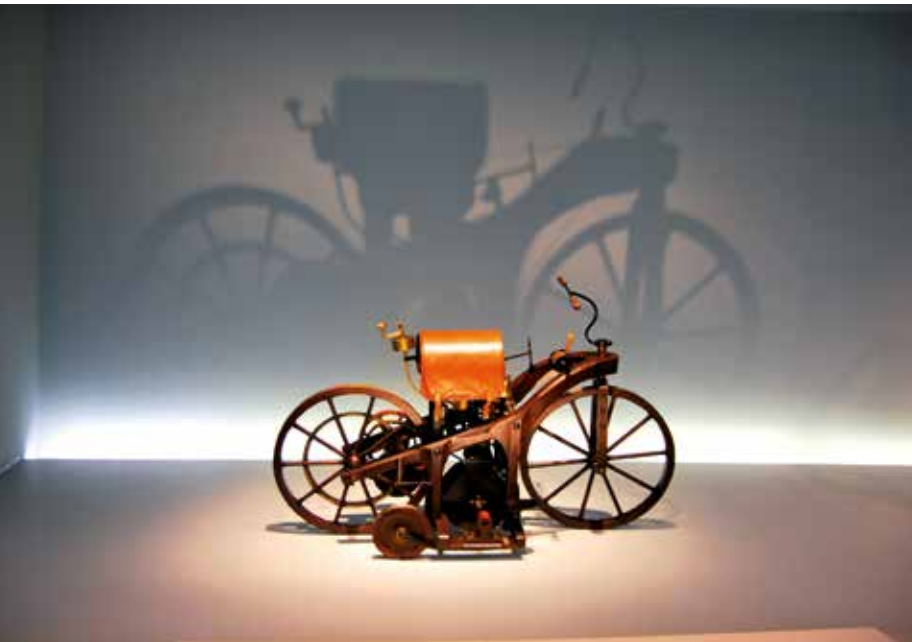






TIME WILL TELL

Icon – a word often bandied about when talking classic cars but one we very rarely analyse. The dictionary describes the noun as a person or thing regarded as a symbol of a belief, nation, community, or cultural movement. For car manufacturers having an iconic car is a winner when it comes to sales, marketing and brand-building which raises the question: Can the players consciously create an iconic machine or do some products just become icons naturally? **Stuart Grant** recently visited the Mercedes-Benz design facility in Stuttgart for a discussion on the topic.





Mercedes have had a few icons over time so who better to discuss the idea of ‘engineering or inventing’ an icon than Dr Jens Thiemer (Vice-President Marketing at Mercedes-Benz Cars), Gorden Wagener (Vice-President Design at Daimler AG), André Kemper (CEO of Mercedes-Benz lead advertising agency ANTONI) and for some impartial views Professor Dr Harald Jossé (lecturer in marketing at the Goethe University in Frankfurt). To emphasise the icon idea we sat surrounded by legendary items like bottles from Coca-Cola and Maggi, designer furniture from Charles and Ray Eames and of course some Mercedes in the form of the beautiful 300SL ‘Gullwing’ and the latest iconic hopeful from the firm, a cabriolet S-Class.

Jossé kicked off the lunch date by stating that iconic brands have strong cultural roots and appeal to social values; they have distinctive symbolism or lettering ensuring a high level of recognition and remain true to their original values as well as succeeding in redefining the system of values for their particular markets and regions. It is his belief that it is not possible to completely plan an iconic brand, but there are processes that help steer the products toward stardom. For example the design department needs to forecast public successes when pen hits paper, the marketing crew could elevate the status by pulling in famous brand ambassadors (actors, sportspeople, etc.) to stir public emotions, and the advertising agency highlights the best of both these aspects.

Advertising man, Kemper, had me worried as he stepped up to talk. My fear arose from watching too many documentaries on the pharmaceutical advertising agencies that invent fictitious health issues to help sell a product. Think Listerene mouthwash here, and how marketers pulled an old Latin word for bad breath out of the bag and turned it into a disease – Halitosis. Before this, Listerene had been a general disinfectant for anything from feet to floors and even as a treatment for gonorrhoea. There are many of these medicinal ‘lies’ around... but I digress.

Slightly cautious, I was pleasantly surprised by Kemper putting forward the notion that legendary status qualifies a product or a brand to become iconic, that there are several stages involved in achieving this status: star, superstar, megastar, legend and icon and the belief that icons are neither passing fads nor overnight sensations – it takes time to mature into an icon, with longevity being an icon’s seal of quality.

Dr Thiemer expressed the similar view that marketing skills can’t necessarily make an icon, and that the brand’s strength and longevity should rather be used to leverage good visibility of new products. This is not to

say marketing isn’t crucial in the process though, and looking at many great success stories of recent years like Apple, Red Bull and Louis Vuitton, these are clear examples of marketing crews spring-boarding off quality, innovativeness, eagerness to adapt and evolve, as well longevity of the brand.

If it was possible to design an icon the task would more than likely fall heavily onto the shoulders of the likes of Gorden Wagener (Vice-President Design at Daimler AG), but he too gave the impression that nothing in the world of icons is guaranteed. One can strive for it but cannot guarantee it. But having said that, the best way to get toward this goal is to design something to fit a purpose and clearly defined function. And this purpose is not to be beautiful, although by default great iconic cars often bring beauty to the party anyway. Like the original 300SL ‘Gullwing’, where the hinged doors (where the only design solution possible for entering a car that had the structural chassis tubing required to make the chassis stiff enough for performance) run horizontally where a traditional door aperture would sit. Innovation and problem solving to suit the needs of the specific car to a tee, make for good design.

It is his belief that it is not possible to completely plan an iconic brand, but there are processes that help steer the products toward stardom

Surrounded by the likes of the ‘Gullwing’ and luxurious S-Class drop top it was easy to think that iconic cars only come from the top echelons of the price bracket but as he pointed out, the game changers on all levels could tick the boxes to become legendary. An example he used was the hatchback A-Class Mercedes, that when introduced in the late 1990s spearheaded the thought that an upright seating position and small dimensions were the way forward for city cars, and as a more entry-level vehicle turned the tables on who would be a traditional Merc buyer. Driven to push the envelope Wagener commented that he is not a fan of retro cars like the new Mini or Fiat 500. His aim is not to achieve cult status by piggy-backing on the past, but rather to understand why the originals became icons. It’s a look back at the past to learn but then be creative, innovate and hit the functional requirement. An interesting note that emerged over lunch was that designers at Merc are working at close on twenty years ahead of time.

Learning from and celebrating the past is a major focus for the Stuttgart firm, as could be seen by our shuttle service. I got to ride in a mint 1960s Mercedes-Benz 600 and a growling 6.9-litre W116 Saloon – these two gems pulled from Mercedes-Benz Classic division, which has 250 cars at its disposal. A classic sales section can be found at the dealership, located next to the Museum, and factory classic parts are available online.

Oh yes, the Museum! If visiting Germany, this is not to be missed. €8 gets you in to not only one of the most mind-blowing collections of motoring history (made



The display winds its way down a circular path from the very beginning of motoring, through to modern times. Along the way the vast motorsport heritage of Merc is displayed, as are the record-breaking machines, commercial vehicles, celebrity-owned cars and innovators

easy when the company has been in the game from the beginning) but also an architectural masterpiece. From the ground floor you step into some pod-like elevators that climb up while projecting a history of the company onto the opposite wall of the cylindrical core.

The display winds its way down a circular path from the very beginning of motoring, through to modern times. Along the way the vast motorsport heritage of Merc is displayed, as are the record-breaking machines, commercial vehicles, celebrity-owned cars and innovators. A full floor on pioneering safety developments like ABS, inertia-reel seatbelts, crumple zones and more bring home the point that innovation is a key in the success. This is further enhanced by the area dedicated to strides in the environmental considerations made by Merc.

Every little aspect is considered in this museum so information boards are not only informative and well placed but also blend seamlessly into the building – have a look at what looks like curbing in the race car sections – the white ‘curbs’ carry info on each car. It is all done just right.

I managed to find a South African connection midway through the visit when I spotted the very last W123 230E to have left the East London plant, sitting on a 1980s car transporter.

Thanks to longevity, innovation, reputation and quality Mercedes-Benz is one of the strongest brands in the world. By analysing how they managed this in the past and continuing to push forward with the qualities that made it what it is today, the brand will keep tri-starring at the sharp end of the market. One look through the museum and you realise that it has a horde of iconic cars in the stable too. Only time will tell what the next iconic Merc will be but with all divisions of the outfit working toward dedicated briefs, you can bet there will be one. 🏎️



Silent Design

An Extractor fan
to bring world class
silence to your bathroom

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



SCENE STEEL-ER



Picture the scene: it's 1985 and Ronald Reagan has been sworn in for a second term as President of the US, 'We Are The World' is playing on radios worldwide and the movie *Back to the Future* (part one of a trilogy) is released. Many of us who grew up with this movie as part of pop culture still rate it as one of the defining movies of our generation. And for us, this year marked a very significant movie milestone... 21 October 2015 was the year *Back to Future* went back into the past. Story by **Sivan Goren**.



For those who are unfamiliar with this iconic movie, let me give you a brief rundown: teenage boy (Marty McFly) and madcap scientist (Doc Brown) manage to go back in time (and also forward into the future) using a time machine invented by Doc. So far, so average sci-fi movie, right? Well, this is where it gets interesting – this is no regular, run-of-the-mill time machine (if indeed such a thing even exists). This is a time machine made out of a DeLorean DMC-12. Yes, the car.

The story goes that Emmett ‘Doc’ Brown used his entire family fortune (and took almost 30 years) to invent the ‘Flux Capacitor’ – the core component of the time machine. Although there is never a proper explanation given in the movie of how the Flux Capacitor works, Doc mentions at one point that the stainless steel body of the DeLorean has a “direct and influential effect on the flux dispersal”, but that is about as far as it goes. Apparently, the stainless steel construction of the DeLorean means that “flux dispersal is generated at an optimum level from the Flux Capacitor, providing the entire vehicle and its passengers a smooth passage through the space-time continuum”. All this sounds really complex but essentially it means that although the DeLorean DMC-12 seems a rather odd choice, there was a very good reason that Doc Brown specifically selected it as his vehicle for travelling through time.

The DeLorean DMC-12 was the only car ever manufactured by the DeLorean Motor Company (DMC), founded in 1973 by automotive engineer John Zachary DeLorean, a former executive at General Motors (and also the youngest division head in General Motors history) who broke away to start his own company. He designed a number of vehicles throughout his GM career, including the Pontiac Firebird, Pontiac Grand Prix and Chevrolet Vega.

Although there is never a proper explanation given in the movie of how the Flux Capacitor works, Doc mentions at one point that the stainless steel body of the DeLorean has a “direct and influential effect on the flux dispersal”



The first prototype appeared in October 1976, and production officially began in 1981 in a brand new, state-of-the-art factory located in Dunmurry, just outside of Belfast, with financial incentives from the Northern Ireland Development Agency of around £100 million



By February 1982, more than half of the roughly 7 000 DMC-12s produced had not been sold, DMC was \$175 million in debt, and the Dunmurry factory was in big financial trouble

Designed by Italian automobile designer Giorgetto Giugiaro, the DMC-12 was made of stainless steel body panels and had a fibreglass chassis, rear-mounted 2.85-litre ‘Douvrin’ V-6 PRV (Peugeot, Renault, Volvo) engine, and gullwing doors which needed only 14 inches (35.5cm) of side clearance to open. All DeLoreans came in bare stainless steel (no factory painted cars), and were available with either a five-speed manual or three-speed automatic, and all had standard interior colours of either black or grey. Over time, several features of the car were changed, including the wheels and interior.

The first prototype appeared in October 1976, and production officially began in 1981 in a brand new, state-of-the-art factory located in Dunmurry, just outside of Belfast, with financial incentives from the Northern Ireland Development Agency of around £100 million. Renault was contracted to build the factory, which employed over 2 000 workers at its peak production. The engine was made by Renault, while Lotus designed the chassis and bodywork details.

Production delays meant the DMC-12 did not reach the consumer market until January 1981 (nearly a decade after the company was founded), and in the meantime the 1980 US economic recession had caused the new car market to slump. Critics and the public generally felt the uniqueness of the DMC-12’s styling could not make up for the higher price and lower horsepower compared to other sport coupés on the market, which resulted in a very lukewarm reception. This meant that sales of DMC-12s stalled while competing models with lower price tags and

more powerful engines (such as the Chevrolet Corvette) raced ahead, selling in record numbers during 1980-81 in spite of the ongoing recession. By February 1982, more than half of the roughly 7 000 DMC-12s produced had not been sold, DMC was \$175 million in debt, and the Dunmurry factory was in big financial trouble.

DeLorean Motor Company filed for bankruptcy in 1982

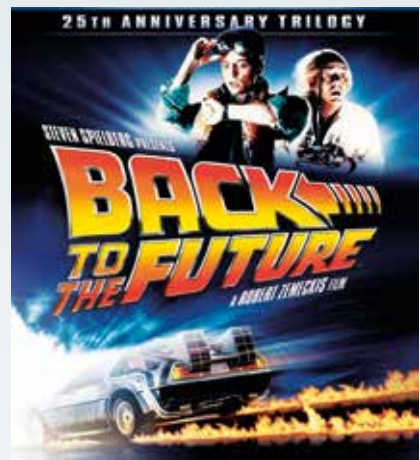
and the last car was manufactured in December 1982. DMC produced 2 000 cars until John DeLorean’s arrest in late October for trafficking cocaine, at which point liquidation proceedings were undertaken and the factory was seized by the British government. In total, approximately 9 200 cars were built, consisting of three model years: 1981, 1982 and 1983.

Even after the company’s closure, large quantities of brand new parts were still available and sitting in storage. British entrepreneur Stephen Wynne, based in Texas, started a separate company in 1995 using the DeLorean Motor Company name and shortly thereafter acquired the trademark on the stylised ‘DMC’ logo as well as the remaining warehouse of new-old-stock parts which they use to service and restore the 6 000 DeLoreans still on the road today. DeLorean Motor Company has facilities across the United States and Europe.

DeLorean, who died on 19 March 2005, could at least rest in the knowledge that although his brainchild was not iconic in the way he might have wanted, it has become an icon for an entirely different reason. This year Marty and Doc came ‘back to the future’ – 21 October 2015 was the date set in the time circuit of the DeLorean way back in 1985 and was commemorated by *Back to the Future* buffs worldwide. And as Doc replied to Marty when asked why he built a time machine out of a DeLorean: “The way I see it, if you’re gonna build a time machine into a car, why not do it with some style?” Why not indeed... ☑



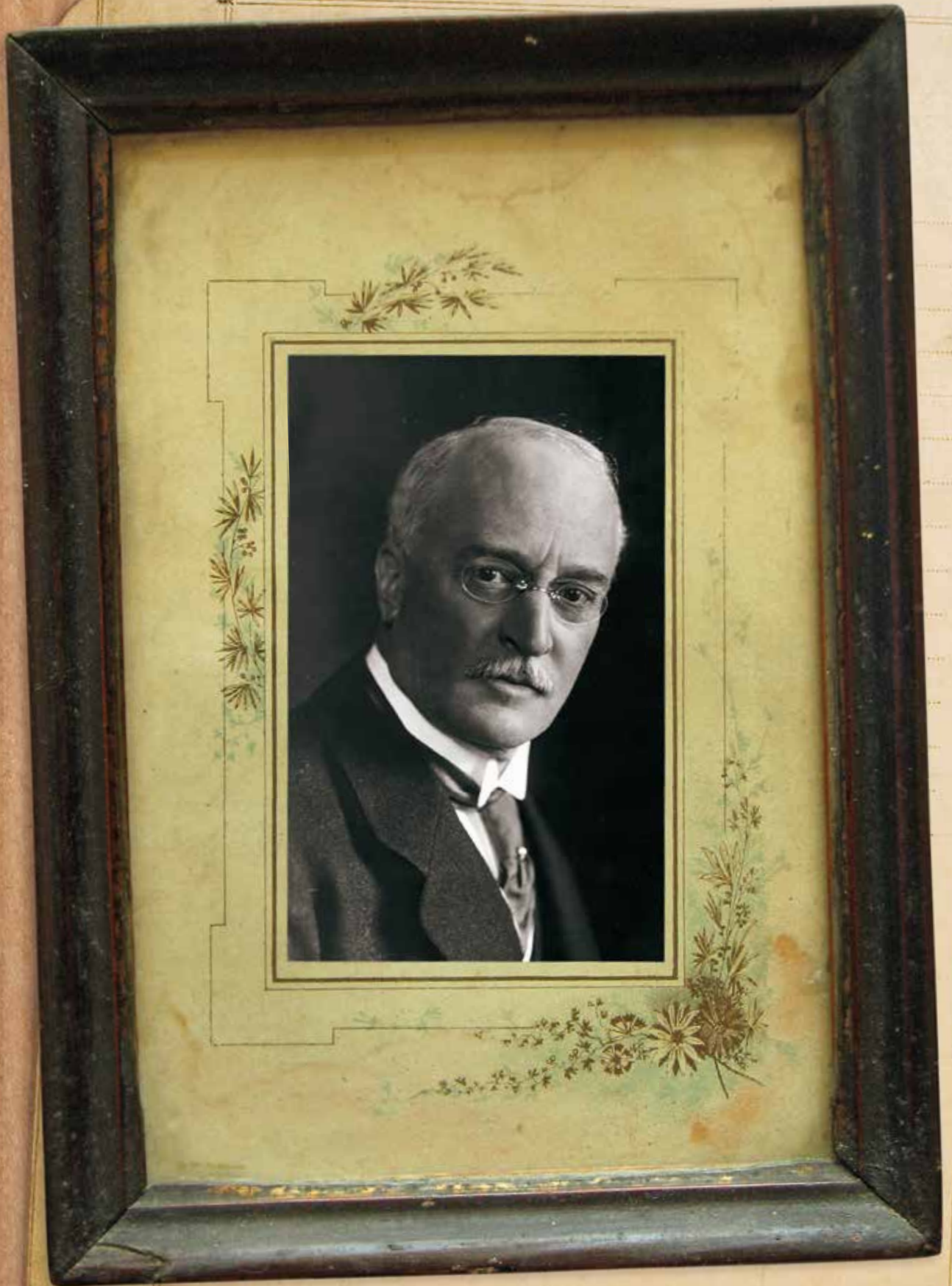
Fans of *Back to the Future* worldwide get into character.



21 October 2015 was the date all *Back to the Future* fans were eagerly awaiting.



Doc Brown and Marty McFly in the movie *Back to the Future*.



MOMENTS IN HISTORY

Jake Venter continues his series of fictitious interviews with famous engineers, this time with Dr Diesel, the man who developed the engine that carried his title well beyond his very mysterious death – and continues to be at the forefront today.



I interviewed Dr Diesel on 29 September 1913 by chance. I was on board the steamer *Dresden*, on its way from Antwerp to the UK. Just after half past eight in the evening I spotted the doctor sitting alone in the lounge, and I approached him.

Jake: Good evening. Doctor Diesel, I presume? (Diesel nods). I'm Jake Venter, a journalist, and would like to ask you a few questions. May I sit down?

Diesel: Only if you're not from the art world. Since it became known that I'm selling some of the paintings in my collection these people have been hounding me.

Jake: I write mainly about technical matters.

Diesel: Good. I can do with the right kind of publicity.

Jake: Let me start by saying I've always wondered where you got the idea that an engine could run only on the heat generated by compression.

Diesel: The equations of thermodynamics are quite specific as far as the amount of heat generated when air is compressed. One can easily calculate that a 20:1 compression ratio, such as I employ in some of my engines, will raise the temperature of air from say 30 degrees Celsius ... (at this point

he pulls a small slide-rule out of his jacket pocket and calculates) to 592°C. That much I knew, but for a long time I could not convince myself that the few milliseconds while a piston is in the correct position for combustion to occur would be enough to actually set the fuel alight.

Jake: What changed your mind?

Diesel: A gift from a friend. I studied at Munich University, and became very friendly with Dr von Linde, the head of the thermodynamics department. Around 1889 he brought some fire-pistols back from Pinang Island in Southeast Asia, and gave me one. The inhabitants have been using such a device to start a fire for more than

2 000 years. It consists of a small wooden piston that fits closely into a bamboo tube. A shaft is attached to the piston and when you put tinder in the bottom of the tube and force the piston down by hand, the air inside gets compressed. This generates enough heat to set the tinder alight.

MAN OVERBOARD

Sadly, it turned out that I was the last person to speak to Dr Diesel. The next morning he was no longer on board. Ten days later a body with his belongings in the pockets was found in the English Channel. What happened?

At the time newspapers printed all sorts of wild theories. He may have fallen overboard, or he may have jumped. His bed had not been slept in and his overcoat and hat were discovered neatly folded beneath the afterdeck railing. He was known to have been suffering from bouts of depression, and he had lost control over some of his patents. He had also lost a lot of money on share speculation.

At the time the most popular theory was that a German agent had pushed him overboard. It was only nine months before the start of WW1, and he was a German engineer on his way to negotiate with the Royal Navy.

Readers may be surprised at Diesel's command of English. He was born in Paris to German parents, but was educated mainly in Germany. He also spent some time in England with his parents during his teens, and could speak all three languages fluently.

The moment I saw it my mind started to race. I could clearly see that this principle could be used to build my dream engine, but it took me another four years before I had a working prototype.

Jake: I've heard that your first engine was built in the MAN workshops early in 1893. How did this come about?

Diesel: Heinrich von Buz, a director of the MAN Company, took an interest in a paper I published about my proposed engine, and offered me employment and research support at his company's workshop in Augsburg. I spent a number of happy years there, and they have profited by building many versions of my engine.

Jake: Sections of the British press claim that Herbert Akroyd Stuart patented a compression-ignition engine two years before you, and that your patent should therefore be declared null and void.

Diesel: Newspapers should not comment on technical matters. Akroyd Stuart's engines employ what is known as a hot bulb that projects out of the side of the combustion chamber and communicates with it by means of a narrow passage. The fuel is sprayed into the bulb and it has to be heated by an outside flame to get the engine going. After a few revolutions, the bulb is hot enough to ignite the fuel. The essential difference between such an engine and mine is the low internal pressure of only 6 bar instead of my engine's 34 bar. This implies the maximum efficiency can only be about 12 per cent, whereas some of my engines can reach 50 per cent. The last ten years have shown that my engines are capable of a lot of further development. Multi-cylinder marine versions of over 5 000kW are already in use, whereas hot bulb engines are mainly to be found in single-cylinder versions.

Jake: Yes, diesel engines are certainly becoming very popular. What is the basic difference between your engine and the petrol engines developed by Nikolaus Otto?

Diesel: The obvious differences are the sparkless ignition, the more oily fuel that doesn't vaporise so easily, and the very high compression ratio, but there is a more subtle difference. Petrol burns fast, so that the combustion chamber scarcely changes volume while the fuel burns. My engine

uses a fuel that burns slower. This means that combustion takes place in such a way that while the downwards piston movement would result in a drop of pressure, the burning fuel results in a pressure rise. When these two effects are combined by a carefully-selected fuel injection rate and engine speed we get the ideal constant pressure combustion that makes my engines so economical.

Jake: That's a fascinating story. It's lucky that the oil industry has now developed fuels that are suitable for your engines.

Diesel: That's a mixed blessing. It does make my engines a practical proposition, but I did not expect to use oil as fuel. My first experimental engine was supposed to run on coal dust, but it never ran. We were forced to use oil to get my second engine going, but I really wanted to use a fuel made from plant material. At the 1900 World Exhibition in Paris I demonstrated that my engine could run on peanut oil. This, and other similar plant-based fuels, is still not freely available, but perhaps the day will come when the majority of engines will be able to run on such fuels.

Jake: I suppose you're very happy that your engines have been so successful?

Diesel: I'm grateful for the financial rewards, but unhappy about the way my engines have been changed by stupid engineers. Many are being run at speeds where constant pressure combustion is no longer possible, and this makes them uneconomical. (He stretches.)

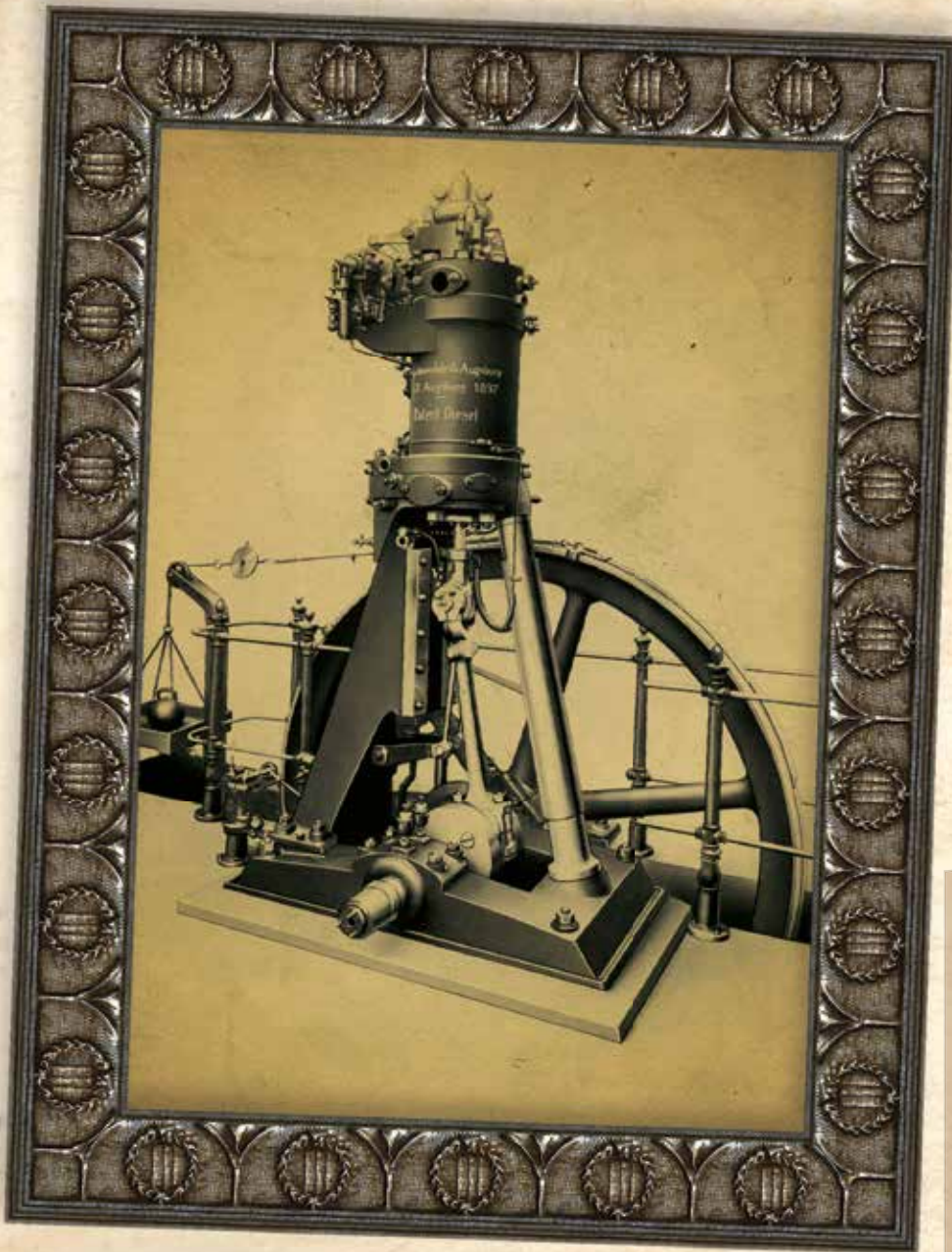
It's time for me to retire to my cabin. I have a busy day tomorrow. I'm on my way to negotiate with the Royal Navy to use my engines in some of their ships. There's only time for one more question.

Jake: Will your engines ever be made suitable for cars and trucks?

Diesel: I'm convinced that this will happen one day, but the compressed air equipment needed at present to inject the fuel is bulky and heavy. This makes my engines more suitable for marine, railway and stationary use.

Jake: Thank you very much for an enlightening conversation. Good night, Doctor.

Diesel: Good night, Mr Venter. **G**



Example of the early diesel machine.

At the 1900 World Exhibition in Paris I demonstrated that my engine could run on peanut oil. This, and other similar plant-based fuels, is still not freely available, but perhaps the day will come when the majority of engines will be able to run on such fuels

THE RIGHT MIX

Diesel's insistence on running his engines at slow speed to preserve constant pressure combustion is regarded by later engineers as one of his blind spots. Diesel engine combustion takes place partly at constant-volume, like a petrol engine, and partly at constant-pressure, as Diesel thought.

Just before WW1, Robert Bosch developed a fuel-pressure-based injection to replace the so-called air blast injection system that Diesel used. This made such engines more suitable for cars and trucks. The first diesel trucks, from MAN and Benz, (Mercedes and Benz only merged in 1926) appeared in 1922.

I find it fascinating that Diesel was interested in biofuel. When the first experimental diesel engine was put through its paces at the beginning of 1893 the oil industry was still in its infancy, so that it made sense for Diesel to consider other fuels. Today, biofuel research and production is going from strength to strength.

EMANCIPATION MACHINES

So your Mum doesn't think that the words 'women' and 'motorcycles' should be allowed in the same sentence? Tell her to wise up! Two wheelers have, since their beginning, played an enormous role in the emancipation of females – and continue to do so. **Gavin Foster** pays tribute to some of motorcycling's female pioneers.



Van Buren sisters.



Van Buren sisters.

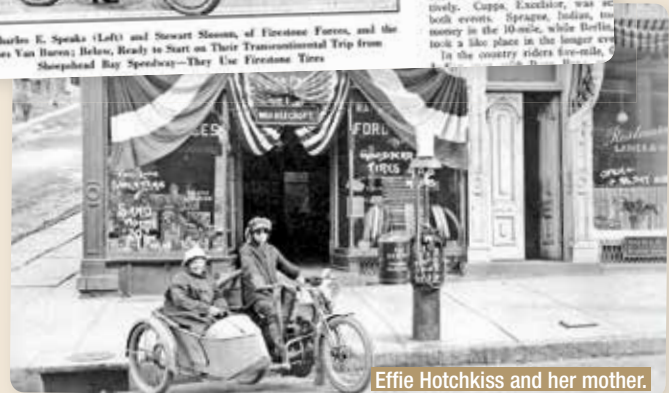
NEW YORK GIRLS START TOUR TO COAST
 Misses Adeline and Augusta Van Buren, Mounting Individual Indians, Begin 3,800-Mile Trip
 Expect to Average 100 to 150 Miles a Day on Their Way to the Pacific

Buren are both equipped for the country tour with Firestone tires, the fair riders speak in the most astic terms. "We are very well with our mounts and their en throughout," commented Miss Adeline. "We have selected them because we feel that our tires deserve special what we consider their ideal com of all the qualities that should be in tires that are going to be subjected hard usage."

PINEAU ANNEXES FEAT AT HAMILTON
 HAMILTON, O., July 4.—C. F. Flying Merkel, won the 25-c leature in today's meet, his time 33.54. E. Strathman, Indian, was L. S. Taylor, Indian, was injur collision with Mablewyn Jones, Davidson, and had his leg broken, leading when the accident occurred. The 10-mile gru. race went to S. ie 13.31 with Jones second and "Doc" Exandson, third. Len Taylor, won the second event, a five-mile 6:18 with Mablewyn Jones and Pizean third.

COLE STARS AT COSHO MEET ON JULY 4
 COSHOCTON, O., July 4.—Cole captured the 10 and 15-m races at the local half-mile track. His times were 13.22 and 29.36, respectively. Capps, Exandson, was at both events. Sprague, Indian, took money in the 10-mile, while Berlin, took a like place in the longer event. In the country riders five-mile, 5

Top, Charles E. Sprague (Left) and Stewart Slemons, of Firestone Tires, and the Misses Van Buren; Below, Ready to Start on Their Transcontinental Trip from Sheepshead Bay Speedway—They Use Firestone Tires



Effie Hotchkiss and her mother.

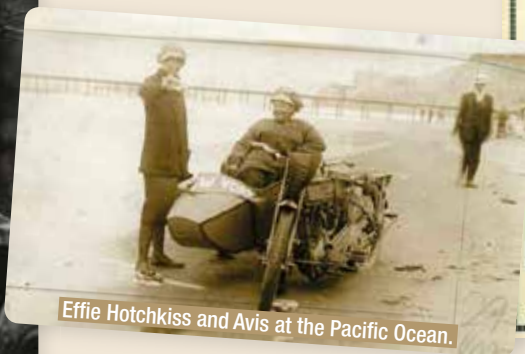
Motorcycles are, when you get down to it, simply bicycles that you don't need to pedal, and prominent American civil rights activist and feminist Susan B. Anthony (1820-1906) famously stated that "the bicycle has done more for the emancipation of women than anything else in the world". In a *New York World* interview in 1896 she made a very clear statement: "Let me tell you what I think of bicycling. It gives a woman a feeling of freedom and self-reliance. I stand and rejoice every time I see a woman ride by on a wheel – the picture of free, untrammelled womanhood." I bet you she'd have *really* rejoiced if she'd seen Katja Poensgen go past the bus stop on an Aprilia RSV4 with open pipes!

Ms Anthony's views weren't shared by all, however, and prejudice against girls on bikes prevailed through most of the 20th Century. "It seems that the fact of a girl being a rider of a motor cycle immediately labels her as being 'mannish' (admittedly an unpleasant characteristic),

uninterested in frocks and frills, careless of home life, and devoid of any desire for women friends," complained motorcycle tester Ms Mabel Lockwood-Tatham in *The Motor Cycle* in the 1920s. Perhaps she was spurred to express this by an article in *The London Evening News*, scornful of girls who rode pillion, referring to "a flapper with the dentifrice smile, errant pigtail... who perches precariously sideways on a jazz-cushion (pillion seat)". *The Evening Standard* took a more conciliatory line in 1928 when it published an article by Marjorie Cottle, England's best-known female motorcyclist at the time, saying, "Once, not so very long ago, the woman motorcyclist was regarded as something of a crank or freak. Times have changed, and motorcycling as a sport is becoming more and more popular with women. It has been conclusively proved that motorcycling is not harmful to women. Girls will find that motorcycling brings health. It will give them honest, fresh air complexions." If Ms Cottle had attended some of the rallies I've been to she'd perhaps retract that last sentence!

So what was it about bikes that empowered women so much? Bicycles, when they became hugely popular worldwide in the 1890s, freed them from the curse of tight corsets and long skirts and allowed them to wear practical (but shocking!) bloomers and divided skirts. Chaperones too fell by the wayside, literally and figuratively, because Auntie Madge couldn't pedal too well, especially with *her* corsets and long skirts, so young ladies could be more selective about how they spent their time, and, more importantly, who with. All was not rosy in the Land of Testosterone, though. Male students at Cambridge University recognised the destabilising role of the bike in their male-dominated world when they demonstrated their resistance to the admission of female students by hanging an effigy of a female biker in the town square in 1897.

When the motorised bicycle, or motorcycle, came along the old system buckled even more. Up till 1927 there were more motorcycles than cars on the road in England, and when the young men who survived WWI came home to find the



Effie Hotchkiss and Avis at the Pacific Ocean.

R. F. D. NEWS

YOU REALLY CANNOT AFFORD
to delay another day in placing your order for
A WAGNER MOTORCYCLE

Look at this splendid R. F. D. Model
With **FREE-ENGINE** and **COMPLETE R. F. D. EQUIPMENT**
NOW ONLY \$175.00

4,000 IN DAILY USE ON R. F. D. ROUTES

1912 ANNOUNCEMENT
REMEMBER THIS IS NOT A CLEAN-UP!

See our advertisement of 1912 and you will see that the new Wagner R. F. D. is superior in the line and will give you the best of the equipment of the Road Rider's Club.

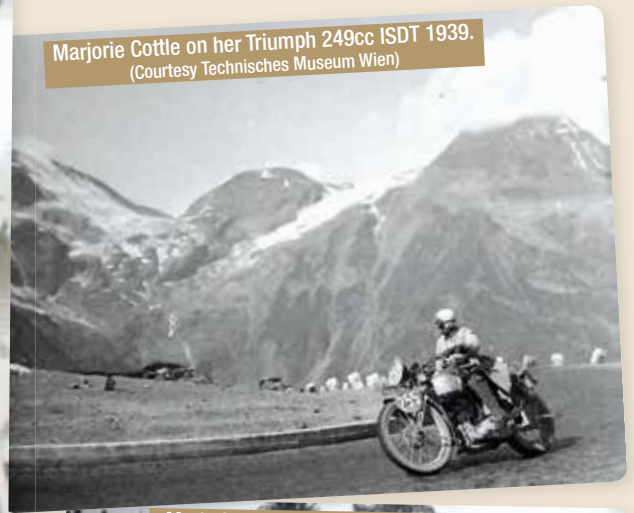
While today the name and reputation of the manufacturer are fading and fading "The Motorists of R. F. D." still hold in honor of your club.

ADDRESS: R. F. D. 2275
WAGNER MOTORCYCLE COMPANY
ST. PAUL, MINNESOTA

R. F. D. EQUIPMENT



Marjorie Cottle fiddling with her motorcycle.



Marjorie Cottle on her Triumph 249cc ISDT 1939.
(Courtesy Technisches Museum Wien)



Marjorie Cottle competes in the ISDT 1939.



Theresa Wallach and Florence Blenkiron.

market awash with 'flappers' – nubile young girl-women who had broken the mould and were determined to enjoy life to the full after four gruelling years of war with little male company – it stood to reason that a motorcycle was *de rigueur*, if you wanted to get about and have a little fun. As cars became cheaper and more plentiful, the motorcycle industry in desperation started using women in advertising to lift flagging sales, and there were plenty of adventurous girls willing to follow where their idols led. Wealthy female role models with long

cigarette holders and cropped hair became powerful forces in aviation and motor racing, but other free-thinking feminists with less influence and wealth took to making their names in the motorcycling world.

One of the earliest and most prominent of those who made their mark in South Africa was a militantly feministic Englishwoman, Miss E.L.C. Watson, who was apparently the first person to traverse our country by motorcycle. She was fiercely involved in human rights in the UK, and was also keenly interested in aviation. On 20 July 1912,

after watching pioneer aviator Compton Paterson give a flying display that included a race against two motorcyclists at Durban's Greyville racecourse, Ms Watson went up for a flip in Paterson's 350kg 22kW biplane. I can't find any further evidence of how

long she stayed in Durban or what she did while she was there, but the Englishwoman must have made quite an impact on the social scene to be offered the chance to go aloft, in the days when flight was such a novelty, ahead of the thousands of well-connected Durbanites who attended the display. Only three or four others benefited, amongst them the mayoress of Durban, and General Sir Robert Baden-Powell, hero of the Siege of Mafeking and founder of the Boy Scout movement.

Countless women bikers who achieved brief worldwide fame in their lifetimes have long since been forgotten, which is an enormous pity, because many of them were true eccentrics – people who ploughed their own furrows. They didn't worry too much about the roles that society prescribed for them, and cared even less about what 'ordinary' people thought. Back in 1910 Clara Wagner (18), who was often used in advertising postcards for her father's Wagner Motorcycle Company, apparently scored

Countless women bikers who achieved brief worldwide fame in their lifetimes have long since been forgotten, which is an enormous pity, because many of them were true eccentrics – people who ploughed their own furrows



Katja Poegn.



Theresa Wallach and Florence Blenkiron.



well in a 600km motorcycle race between Chicago and Indianapolis, but was denied a trophy because... well, she was supposed to be at home, barefoot, pregnant, and (should hubby be hungry) in the kitchen. In 1915 Effie Hotchkiss became the first known woman to ride across the USA on a motorcycle. She did it on a Harley-Davidson with her mother, Avis, in the sidecar. A year later, after the USA rather tardily put in a late entry for WW1, sisters Augusta and Adeline van Buren rode a pair of Indian motorcycles over the Rocky Mountains from New York to San Francisco to prove that women could do their bit for the war effort as despatch riders. On the way they became the first women to summit the notorious Pikes Peak, today a legendary hillclimb, with a powered vehicle. Adeline then applied to join the army as a despatch rider and was rejected, proving their exercise had been fruitless, while her sister became a pilot and flew with Amelia Earhart.

Perhaps the most legendary woman

on two wheels in those pioneering days was a Londoner called Theresa Wallach, who was a racer, military despatch rider, engineer, motorcycle dealer, riding school instructor and motorcycle mechanic. She learnt how to ride early in life but was denied membership of a motorcycle club because she happened to be born female. In 1935, aged 26, she and a friend, Florence Blenkiron, rode a 600cc single-cylinder Panther with a sidecar and trailer from London to Cape Town. There were few roads and fewer navigational aids to guide them, but they made it to the Cape despite suffering some catastrophic mechanical breakdowns along the way and once having to push their outfit for 40km. Theresa went on to serve as a despatch rider – Britain's first female one – in WW2. Prior to that she earned a Gold Star for circling the famous Brooklands circuit at over 160km/h – on a 350cc single-cylinder Norton, *nogal* – in 1939. She eventually documented her and her friend's trip through Africa in a

book, *The Rugged Road*, that was sadly first published a couple of years after her death on her 90th birthday in 1998. She also made a home movie about *The Rugged Road*, and you'll find a suitably grainy extract from it on YouTube should you care to look.

Motorcyclists in general and women riders in particular have gained social respectability over the last couple of decades. In South Africa we now have women's classes in circuit and off-road racing with extremely talented and achingly feminine competitors beating the pants off many talented men and boys every weekend. On the road we have female adventure bike, cruiser and superbike riders, and tens of thousands of girls who ride pillion. Further down the ladder there is a whole generation of younger girls for the first time contemplating the purchase of a small, affordable bike to get around on, while middle-aged women are getting Harleys to go with their tattoos. I wish them more strength to their arms! 🇿

RED AHEAD

Mike Monk catches up with a Cape Town engineer who is steadily building a Ferrari Testarossa look-alike that is garnering international interest.

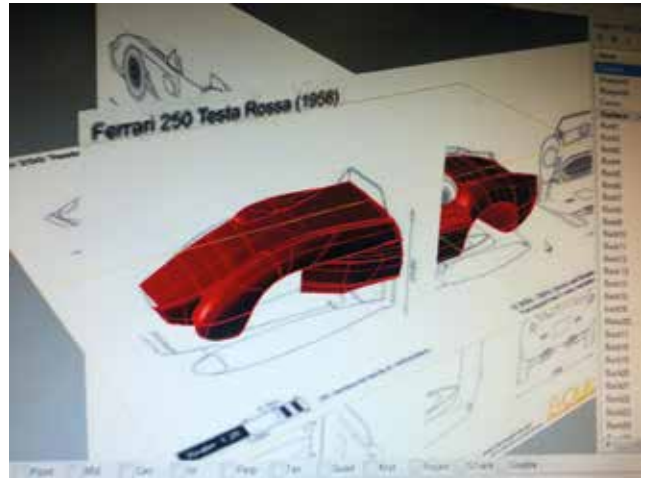
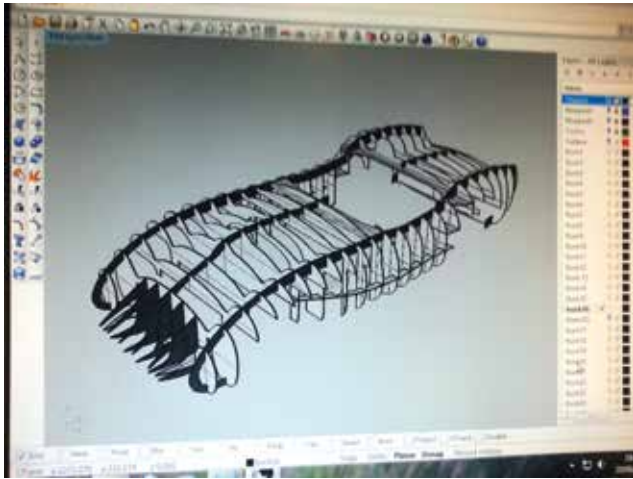
The myth goes that anyone with red hair has a fiery temperament, which may not have been at the back of Enzo Ferrari's mind back in the late-1950s when he conceived the 250 Testarossa, but the description certainly applies. It was the fact that the valve covers of the sportscar's magnificent 3-litre V12 engine were painted red that earned the car the nickname, and its blistering performance gave credibility to its special title – it won at Le Mans in 1958 driven by Olivier Gendebien and Phil Hill. Body-wise, there were variations on the theme amongst the 34 works and privately owned Testarossas built by the factory, but it is the Scaglietti-designed F1-inspired 'pontoon' shape that is perhaps the most charismatic.

Genuine examples are amongst the world's – let alone Ferrari's – most valuable cars and, unsurprisingly perhaps, numerous look-alikes have

been built over time, including a 'work in progress' happening in Cape Town. Engineer Kevin Agnew runs a door manufacturing business and restores cars as a hobby. Three years ago a deal with a client led to some doors being swapped for a Cobra chassis and, being a Ferrari enthusiast, Kevin set about building a likeness of a dream GT – a Testarossa.

First item on the agenda was the powertrain, a 4-litre Lexus V8 with an autobox, which required some tweaking of the chassis to accommodate, but there is no doubting the packaging. Kevin surfed the Internet and found pictures of the TR that he was able to download and use to design a body buck, which was built from plywood, filled with foam and then layered with glass fibre. (Kevin has built similar bucks for Maserati A6GCS and Gullwing Mercedes look-alikes.) Once formed, the innards of the buck were taken out and the body laid on the chassis: it fitted perfectly. The lines are exactly as the original except that the bonnet is slightly higher to give clearance over the engine – however, the central hump sits at the right height – and the rear

Three years ago a deal with a client led to some doors being swapped for a Cobra chassis and, being a Ferrari enthusiast, Kevin set about building a likeness of a dream GT





Powerflow made up the exhaust system save for the rear trumpets that were fabricated by Kevin

fenders are flared 1-inch (25.4 mm) each side to facilitate wider wheels.

The Testarossa had 16-inch spoked, knock-off wheels 5.5 inches wide at the front, 6 at the rear, shod with cross-ply tyres. Kevin imported a set of rims from Dayton Wire Wheels in America that are 6 inches wide up front, 7 at the rear, all running on Yokohama Geolander 215/70 radial rubber. Tried and trusted Jaguar front and rear suspension has been adopted while old BMW 3 Series steering gear has been fitted that will be mated with an original Ferrari 250 wood-rim steering wheel. As a brief aside, the wheel, made by Nardi, was once fitted to a Ferrari owned – and crashed – by the Shah of Iran, who gifted it to his scientific adviser, Eric Eaton. When he died, his niece inherited the wheel and she, in turn, sold it to Kevin.

Powertrain-wise, Spitronics electronic engine and transmission management systems have been adapted to the Lexus V8. Powerflow made up the exhaust system save for the rear trumpets that were fabricated by Kevin. He has driven the rolling chassis and it certainly sounds glorious. The chassis sides and cockpit interior are to be lined in stainless steel.

As for the body, the doors are to be cut out and the racing bucket seats modified to replicate the originals, the backrests of which followed the shape of the rear bulkhead. All the lights, covers, leather straps (obligatory for cars racing at Le Mans at that time), bonnet pins and grilles have been sourced and will be fitted before the body is stripped and sent to Reynolds Auto Body for final finishing. Second-hand Austin-Healey headlamps will be cleaned up and fitted under Perspex covers made by Kevin using the body cut-outs as moulds. He also found an original tail-lamp lens in Belgium and made an identical copy – it is almost impossible to tell them apart. Kevin is also going to make the wraparound windscreen. Jaguar instrumentation is available but is not entirely suited to this application and may be substituted.

Difficult to say when Kevin's Testarossa will be completed but the programme is on the home straight. Such is the interest in the project, that he has received some 20 e-mails from local and overseas parties enquiring about the car, and its progress can be found on www.madmechanics.com/forum/builddiaries. We look forward to getting behind the wheel of the finished product – watch this space! 🏁



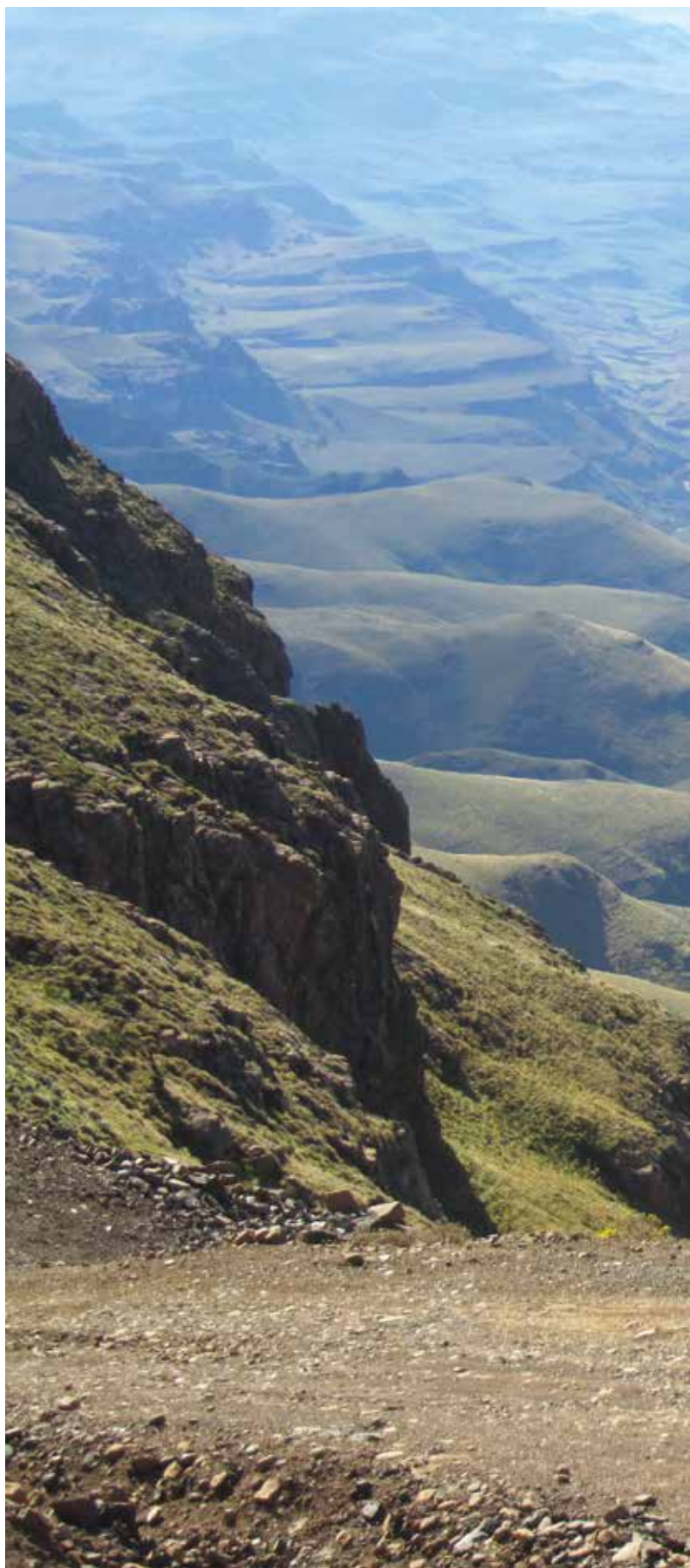
In early 2013 **Eric Ackroyd** noticed a yellow Beetle ‘parked’ under a tree when visiting a friend. The Beetle was Anton’s first car; he and his wife had many a romantic holiday in it and he was not interested in selling it – his intention was to fix it up one day. . .

Fast forward to 27 May 2014: the Beetle is still parked under the tree and I am having breakfast with Anton. Casually interrupting our business talk, he mentions that he is selling the Beetle and that someone is coming to look at it over lunchtime. “How much?” I ask. “Three thousand Rands,” he answers. We agree, and while he gets the breakfast bill, I walk over to the ATM and withdraw the funds. There are conditions though: the next breakfast is on me and he will have first option to buy the Beetle back should I ever want to sell it.

Our ‘Classic Journey’ was underway. To me every car should have a purpose; it gives it soul. My first objective was to get the Beetle through roadworthy for as little money as possible. I decided to lay down pen and paper, take up tools and get the Beetle running. Changing Beetle spark plugs proved to be a mission. Finding time to take up tools was proving to be a mission. It did not take long for me to realise that I was more useful in the pen and paper arena. The Beetle was promptly towed over to Joe who runs a ‘basic’ VW operation about 500 metres from my house. One new ignition switch, a clean fuel tank, a carburettor kit, plugs, condenser and points and a new windscreen and we got the Beetle through roadworthy at a total vehicle cost of R8 500.

The Classic Journey continued as I proceeded to test the Beetle’s stamina. A few breakfast runs to the Cradle of Humankind resulted in a couple of breakdowns. Getting a classic car to drive is one thing, getting a classic car to drive far is another thing altogether.

As I gained confidence in the Beetle’s ability and reliability, the idea of an adventure started brewing: an adventure up Sani Pass to Lesotho. In 1956 Sy Symons became the first person to drive a two-wheel-drive car up Sani Pass, a Beetle *nogal*. The Beetle had a new purpose and I started to build my trust in it. I also started to experiment with tyres – big ones for good ground clearance. I bought 5 second-hand Jeep tyres (700 X 15) but despite having the ability to drive the Beetle over an ant heap, they proved to be just too big. The gear ratio was very high and the tyres were getting stuck on the body. I was also concerned with them being second-hand – safety is a big factor when you are going to load your family in the car. After some research I traded the Jeep tyres for new 195x80x15 eight-ply white-



THE CLASSIC JOURNEY





wall taxi tyres. I figured that these would be more versatile, good for rough terrain and also good for ‘boulevard cruising’ down 4th Avenue, Parkhurst.

The adventure was coming together, D-day was 2 days away, Sani Pass was 640km away... and the Beetle was backfiring and the carburettor was leaking. It seemed like the adventure was in jeopardy, not unusual for a classic adventure. I needed a Plan B. I could take my 1970 Mini 998 MK3. She made it to the Equator and back in 2008 and managed to conquer the Roof of Africa route through Lesotho and down Sani Pass in the winter of 2013. I consulted Scott Rainier from Emgee Workshop who had attempted Sani Pass with his 1275 Mini, only to run out of power at the Sani Pass switchbacks. “No ways,” he responded. “Your Mini is way too underpowered.” I did not like his advice so I put pen to paper and calculated the loss of power at altitude. The Mini had 28kW coming out of the factory; she has lost a number of them over the years and the Wikipedia formula said she would lose approximately another 9kW at an altitude of 2 876m. That would leave her with 19kW at

best. Scott was right, but I was going to Sani, come hell or high water.

I phoned Pierre ‘Bugger’ Eksteen from VdubTech. Unbeknown to me he had driven up Sani Pass in his Beetle a number of years ago. My brief to him was short – make sure the Beetle can make it to Sani and back.

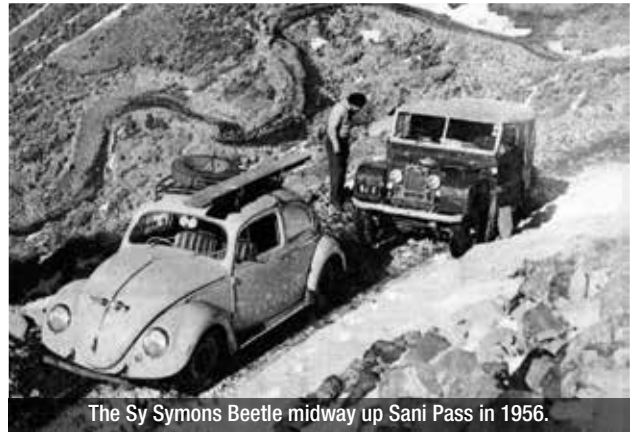
D-day dawns and I collect the Beetle from VdubTech at 12h00. It is not ideal for me to set off in a car that has not been tested thoroughly close to home, but off we go. We reach Old Halliwell near Currys Post in the dark. Next morning sees an early rise and we head off for Sani Pass. We stop at the South African border post at the bottom of the pass and I notice the sign stating that only 4x4s may continue up Sani Pass.

I am generally apprehensive at border posts. All goes well and then the border official asks for our registration number. Celeste points towards the Beetle that I had purposefully parked as far away as possible. “What is that?” he asks. “Beetle,” replies my son, Danny. The dreaded question follows: “Is it a 4x4?”

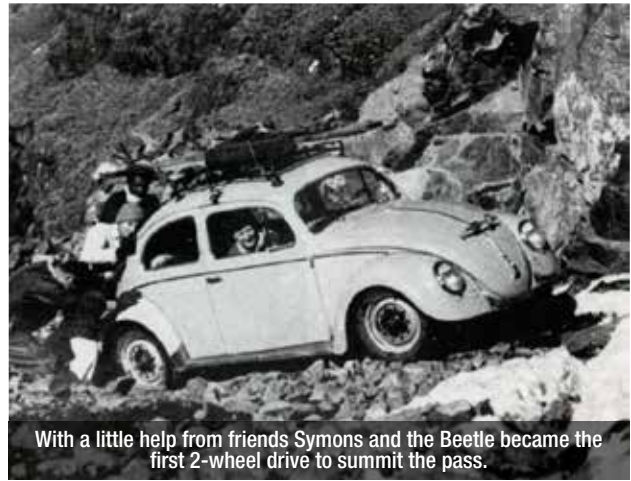
An inspection follows. I explain the benefits of the high rise 195x80x15 eight-

ply tyres, the spade on the roof rack and the tow hooks front and rear. I explain that the engine is at the back for more weight and traction on the rear wheels and that the Beetle is more reliable because it does not have a radiator. I then show him the left and right heater levers next to the handbrake; he may have mistaken them for diff-lock levers. Fortunately we passed the test and thankfully without even a hint for a bribe. I was determined to prove that the border official had made the right decision and we set off into the mountain, confident of success.

Sani Pass shows no signs of being tarred. We cross the occasional water stream and the road starts snaking its way up the mountain. The road is quiet: only two Land Rovers pass by us. Fortunately we have to traverse only some minor mud patches due to the previous day’s rain. The sky is clear and the road is dry. As we approach the notorious switchbacks I feel the tension in the car mount. Despite Celeste keeping a ‘nonchalant’ composure I feel the apprehension. Daniel, 6 years old, seems oblivious of the impending challenge.



The Sy Symons Beetle midway up Sani Pass in 1956.



With a little help from friends Symons and the Beetle became the first 2-wheel drive to summit the pass.

I notice the kilowatts lost to altitude as I gun the Beetle into the switchbacks. The road is narrow, the hairpin bends are sharp and the corners are blind. I am in first gear, pedal is on the floor and the flat four is working as hard as she can. So far, so good. The tactic is to focus, give it horns, read the track, choose a line on the bends that maintains momentum, keep that motor alive, and most importantly, not look down. As we near Sani Top the switchbacks intensify – they are sharper and steeper. Attempting the last switchbacks the Beetle labours, she loses revs and settles into a desperate crawl. “Go Beetle, go, beep-beep!” come our shrieks of encouragement. The Beetle digs deep, gathers her last kilowatt and drags herself to the top, Sani Top.

We cross the finish line at the Lesotho border post and almost incomprehensibly we stumble onto a perfect brand new tarred road, stretching from Sani Pass to Mokgotlong.

That evening we celebrate in the highest pub in Africa at Sani Mountain Lodge. I reflect on our journey. To me there is so much joy in bringing a car to life, to give it purpose and to get to know its character, behaviour and heartbeat. It would not be half as much fun if we were to bring an ‘off-the-shelf’ 4x4 along for the journey; it would simply be too easy and without soul. The joy of a Classic Journey is just that – the joy is in both the Classic and in the Journey.

PS. The author and the Beetle did indeed break down at Van Reenen’s Pass on their way back home. They both recovered half an hour later and made it home that same day. 📍

DATE	WHO	ACTIVITY	AMOUNT
27/05/2014	Anton	Purchase 1 x Beetle	R3 000
03/06/2014	Q Solutions	Transfer of registration	R665
26/02/2015	Joe	Carb kit, points, condenser, oil, filters, ignition switch, key & barrel	R4 165
26/02/2015	Joe	Roadworthy	R600
28/02/2015	Lombard Batteries	Battery	R1 000
04/03/2015	Joe	Seat belts, window winder & mechanism, windscreen, mirror, wipers, fix door lock	R3 515
20/03/2015	Joe	Replace carburettor	R1 260
01/06/2015	Tempo Tyres	5 x Tyres: Whitewall 195x80x15 eight-ply	R6 000
26/06/2015	Joe	Fuel pump and some odds & ends	R2 160
20/10/2015	VdubTech	Fix & service carburettor	R2 485
Total			R24 850

PORSCHÉ HEAVEN



In 1998 Porsche celebrated its 50th year of existence, and to celebrate this event it was the featured brand selected for the Laguna Seca meeting in Monterey, California. Porsche sent a few cars over from its museum to participate on track against other brands. Bowled over by the public response, Porsche subsequently put on similar Porsche-only shows all over the USA. **Clive Winterstein** attended the fifth Porsche Rennsport event at California's famed Laguna Seca circuit in September, along with a crowd of around 50 000.

If you are a Porsche fan this event is akin to dying and going to heaven. For starters there was a static display of 15 cars from the museum in Zuffenhausen – and they weren't just any old cars: they included special items from 550 Spyders to the 917, 956 and 962 models, the legendary GT1 and even this year's 919 Le Mans-winning car. Chopard watches hosted a huge marquee where another 40-odd cars not being raced took the limelight. You could throw out any number like 550, 718, 917, 906/8/10 or 935 and be sure that you could mark it off on your Porsche-spotter's guide.

As I walked through the racing car paddocks every owner, driver and mechanic was more than willing to talk about their cars. Sure, there was the odd bit of bragging, but who could blame them? Porsche had a stand where you could get the history of your own car simply by quoting the chassis number, and you could shop for apparel while meeting, chatting to and getting signatures from greats like Vic Elford, David Piper, Hurley Hayward, Bob Garretson, Brian Redman, Bobby Rahal and many others from Porsche's illustrious racing career. A new Carrera was introduced, as well as a limited Rennsport edition. The paddock resembled a showroom, with all the latest offerings from the firm on display. Even the 18-wheeler



trucks that transported the cars were breathtaking in themselves, transforming from cargo units into workshops, canteens and accommodation.

But back to the reason for the gathering... racing. Only one class participated for points in a series – the Porsche Club Sport event – and this was the final of a 16-race series. Using GT3s, all shod with Yokohamas and each engine sealed by Porsche, this was serious racing. It was big business too, with teams looking after a gaggle of cars and the owner/driver jetting in with passion and a big cheque. Action was intense.

For the other races the lack of scoring meant that it was all done purely for fun. But don't be fooled by that – they were still racing with a vengeance. Action started with a race for the 356s (earliest of

which was a 1952 roadster), Spyders and other bespoke cars built in the US using a Porsche engine such as Popper, Devin, and Elva. For a field of 40 cars, 300 applications were received so only the best were invited. Entrants came from the US, Mexico, New Zealand, Australia, Germany and the UK. The win went the way of a Popper, with a Devin coming in second ahead of two 356s and an RSK.

Other races included dedicated race cars like the 917, which raced with the 906, 908 and 910, with the Elvas thrown in for good measure. You know you are in the right place when three 917s come screaming out of Mario Andretti bend after the straight with not a car length between them. Other classes included the 935 gaggle, the 962s and the 956s, all iconic in the race world,

and the class 3 which included the earlier 911s and 914/6 – a sight to behold when watching at the 'Corkscrew' bend.

Mind-blown, it was time to trawl the retail kiosks with everything from self-loading trailers, original artworks, bespoke exhaust systems and clothing on offer. For lotto winners European Collectibles had a 1956 Speedster Carrera on the stand at \$1.35 million and a 904 for \$3.5 million for you to choose from. I could have spent an entire day just walking through the dedicated Porsche parking corral where there must have been over 1 000 Porsches. This, plus the beauty of the surrounding hills, the excellent race track, the clockwork organisation and the openness of the American people, made for a memory that will always be up there with the best. 🏁

CALIFORNIA DREAMING



These iconic song lyrics could easily have been written as an ode to the remarkable collectable car museums in Southern California. **Clive Winterstein** sings his praises for three such offerings that were not only excellent in the quality department, but also easily accessible to the public.

First on the list is the Blackhawk Museum, located inside a shopping mall in Danville, just east of San Francisco. The building is awe-inspiring, with a double-sized bronze elephant welcoming dreamers. The main exhibition hall with its black marble floors, black walls and strategic lighting shows off the cars (or as the museum calls them ‘Rolling Sculptures’) in a stunning manner. The theme is sportscars from the 1930s to the ‘60s, with emphasis on the unique or the unusual, so expect to see numerous ‘one-offs’.

The Gulf Mirage that won the 1967 Kyalami 9 Hour at the hands of Jacky Ickx and Brian Redman sits in original condition alongside a handful of 1950s Ferrari Spiders and a Jaguar D-Type. Two Alfa Romeo ‘BAT’ cars as well as the ‘55 Lancia ‘Nardi Blue Ray’ with its glass roof are awe-inspiring, not to mention the special body SS100, together with a Jag SS. Ferraris built by specialist body

builders for celebrities abound, as do many magnificent Maseratis. Another highlight has to be the 1961 Aston Martin DB4GT Zagato, which is near on mind-blowing.

Bespoke Rolls-Royces strut their stuff, with one even displaying all its brightwork in copper. America isn’t neglected, though, with many local prototypes and one-offs on show. There is fierce debate as to whether these designs cut it when compared to the European machines, but common opinion is that if one American does get close it is the 1929 Deussenburg J (this particular one was the property of Howard Hughes). Mercedes-Benz also shows off one of its special beasts in the form of a 540K Special. I have mentioned only a few of the exhibits but in reality there are about 50 concourse-ready cars, so Blackhawk is a must if you are ever in the Bay area.

Next on the map was Oxnard, just north of Los Angeles. Located in an industrial park, the Mullin Automotive Museum is part of the collection of Peter Mullin, who



paid \$300 000 for the Bugatti that was hauled out of a Swiss lake after having been 'drowned' for the last 80 years.

The theme of the museum is pre-war French cars, with a few before and after this period finding home (off the top of my head, the last Bugatti built by the original family in 1954 is the newest car on show). Pride of place is taken by the 1936 Bugatti 57SC 'Atlantic', originally owned by Lord Victor Rothschild. Of the four that were built, two are not accounted for while the other belongs to Ralph Lauren. Mullin paid \$37 million eight years ago, which until recently was the highest price ever paid for a car on auction. There are many other Bugattis on display with part of the unrestored collection bought from one of the Schlumpf widows, including a Bugatti 'bakkie' made for North Africa.

The Voisin on display has a distinctive hardtop convertible roof, while the red Delage D8-10 Cabriolet is just magnificent, not to mention the wood-clad

boat tail Hispano Suiza and a matching shooting brake 'woody' look of the same manufacturer. Another oddity is the 1938 Peugeot Darl'mat cabrio that features a bat-style rear and a soft top housing the wiper motor and arms which makes sense, as the only time the roof should be up is when it rains.

Racing cars can be found on the first floor, displayed against a 'pits' backdrop. Included in this bunch are some rarely heard of racers: the 1911 Hispano Suiza 'Prince Albert' is the oldest while the 1937 Delahaye V12 that beat the Mercedes in the French Grand Prix of that year is a winner with the public. Talbot is represented by a 1923 prototype Voisin Type C6 sports which sees a wedge-shaped body along the lines of modern Formula One. It goes without saying that this section has a fleet of Bugatti competition cars that is extensively used at historic racing and rallying events by Peter and his wife.

We were lucky enough to be there for a

special 'by appointment' guided tour (\$40) that not only gave the history of some of the cars but the personal bits that went along with some of them. One such anecdote was that when Peter bought a special Bugatti 49 in Europe he discovered it had a race history with an Italian driver. On learning that the driver was still alive, Peter flew him over to consult on its restoration. When it got to the paint the original two tone blue/beige scheme was identified by the man off colour swatches. When the car's layers of unoriginal paint were stripped, the identical hues that were pointed out by the 90-year-old man were found underneath. Not bad, considering he'd last seen the car 60-odd years before.

Even more bizarre is the story of the 'drowned Bugatti'. It goes like this:

When Bugatti race driver Dreyfus lost this car in a card game, the new owner wanted to drive the car home but when he reached the border, the customs official demanded excise duty on the car. The car



was then confiscated pending payment, but when no payment was forthcoming, the car was hung from chains in the water of the lake. Why? Nobody knows.

Fast forward 70 years: a group of amateur scuba divers found the wreck in 60 metres of water and left it there. About two years later one of the team was killed in a fight so his friends decided to recover the car and sell it, in order to donate the proceeds to the family. It was power washed and put on auction with an optimistic estimate of €60 000. Peter paid, as he says, “€300 000 for a €60 000 car” and now it’s on display. He has no plans to restore it.

With the California Dream overloading the senses we headed for our last museum stop, the Nethercutt Museum in Santa Clara, just north of the San Fernando Valley in greater Los Angeles. This museum

belongs to the Nethercutt family, of Merle Norman Cosmetics fame. It was started by the present owner’s father, who won Pebble Beach concourse awards in the ‘50s – a time when you drove your entry to the premier Show & Shine.

The bulk is made up of American cars from the early teens to the late ‘30s, with a few European pearls thrown in including a Mercedes-Benz 550SSK, a 1937 Talbot, and a Bugatti 59 roadster – all three class winners at Pebble Beach.

Around 80 cars are on show, the newest of which include a special Corvette, Austin-Healy, MG TD, one of the first Ford Thunderbirds, Porsche 356 and one of the few Tuckers on public display in the world. The older cars include many Packards, Cadillacs, Lincolns, Rolls-Royces built in Springfield USA, a beautiful Belgian Minerva and Hispano Suiza. Of the American cars the imposing Duesenberg and the sleek Cord on display are testament to one of the finest hours of the American

car industry. I had never heard of Popes, Star, Kissel and Reo but learned on the spot. Another education came in the form of a 1907 Westinghouse, which belonged to the Roebing family. Roebing owned the company that built the Brooklyn Bridge in New York, the biggest steel bridge of its time.

Rather unique to this museum is a library that allows members of the public to stroll in and research from a plethora of books, magazines and restoration specialist catalogues from around the world. The librarian is helpful and knowledgeable and one can spend the whole day browsing at no cost. There is no cost to enter the museum either, but schedule checking is key – we missed the sight of more cars across the road as this display and the restoration facility were closed at the time.

With time up and the beach calling, we had to skip a few California motoring destinations. Although there are plenty on hand, the ones on the still-to-do dream list are the Petersen Automotive Museum in Hollywood and the Academy of Art University collection in San Francisco. 📍

I had never heard of Popes, Star, Kissel and Reo but learned on the spot

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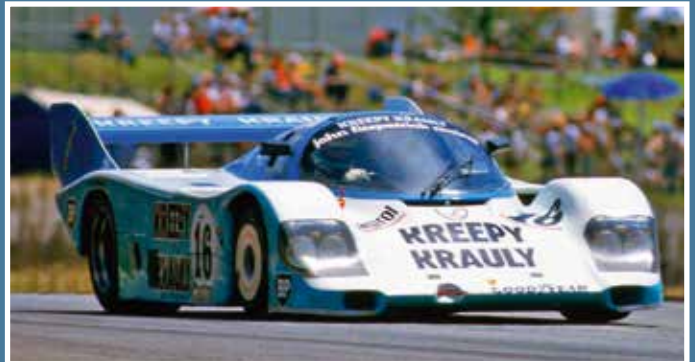
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CAR SHIPPING SIMPLIFIED

All types of cars, particularly classics, are moving in and out of SA for a variety of reasons: overseas sales, relocation to other homes, temporary moves for epic road adventures, vehicle displays, racing and so the list goes on. Shipping your car into South Africa can be a daunting process. The legislation, shipping paperwork, regulations, customs, duties and taxes, permits, carnets, fees etc... all of this admin as well as a few horror stories can often put one off.

THESE ARE THE BASIC STEPS TO LOOK INTO FOR THE IMPORT OR EXPORT OF A VEHICLE:

1. Research: email and call around looking for expert advice from experienced persons and companies.
2. Always make sure you can get approval for an import permit - without one, there is no use in shipping your vehicle as it will be denied at customs. This can often be rectified; however, it may incur high storage charges.
3. Next step is to check that you can indeed register your car on the road where it will now be located.
4. Check the regulations surrounding import duties and taxes so you don't get a fright when charges are imposed on your import before it's released.
5. Check what type of shipment method you are quoted on. More often than not, rates will be for RORO shipping. This is where your vehicle is driven onto a vessel's loading deck, amongst others, and although this type of shipping is very cost effective, there is a safer and more secure method. Our suggestion with classic and vintage type cars is to go with containerised shipping because there is less handling of the vehicle.
6. Start the entire process months prior to needing the vehicle at its destination. The actual shipping side should be conducted quickly; however the administration pertaining to the paperwork can be slowed down at various points along the way, thus causing delays.
7. Be clear on what the terms mean: ITAC, LOA, 40FT HC, RORO, DA185, Carnet, FCL, GST, IE462 and the list goes on.
8. Find a reliable shipping company that has a track record with shipping cars. Cars are very different to 'regular' shipments and as such, some shipping companies can get stuck when moving vehicles.

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Peugeot 203 bonnet. Any leads would be highly appreciated. Contact Koos Roets at 072 391 5211.

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Old bicycles. Looking for racing bicycles from the 1960s, '70s and '80s in any condition, complete or parts. Phone Stuart on 082 921 4583.



THE GRAND PRIX OF GIBRALTAR ROCKS

If you are unfamiliar with Peter Ustinov's *The Grand Prix of Gibraltar* then best you get on YouTube and take a listen. Even better, find an original LP by scouring second-hand shops or purchase one online.

It is a laugh-a-minute look at motor racing. The comedic genius starts off with a tongue-in-cheek description of a fictitious Grand Prix of 1906, dropping entrants like 'the 750 horsepower, 22.1-litre, three-cylinder Bolsan – hot favourite in the Voiturette class' into the mix. He then gets down to the business of the GP at hand: a 1950s affair with interviews from drivers with names like Girling Foss, Bill Dill, Von Grips and Juan Julio Fandango, who are competing on the 'Rock of Gibraltar Racetrack' – of course it is impossible to put a track on this rocky

outcrop. Interviews done, he heads into the drivers' meeting, Governor's speech, then commentates on the Le Mans start, arrival of the Duke and on through the race, generating all the backing sounds, race car noises, voices and accents himself.

Besides showcasing his immense skill at impersonations and sound generation the comedy showcases Ustinov's love and understanding of motorsport, as well as his ability to sum up (stereotype perhaps) cultures, people and the period brilliantly.

The Grand Prix of Gibraltar is a must-have for any motoring collection. 📌

PETER USTINOV

Sir Peter Alexander Ustinov was born in London on 16 April 1921 to Jona von Ustinov (a press officer at the German Embassy, of Russian, Polish-Jewish, German and Ethiopian noble descent) and Nadezhda Leontievna Benois (a painter and ballet designer of French, German, Italian, and Russian descent).

While at Westminster School, Ustinov considered anglicising his name to Peter Austin but a fellow pupil convinced him to just drop the 'von'. He trained as an actor in his late teens and made his stage debut in 1938 at the Players' Theatre. A troubled home life and clear dislike for school is said to have led him into the theatrical world and he later stated: "I was not irresistibly drawn to the drama. It was an escape road from the dismal rat race of school."

Whatever the reason, he excelled and won

plenty of awards over the years including two Academy Awards for Best Supporting Actor, Emmy Awards, Golden Globes and BAFTA Awards for acting, a Grammy Award for best recording for children, as well as governmental honours from the UK, France and Germany.

At the time of his death, following diabetes-related heart failure in 2004, Ustinov was the President of the World Federalist Movement, a position he'd held since 1991. The WFM is a global NGO with the intention of promoting the concept of global democratic institutions and lobbying those in powerful positions to establish a unified human government based on democracy and civil society. He was so well regarded as a goodwill ambassador that UNICEF Executive Director Carol Bellamy spoke at his funeral and represented United Nations Secretary-General, Kofi Annan.

He liked his cars too and owned so many that he couldn't recount all, but highlights from an interview with Phil Llewellyn for *The Telegraph* included a Fiat 500 Toppolino (his first car), a bunch of Lancias, a Mercedes 36/220, a pre-war Delage and a Hispano-Suiza (a gift from his second wife that was stolen and then found, but due to French law inconsistency it was never returned to Ustinov).

In his autobiography he even went as far as to claim that he knew what car he was. "Psychiatry was in its infancy then, both expensive and centred on Vienna. There was no one yet qualified to exorcise an internal combustion engine from a small boy. I know to this day precisely what make of car I was: an Amilcar. At one period in my life, I switched on in the morning, and only stopped being a car at night when I reversed into bed, and cut the ignition."



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