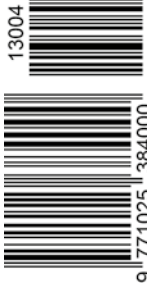


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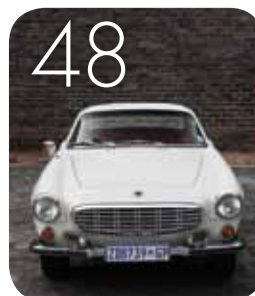
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Classic & Performance Car Africa

Publisher

Fred Phillips
fred@cpcpa.co.za

Editor

Stuart Grant
stuart@cpcpa.co.za

Sub-Editor

Thora Paver

Art Director

Ronel van Heerden
www.nineninety-nine.co.za

Contributors

Greg Mills, Robert Coucher, Mike Monk, Wendy Monk, Dave Hastie, Gavin Foster, Oliver Hirtenfelder, Christopher Van, Karen van der Merwe, Bob Hopkin.

Business Manager

Derek Hulse
Derek@cpcpa.co.za
082 451 3899

Marketing/Subscriptions & Accounts

Allison Phillips
Allison@cpcpa.co.za

Northern Regions Marketing

Dave Hastie
djh@icon.co.za
083 418 0372

Subscriptions, Advertising & Editorial

info@cpcpa.co.za
Stuart: 082 921 4583
Fred: 082 772 1909
Fax: 021 790 5183

PO Box 26961
Hout Bay
7872



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South African motorsport facilities are an endangered species. Not a week goes by without stories about the fine line Kyalami is walking. Every second week there is mention of how sad Lichtenberg is with its track lying dormant, and somebody whispered that Syringa Spa MX track was on thin ice too. Thankfully this month there was some good news from East London, and the historic fraternity have put in some decent support.

The famed track is putting in a massive effort to secure long term tenure and show sustainable development. The Eastern Cape MEC has shown an interest, as have a few potential investors and Mercedes-Benz South Africa has promised to assist. In order to sweeten the deals numerous upgrades like safety items, electrical, fencing, painting and maintenance were required, which deplete cash reserves quickly. An estimate of R60 000 was determined and the word spread via social media and emails.

Within a few days cash started rolling in from both private individuals and clubs. The target was met. So upgrades can be completed and deals brokered. It looks likely that we will continue to compete on the historic track. And

historic cars like the fast flowing old-school circuit.

Classic competitors like Zwartkops and Kyalami too. Have a look at our Zwartkops and Kyalami Passion for Speed festival gallery on page 78. Multiply the number of pictures by 20 or 30 and you'll get a mental image as to how many competitors took part. Then add in the largest crowd you'll see at a local race meeting and you get the idea.

Welkom, another track with a topsy-turvy past and future, also came to the party with the first real South African endurance race in two decades this February. Fred Phillips competed and reports on page 74.

We are not all racing though, with Mike Monk getting behind the wheel of a Pontiac Strato Chief and Bristol 403. Gavin Foster talks Suzuki GT750, Bob Hopkin Honda S2000 and there are tales of Mercedes-Benz W114 ownership, BMC's attempt to make a small 4x4 and the queen of insanity - 'Lucy' a 27-litre tank engine monster with personality on page 28. Greg Mills talks to legendary driver Don Philp, we say goodbye to the great Dave Charlton, and Robert Coucher drives sideways in the snow.

Hope you enjoy, and feel free to drop me an email or letter sharing any of your classic motoring exploits.

Stuart

THE DON



Philp seated in the 'Mighty Atom' prior to the start of the 1955 False Bay 100 at Gunners Circle in Epping, Cape Town.



A rare shot. Don Philp in the Quadro during the 1961 Rand Grand Prix. (Image: Andrew Embleton)



Don, in his Singer Special, avoids the haybales during the 1948 Van Riebeeck Trophy. (Image: Rob Young Collection)

Donald Philp stands tall. At over 6'2", he is a giant of his generation. In his 90th year, he has outlasted most of his World War Two contemporaries. And not making his job any easier was racing through one of the most dangerous Grand Prix eras in the process, with his bright red 'Mighty Atom' and Cooper-Climax becoming fast fixtures on the SA scene.

By Greg Mills & Robert Young, who spoke to Don over a 'late' Xmas lunch at Pringle Bay

From very humble origins, he and his father built up one of the largest private motor dealerships countrywide, which is still going strong, like him, today. And in all of this, he has retained a humility and generosity to serve as an example to all.

Born in Green Point on 25 November 1923, Don's schooling and early upbringing was, by his own admission, discombobulated. By Standard Five his mother and the four children had followed his father, Wallace, who had a job "in the shunting yard" with Rhodesian Railways, up to Fort

Victoria, after which he moved to Rhodesian Motor Service "driving Thorneycroft trucks". After his father fell ill, his mother, Joan, packed the children into the train back to the Cape in 1935. After pounding the streets, his father, now recovered, finally managed to get a job with Holmes Motors selling cars, being transferred to Stellenbosch the following year.

And so was born an association with the town and its motor-trade that continues today.

Soon after, Holmes decided to close its operation in the university town, however, and offered Wallace the

business, comprising "a small office, showroom, a yard for repairing cars and a sledgehammer mechanic, for £100". To fund the purchase Wallace borrowed the money from his father, though still "I had no cars to sell, with petrol pumps on the pavement, fed by 44-gallon drums brought from the BP station in Maitland by ox-waggon".

Don left school in 1942, and "realising that I needed some trade to secure my future", joined De Beers where he qualified as a Health Inspector. Then, in an era when selflessness and sacrifice were not the uncommon qualities of today, Don volunteered for military



Don's Cooper-Climax leads Bill Jennings' Porsche powered mount at Fisantekraal, 1960. (Image: Koos Swanepoel)



The 'Mighty Atom' without its Maserati 4CL grille. (Image: Denis Mills)



Cooper-Climax at the 1960 East London SAGP. (Image: Peter Little)



The Dick Gibson Cooper-Climax that became the Quadro. (Image: Denis Mills)



The 'Mighty Atom' during the 1954 East London Handicap. (Image: Rob Young Collection)

service "to help my country". As a point of history, 400 000 South Africans signed up in the Second World War, the highest per capita turnout of any all-volunteer force, of whom 12 000 paid the ultimate price.

Don's time in uniform saw him, first, in Tabora in central Tanganyika, a grim, tented staging post for the troops going north where "we spent much of our time fighting mosquitoes, the real enemy". Then it was onwards to Wadi Halfa in the Western Desert and to Cairo where he was demobbed, arriving back in Cape Town in 1946 where he joined his father in business.

By the time Wallace retired in 1954 the business had grown to a Stellenbosch sub-dealership for Ford, going under the name 'Selford', with spanking new premises. "They said that Englishmen who came to live in the heart of Afrikanerdom were mad, as the town was then a long journey out from Cape Town," chuckles Don.

His taste for competition had been provided in 1947 in a Singer Le Mans at the Camps Bay and Tygerberg Hill Climbs. He then pleaded with his father for a loan of £150 to buy "a Singer Special from Hoffie le Roux, who wanted to sell it to build a Lancia-based successor".

Don had by then befriended the Paarl-based Hoffie and his brother Dave and other race-enthusiasts, Ren Malan in nearby Wellington along with Paarl's Willie Mostert and the Costa brothers Nino and Philip.

In 1952 Don was married and honeymooned in England. As befits all petrolheads, even on honeymoon, "while sitting above the engines in steerage class on the Cape Town Castle, I dreamt of building a new car". Once back in the Cape in September 1952, Don took the Singer apart in a corner of the garage, putting in a narrowed Valiant back-axle, a Riley engine (soon



Don and Piet van Niekerk drove the twin-cam Flamingo to second in the 1964 Roy Hesketh 6 Hour.
(Image: David Greer/Rob Young Collection)



Bill Jennings and Donald Philp, Cape Town, 2008.
(Image: Rob Young)



Philp's Cooper-Climax during the 1960 East London SAGP.
(Image: Ann White)

replaced by a Morris however), and a Riley close-ratio box, cloaking the car in a body rolled by Wareings, with a Maserati 4CLT-type grille.

Then, on 2 January 1953, the new car, resplendent in red, Don's racing colour, and nicknamed the 'Mighty Atom', debuted at Gunner's Circle, distinguishing itself and its driver in a "hectic dice" with acknowledged frontrunner Les Miller in his MG special. Roddy Turner competed against Don in the early 1950s in his own Austin Special, based on a canted-over Austin A40 engine, so that the plugs were nearly vertical. In the self-help, can-do spirit of the time, Turner fabricated his own dry-sump system, "though I was probably too clever for my own good in that regard – I still am not sure why I did that!" It was an era, reflects Turner (who will turn a sprightly 90 in 2013) where the challenges were, first, "money, or the lack of it, second that you had to do everything yourself, and third, that there were no parts available off the shelf even if you had the money to buy them."

On Don selling the 'Mighty Atom' in 1959, "it was at 'Stage One', with twin SU carbs, 9.3:1 compression ratio, and an exhaust system made by Slabber, which was worth at least 500 revs". The 'Atom' went to "a Mr Nel" in Stellenbosch then onto Koos Swanepoel before disappearing into the "scrapyard in the sky".

With it, Don had established a reputation as one of the men to beat

at Gunner's Circle, Elsie's Rivier, the Fisantekraal airfield track northeast of Durbanville (built originally in 1943 to operate Lockheed Ventura bombers), and on the very dangerous Esplanade Circuit on East London's waterfront. This track was infamous for its unforgiving and deadly combination of telegraph poles, steel railings, kerbs and concrete bollards. The Esplanade street-track claimed the lives of Tex Kingdon in the ex-Mario Maserati in 1955, and in 1956 of both Doug Duff (the first SA Driver's Champion in 1953) in his Cooper 500-based but front-engined 'Sartor Special' and Alan Shiers (driving the ex-Frank Brodie 1955 Championship-winning MG Special). The same year Cape Town's Edgar Hoal was seriously injured when his Riley overturned.

Don has the distinction of being one of the first South Africans to have driven a Ferrari in a major competition. On 15 November 1958, equipped with what was reputed to be the ex-Count Vittorio Marzotto 1952 Monaco Grand Prix-winning Ferrari 225S Spyder Vignale, he teamed up with his great friend Bill Jennings to take part in South Africa's first 9 Hour endurance test at Grand Central. The 2.7-litre sports-racer was ill-suited to the tight and bumpy circuit, but after several pit stops and "adventures" caused by various problems, they soldiered on to finish the race in thirteenth spot.

The 'Atom' made way for the ex-Dick Gibson Mk II Cooper (T43)

1957-vintage F2 car which had come out to South Africa as part of the overseas contingent in 1958 and 1959. "I realized that these new, rear-engined cars were a step up from anything we had. We did a deal at the Newlands Hotel. He wanted £2 000 for it. The problem was that we could not get a permit to import racing cars at that time, so he had to take the car back to the UK and we had to re-import it as 'Dart parts' (under the permit Bob van Niekerk kindly afforded), which is why it was entered ultimately as the 'Dart Cooper Climax'. Gibson promised to strip it down into small parts and send it back to meet these requirements. But when we collected the car in our second-hand truck from the Queen's Warehouse at the Cape Town docks and took it back to Bob's in Paarden Eiland, we discovered Gibson had only stripped the car into two bits: the engine and gearbox in one, the chassis and suspension as another. It was a good thing customs never opened that box!" Gibson, who was from Bourne in Lincolnshire, the home of ERA, BRM and Pilbeam, and who died in 2010 at the ripe age of 92, had used the Formula Two T43 in two German GPs in 1957 and '58.

Armed with the Cooper, equipped with a 1660cc F2 Climax engine for Tasman rules, Don became a serious championship contender. In the 1960 SAGP, Don finished a commendable fifth behind Paul Frere's Cooper-Climax, Stirling Moss' Cooper-Borgward, Syd van der Vyver's



Don blasting a 1172cc Ford Anglia 100E side valve around Epping in 1955.

Cooper-Alfa and Lucian Bianchi's Cooper-Climax on the East London track, just ahead of Ian Fraser Jones' Porsche RS. "The MG was a lovely, balanced car to drive," recalls Don, "but the Cooper was much more difficult, being quick, but in a tail-out, power-on, oversteer style." Regardless, he finished second in the 1960 SA Driver's Championship behind van Der Vyver, a man he rates, along with driver-constructor Doug Serrurier, as the toughest he competed against.

A few days later he followed up this fine performance with a great drive in the False Bay 100. After a thrilling wheel-to-wheel duel with Syd van der Vyver's similar car around the tricky and somewhat dangerous Sacks Circle, he narrowly ousted his rival to finish second behind the modern Cooper-Borgward of Britain's 'coming man', Chris Bristow. (Considered a 'wild-man', Bristow was killed aged just 22 in grisly circumstances in the 1960 Belgian GP when his Yeoman Credit Cooper rolled through a barbed-wire fence. The same race and corner claimed his great friend Alan Stacey only laps later, apparently when he was hit in the face by a bird.)

In 1961 Don was given the opportunity to drive a more modern and rather unique Cooper – the *Scuderia Lupini* Mk IV with its 150S Maserati engine. The heavy twin-plug sportscar engine was heavy, however, and suffered from various electronics maladies. Don was not alone in having little luck with what was called 'The

Mule' by its drivers, who included John Love, Trevor Blokdyk and Serrurier.

A more, modern, independently-sprung Cooper variant was in the works. "Martin Slabber, by then lecturing at Stellenbosch, but who had also been building Zephyrs with V8s, said that we should build a new car, with coil springs rather than the Cooper's leaves," recalls Don. "The new car, using the Cooper running gear and christened the 'Quadro' after the four of us - Slabber (Team Manager), Chris Herbst (from Selford's Panel Shop), Frans Beyleveld (Stellenbosch University Engineering Department) and myself (*handlanger*) - working on it, and having four wheels and four cylinders, was ready for the 1962 *Springbok Series*. But we did not have enough time or personally enough mechanical knowledge, and the car was plagued by wheel-bearing and braking problems."

Although it had not disgraced itself for pace, the 'Quadro' was converted back into the Cooper for the rest of the 1962 and 1963 seasons, Don finishing seventh in the Daily Dispatch support race to the 1962 SAGP, with the main event being won by Graham Hill's BRM. More importantly, Don's wife Barbara, who had been a pillar of support, by that time had decided not to attend the races anymore.

It was time. Apart from a few endurance races, including the 6 Hour at Pietermaritzburg in a special lightweight twin-cam Flamingo in March 1964 sharing the driving with

the equally lanky Piet van Niekerk (in which they finished second behind the Henri le Roux/GertCoetzer Lola-Climax Mk. 1), he retired from driving. The Cape pair was denied victory when the Flamingo's brakes failed in the closing stages of the race at the end of the main straight at over 120 mph!

But Don was not done with motorsport altogether. By 1971 Selford, which had grown into a major Cape Ford dealer, was sponsoring Peter Gough in his V8 Capri Perana, fettled by Willie Meissner. "Willie modified the rear springs in a way," recalls Gough, "which permitted the use of 11-inch wheels rather than the standard seven-inch, though the locating points of the axle remained the same, and thus within the rules." Along with the use of Formula 5000 brakes, these modifications meant the Capri was able to get down to 1:26 at Killarney, three seconds under the times of the famous 151Y Meissner Escort. Then, when the Capetonian suffered his (first) career-ending fire in the works Mazda in Bulawayo in 1971, Don took him in. "Peter's incredible personality made him a top salesman" at the Selford and Donford franchises, in spite of his burns.

Don Philp stepped back from an active role in his motor businesses in 1990, handing over the reins, as his father had done before, to his son Mark. He still, however, maintains a regular presence on the motoring scene, always a gentle giant of the sport. 🏁



Having grown up in Slaap Stad I have little experience of driving on snow and ice. And I have never been entirely happy getting to grips with the counter-intuitive Porsche 911. So an invitation to Sweden to drive a rally-prepared 911 on a frozen and snow-covered lake was met with a degree of trepidation.

Francis Tuthill has been involved in motorsport for over 35 years. He competed in the 1977 London-Sydney

in a VW Beetle then won the event in 1983 in a Porsche 911. Since then he's been rally preparing 911s for events like the East Africa Safari Classic Rally, and Tuthill Porsche is at the forefront of preparing these great sports cars for the most gruelling rallies. Francis' son, Richard, is an international rally ace who finished third in the East Africa in 2003 driving a 911. Retired from professional rallying he now runs Tuthill Porsche as well as Below Zero Ice Driving.

We arrive in the town of Åre in

northern Sweden where the frozen lake is located. Åre is Sweden's largest ski resort and is picture perfect. The place is completely covered in thick snow and is seemingly deserted.

Richard Tuthill feels that 911s are the best weapons for use on his ice driving course because they are a challenge but effective once you get to grips with them, and are much more exciting than rear-wheel-drive cars.

So, we are going to blast a bunch of old 911s around a frozen lake as fast as we can. Hmm, that leads to a restless



Robert Coucher was born in Cape Town but has lived in London since 1988. Previously the editor of *Classic Cars* and the *Bentley* magazine, Robert started *Octane* magazine eight years ago and it now sells around the world to discerning motoring enthusiasts and racers. www.octane-magazine.com



ICE COOL

Robert Coucher goes fully sideways in a rally-prepared Porsche 911 on a frozen lake in Sweden.



He fires up the chainsaw-sounding engine, whacks it into gear and we wheel spin off in a flurry of snow.

night at the superbly modernistic Kall Auto Lodge hotel built by rally drivers Colin McRae and Staffan Parmander in 2005.

Next morning we arrive at the lake and are met by the Below Zero rig and a line-up of half a dozen classic 911s. The cars are stripped out 1978 911SCs, their 3-litre carburettored engines producing about 260bhp and featuring close ratio gearboxes and limited-slip diffs. The interiors include race seats, harnesses and sturdy roll cages. Simple and effective classic 911s. What you do notice is that the cars are set fairly high on their suspension and the tyres are studded.

With no messing about, Richard leaps into a blue 911 and I strap into the passenger seat. He fires up the chainsaw-sounding engine, whacks it into gear and we wheel spin off in a flurry of snow. Instantly I am comfortable as he aims the fast charging Porsche at the first practice slalom pole. Tuthill is incredible on the loose. His



analogy is skiing: it's about balance and control, moving weight and grip to where it is needed.

"You have to work a 911; you must tell it what to do. Drive it like you stole it," he laughs as he sets the Porsche into a series of stomach flipping slides, pinpoint perfect down the long slalom test. "Be positive and proactive. The rear of a 911 is the best bit; it's getting the front end to grip that is the challenge," Richard says adding a dab of left-foot braking and lifting off to change direction. "Now you have a go," and I have that horrible split-second realisation that I cannot even begin to slide a tail-happy 911 about anything like he has just done...

Trying to remember instructions, I wind it up in second gear, aim at the first pole, lift the throttle, brake, turn in, flick the steering the opposite direction and the 911 is instantly sliding. Hold the slide on the throttle then lift, brake, swing the other way for the next slalom. Exhilarating! Within seconds I am sliding a 911 about with abandon because there is nowhere to have an 'off'. Get it wrong and the car just *doofs* into a soft snow bank.

Confidence builds quickly and soon I am at such acute angles, the steering

wheel is cranked fully over on the stop with a rooster tail of snow churning out behind. Tuthill gets back in and continues the lesson, gently bursting my bubble by pointing out my lovely slides are slow and I am being too throttle heavy. "With a 911 there are three stages to a corner: aggression, followed by a degree of patience, then power out."

After lunch in the nearby hunting lodge it is time to attack the long ice

The fun of sliding about takes on a harder edge as you are soon attacking the corners at about 140km/h on the steering stop, which gets your full attention.

circuit with this newfound confidence. What an absolute pleasure to hold a 911 in long, long slides on the throttle at these ludicrous angles of attack.

With the basics learnt the support team swaps the studded tyres for ones with more pronounced studs and the difference is immense. Now the 911s have 50 percent more grip, which equates to more control and much more speed. The fun of sliding about takes on a harder edge as you

are soon attacking the corners at about 140km/h on the steering stop, which gets your full attention.

Richard has brought along his personal project car. It started life as an early 912, meaning it is a light, short-wheelbase car. He has shoehorned a 2.2-litre six-pot 911 engine into the back producing around 140bhp. Richard takes me out for a last blast in this diminutive weapon. The car is not overly powerful but it is taut and eager

and is wearing thinner tyres with even bigger studs. His commitment is astonishing. He gets the front wing buried right into the apex of each bend on full throttle and dances the car around the circuit at impossible speed, sideways all the way.

Initially I never thought I'd find myself capable of doing this. But after a full two days of tuition your confidence and skill improve enormously, to the point where you find yourself in a full drift in a Porsche 911 doing 140km/h with the rev needle pointing at six thou'. Novice or pro, you really must experience the thrill of this Below Zero Ice Driving before you die. 📍

Consult www.belowzeroicedriving.com.



CLASSIC CAR AUCTION

GARDEN ROUTE MOTOR CLUB SHOW

KNYSNA HIGH SCHOOL GROUNDS,
WATERFRONT DRIVE, KNYSNA
SATURDAY, 4 MAY, 2013 AT 1.00 P.M.

Following the success of their Vintage, Classic & Sports Car auction at the Midas George Old Car Show in February, the HOUSE OF CLASSIC & SPORTS CARS in Knysna is proud to be hosting another auction at the Garden Route Motor Club Show on 4 May, 2013.

There will be ±25 exceptional vehicles available to the highest bidder.

Only Vintage, Classic & Sports Cars in superior condition will be considered for this Auction. If you have such a vehicle that you would like to place on auction, please contact us on 044-382 1000 or 082 566 7897 or email wendy.r@hocasc.co.za before entries close on 17 April, 2013.

With some of the world's most collectable cars crossing the auction block, don't miss out on this high-energy auction action, the proceeds of which will go to deserving charities.



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LOTUS FLOWERS

The National Botanical Gardens in Pretoria played host to a Concours de Elegance organised by The Lotus Register of South Africa in February. A stunning turnout of some fifty cars that ranged from a pair of 1968 genuine Lotus 7 models through variations of Élan, Esprit Turbo, Elise and Exige, were parked in the gardens in four different categories.

In the Classic Lotus category top scores were level on 94% so the oldest model, the 1984 Esprit Turbo of Dawie Olivier, took top honours.

The Birkin and Caterham category was won by Ken Goodenough on 97.5%, with the S3 version of Alan Keevy coming in a close second on 94%. The Homebuilt category honour was awarded to the Millenium 7 of Roger Houghton with a score of 77% and Ron Liddiard won the Spectator Appeal with his Lotus 51.

- Dave Hastie

OLD WHEELERS, NEW HOME

The Old Wheelers Club of Namibia recently held the ceremonial breaking of the ground for the new club house in Stadium Street in Windhoek. Stage One is the building of the club house with a perimeter fence followed by an office, garages and a caretaker's flat. A museum is planned on the western perimeter in the not-too-distant future. Construction commences toward the end of April 2013.

The Old Wheelers Club is selling bricks in N\$100, N\$1 000 and N\$5 000 denominations to assist with the financing of the building and the interior finishes.

To be part of the future please buy your brick at either Mr Hans-Gerd Roeschlau at African Building Supplies, Rolf Redecker at Nirosta or in the afternoons at the current club house in MacAdam Street.



Old Wheelers Club of Namibia breaking ground for their new clubhouse complex.

PETROLHEADS IN PARADISE

The annual charity Garden Route Classic Car Show will take place in Knysna on Saturday 4 May 2013 at the Knysna High School sports field located on Waterfront Drive. The Show has become a magnet for local and national petrolheads, featuring a wide spectrum of classics including displays from some of the most famous names such as Aston Martin, Austin-Healey, Jaguar, Lotus, Mercedes-Benz, MG, Morgan, Porsche and Triumph as well as golden oldies from the USA and elsewhere. The emphasis is on showing interesting cars and to pay tribute to these cars while bringing together people who share a passion for automobiles.

The Garden Route Motor Club has committed to a vision for its annual Show to emulate and become the 'Pebble Beach' of South Africa. Knysna is ideally located in the heart of the Garden Route with much to see and do. This year they have formed a partnership with The House of Classic and Sports Cars to offer a trading platform for a classic car auction, with some of the proceeds being donated to charities including Hospice, Animal Welfare and E-Pap (child feeding scheme).

The Show will feature a number of themed displays including Great Collector Cars parked in a VIP area, the evolution of certain car marques, supercars and car clubs to mention a few. Negotiations are well under way with a number of the country's most valuable collections to send along a few of their prized possessions.

Classic & Performance Car Africa will sponsor two Concours d'Elegance trophies, one awarded by a panel of experienced judges and the other determined by public voting. To add to the garden fete atmosphere, there will be variety of quality food and refreshments stands and entertainment for the kids. The entrance fee is R20 for adults and R10 for children, with under-10s free.

As 1 May is a public holiday, the opportunity arises for an extended weekend visit to Knysna to participate in and/or visit the Show and take in some of Knysna's many other attractions. Accommodation is plentiful and there are numerous good restaurants to suit all pockets. The Protea Knysna Quays Hotel is adjacent to the Waterfront and is only a couple of minutes away from the venue. The hotel is offering a special rate for participants.

For further details contact Garden Route Motor Club chairman and Show co-ordinator Peter Pretorius on 082 321 4724 or 044 533 5114 or e-mail peterp@epweb.co.za.



MMMAGIC

A group of MG Triple-M owners will come together in April in the picturesque Franschhoek region to celebrate these pre-war classics that were built between 1929 and 1936. The name derives from the three main MG model classifications of the time: Midget, Magna and Magnette. The gathering starts off with a 'meet and greet' on Friday 5 April at the FMM before settling-in at the town's four-star Protea Hotel. The serious proceedings commence on the Saturday with a rally from the hotel to the Zorgvliet Estate in the Banghoek Valley. The rally will conclude back at the Protea with a sophisticated commemorative dinner.

Another rally takes place on the Sunday, terminating at FMM where the MGs will be put on display as the participants enjoy a luncheon at the Museum's delicatessen. This occasion will also be a tribute to the late Phillip Costa, his family and his MGs. A highlight of the weekend will be the display of Phillip's well-known MG race car known as Hoodoo. This car is one of a few survivors of the early Camps Bay Hill Climb events.



NEW DISPLAYS



MORE ON THE WEB

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

The Franschhoek Motor Museum is situated on the L'Ormarins Estate along the R45 in the Franschhoek Valley in the Western Cape. The opening hours are Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00), and the Museum is open on most public holidays. Admission prices are R60 adults, R50 pensioners, R30 children.

Four new displays have been set up in the Museum's halls. Apart from a handful of MGs ranging from a 1932 J2 to a 1969 C set ready to welcome the Triple-M visit mentioned above,

there is a line-up of five Studebakers starting with a 1936 Dictator and ending with a 1964 Avanti. Then to celebrate 60 years of the DKW Sonderklasse, a rare Six Club Coupe model is the star of a display of other Deeks and Auto-Unions. And finally, as a build-up to Henry Ford's 150th birthday, a 1903 Model A, a 1911 Model T Roadster, a 1915 T Woody Wagon, a 1922 T Panel Van and a 1926 T Convertible illustrate Henry's pioneering days of automobile manufacture. These displays will soon be joined by a collection of Aston Martins to celebrate 100 years of the marque.



1955 300SL Gullwing sitting alongside its modern SLS equivalent.

THOROUGHBRED HORSEPOWER

As an integral part of the L'Ormarins Estate, each year the Franschhoek Motor Museum supports the annual L'Ormarins Queen's Plate, the Cape's most prestigious horse racing event. The weight-for-age race held at the Kenilworth Racecourse in Cape Town sees the best 16 thoroughbred horses in the country compete for the R1 million purse. This year, attendees were also able to view some horsepower of a different kind with some of the latest Mercedes-Benz automobiles displayed with a number of classic, rare examples courtesy of the Franschhoek Motor Museum.

Three Mercedes-Benz displays added appreciable style to the occasion with FMM's 1929 S-Type providing a stark contrast with the 1955 300SL Gullwing and 1957 300SL Roadster displayed alongside the new SLS-based equivalents. On another stand, the Museum's 1938 540K was partnered with the latest CLS63 AMG and the all-new Shooting Brake. On the lawn just before the finishing post, the 1971 280SE Cabriolet, 1980 450SEL 6.9 Saloon and 2003 DTM Coupé lined up with other new Mercedes models in an impressive display set against the backdrop of some of the country's finest race horses.

The Queen's Plate has become one of the Cape's acclaimed social gatherings where art and passion are captured not only in equestrian endeavours but also in the ancient wine-making skills evident in the Anthonij Rupert Wines on offer – and not to forget the Three-pointed Star cars.

- Mike Monk



1938 540K partnered with the latest CLS63 AMG.



1957 300SL and 2013 SLS Roadster.

GALE FORCE

For the past 17 years the Southern Cape Old Car Club's George Old Car Show has always attracted a large and eclectic mix of cars, commercials, motor cycles, tractors and associated machinery, and rates as one the biggest such annual automotive gatherings in the country. The two-day affair is traditionally held in early February and usually under baking sun conditions, but recently the rain gods have thrown in a few showers and this year storm clouds hovered over the Saturday's proceedings.

But the blackening skies failed to dampen the enthusiasm of the near-11 000 attendees who walked the sports fields of the PW Botha College to view the exhibits that had entered from all over the country.

Well over 900 exhibits were on display with Ali van Jaarsveld's 1903 curved dash Oldsmobile the oldest on view. Its diminutive size certainly contrasted with Nick Middlemann's 1907 Nordenfelt and Rudi Greyvenstein's 1928 Packard Roadster.

Lots of anniversary cars were on view, among them: Waldo Scribante's Benz Tourenwagen - 100 years old; Heinz Koncki's replica record-breaker 1953 Jabbeke Special represented the 60th birthday of the Triumph TR2; Brian Bruce's Austin-Healey 100 represented the BN1 model's six decades of existence; and a number of Auto Union/DKWs celebrated 60 years of the popular Sonderklasse. Also part of the two-stroke exhibits were a trio of Goggomobils. There was the usual strong turn-out of Darts and Flamingos from the very active GSM club while of the muscle cars on view, Desmond Peine's 1970 Dodge Coronet Super Bee stood out. Not many big fins to ogle over, although Gerhard de Jager's 1970 Chrysler New Yorker was a prime example of the art of



The drive past is a good way to view the cars.

extremes, as were the horizontal blades on Jan du Rand's collection of 1959 Chevrolets.

Other attractions included a neat example of the SA-specific Glas-nosed BMW 1800SA (belonging to Russell Osner); Mike Bailey's 1963 Ford Fairlane two-door/pick-up conversion that resulted from a tree crashing onto the rear of the original saloon bod; a pair of spotless Rapiers – Abie Fullard's 1965 Series IV and Jan Miller's 1966 Series V – proudly representing Sunbeam; and the two 1960 Mercedes-Benz light trucks (Rene and Waldo Scribante's). Of the motor cycles, Ray Kretschmann's 1946 BSA and sidecar had lots of period appeal.

Apart from the continual drive-pasts of all the vehicles in groups of age, type and make a recent addition to the programme has been the Protea Hotels Classic Car Auction. Facilitated by the House of Classic & Sports Cars, 50 potential buyers registered for the auction and under the gaze of a large crowd, 25 cars came under the hammer with bids ranging from R30 000 for a 1979 Mercury Cougar to R350 000 for a 2007 Jaguar XK. A restored 1929 Chevrolet Roadster went for R115 000 and although not all lots reached their reserve, after some after-auction negotiations, 13 cars were sold.

The buyer's premium (six% on all sales) was given to the SCOCC, of which a portion will be donated to charity. A spokesperson from House of Classic & Sports Cars commented, "Vintage cars will always be a draw-card for enthusiasts from all sectors and income groups. It's encouraging to know that their collective interest can help deserving charitable institutions to achieve their goals and aspirations."

Beverage stands kept spectators fed and watered while a craft market and a well-supported toy fair provided alternative viewing along with a trade area with new cars and aftermarket products. The proceeds of the Show went to local charities with the main recipient being 'Reach for a Dream ... Inspiring Hope'.

- Mike Monk



Studebaker line-up with a mass of people and marques in the background.

VETERANS ON THE RUN



1903 Curved dash Oldsmobile of Ali van Jaarsveld.



Boetie van Zyl's 1914 Hupmobile.

Pre-1918 cars and motor cycles revelled in the Crankhandle Club's Kalk Bay Run, from the clubhouse to Kalk Bay Harbour and beyond. This year some up-country and foreign nationals took part as a trial run for the SAVVA National Edwardian and Veteran Tour that was to start in George on the following Tuesday.

Starting from Wynberg, participants had a choice of either a short route along Main Road to Lakeside or a longer drive through the Tokai Forest before gathering for a stop at the harbour. Resuming the Run, the less powerful vehicles headed out on the coastal route to Millers Point while the powerful machines charged over Red Hill and along to Millers Point. From there, for all it was to Jubilee Square in Simon's Town for lunch at the Seven Seas Club, appropriately the oldest such establishment in the Cape.

Gauteng-based Ali van Jaarsveld's 1903 curved dash Oldsmobile needed some fine tuning to run properly at the coast. Ali only started driving the car three weeks before the event following the passing of her husband Kobus, and proved adept at piloting the tiller-steered car. The other lady driver taking part was the Southern Cape Old Car Club's PRO Karen van der Merwe, and she was faced with replacing the right-front tyre of her bright red 1911 Ford Model T. Karl Reitz brought his 1914 Maxwell from the Wilderness, and Kevin Casey travelled from Harrismith with two 1915 Model Ts – his own and the one belonging to Swiss-based Ockert van der Berg.

Four motor cycles from the Cape Vintage Motorcycle Club

joined 17 vehicles at the Crankhandle clubhouse but sadly two did not progress much further. The club's own 1902 Wolseley and Swiss Martin Hirs' ex-Greyvenstein 1913 Talbot became *hors de combat* almost immediately - the Wolseley when the crank handle broke in the dog (!) and the Talbot with an ignition malady. But for the rest the half-day outing was a pleasure, the weather varying from cloudy to sunny but thankfully without the strong south-easterly.

Oldest car on the Run was UCT's 1901 Benz Ideal that is cared for by the Crankhandle Club and driven on this occasion by the Run's organiser Harvey Metcalf. At the other end of the spectrum were the giants – Len Ward's Count Labia's 1905 De Dietrich Phaeton, Hans Zwets' 1912 Rover 12 Colonial, Van Zyl's Hupmobile and Mike Watson's 1915 Rolls-Royce Silver Ghost, which is said to be the oldest Rolls in SA.

The motor cycles – Adrian Dennis' 1912 BAT, Adrian Woodley's 1913 Royal Enfield, Brian Wallace's 1914 Douglas and Bruce Kirby's 1914 New Hudson – revelled in the conditions and set a brisk pace on each of the legs. The nature of the event allowed for some freedom of travel and a number of vehicles took the opportunity to extend their routes a little, much to the pleasure of owners, passengers and general public alike.

- Mike Monk

SHOWS TO VISIT

The Scottburgh Classic Car Club hosts its annual Car Show on Sunday **21 July** at the Scottburgh Country Club. Last year the event, which caters for cars and bikes older than 1975, saw 375 classic vehicles on show, and 2013 promises to be even bigger.

For information visit www.scottburghclassiccarshow.co.za.

Vryheid Vintage Car Club holds its annual Car Show on **15 June**.

This is by far the largest vintage car show in the Northern KZN region with 280 entries displayed in 2012. All vintage, classic, hotrod and motor-cycle clubs are welcome and so are the vintage tractor and stationary engine fans.

Details can be found on www.thevcc.com.

CHARITABLE FUN IN THE SUN

The usual eclectic mix of very old and fairly old vehicles filled the grounds of Cape Town's historic Timour Hall Villa in January for the annual Classic Car and Bike Show. Saturday was devoted to hot rods, street rods and sports/racing cars and performance-minded clubs while Sunday filled the grounds with classic cars and bikes and cycles dating from the turn of the last century to the 1980s. Of the few hundred cars that were displayed over the weekend, the long-established Crankhandle Club, as ever, lent considerable support with its members bringing along a diverse number of vehicles for public viewing. Of the participating one-make car clubs, Triumph impressed with a big turn-out including an unusual Californian-built Devin model. Of the many Jaguars on show, a 1977 Coupé-based Flip Top Conversions XJ6 convertible was also a rare find. Other well-represented marques included Austin-Healey, MG, Morris Minor, Cobra, Dart, Citroën, Renault and Peugeot, the latter enthusiasts' club displaying a 1928 Type 190S that boasted no shock absorbers and brakes on the rear wheels only. In the elegance stakes, a 1936 Jaguar SS100, a 1954 Bentley R-Type, a 1949 Mercedes-Benz S170 and a 1960 Studebaker Lark VIII convertible took



Believe it or not but this is a modern 3-wheel Morgan. In front of a row of four-wheeled models from the same factory.

my eye, while from a rarity point of view, a 'work in progress' 1934 Raleigh Safety Seven – one of only six known worldwide – was the event's surprise package.

The show also featured a number of working stationary engines, and this year an auto jumble was included attracting many enthusiasts seeking that elusive 'widget' for their restoration project. Model car trading was also seen to be brisk.

Timour Hall dates back to 1796, with the Villa currently leased to the International Police Association. The Show is the Association's main fund-raiser with money shared between the IPA's and another charity, which this year was the Village Care and Aged Centre situated in the Cape Flats. Over the years, this event has raised more than R120 000 for various charities.

- Mike Monk

HARLEY-DAVIDSON CELEBRATES

William J. "Bill" Davidson, Vice-President of the Harley-Davidson Museum, will visit South Africa for the first time to join the iconic brand's 110th Anniversary celebration at Africa Bike Week from 26 to 29 April 2013. The iconic American brand is celebrating 110 years of freedom, self-expression and epic adventures. South Africans will have an opportunity, for the first time, to meet the current face of the Harley-Davidson legacy, Bill Davidson. Davidson said, "I am looking forward to Africa Bike Week and joining our fans in South Africa in celebrating Harley-Davidson's 110th Anniversary. It's always a pleasure to meet, speak with and ride alongside Harley-Davidson enthusiasts."



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SPEEDWEEK GOES BLACK

Due to the success of the Kalahari Desert SpeedWeek, many have asked if a tar SpeedWeek could be arranged as an additional annual event. And organizers have obliged. Upington All Tar SpeedWeek will take place at Upington Airport from 28 to 30 April 2013. Many of you may know that the Upington Airport has 2 runways, the first being for the daily air traffic and the second [very long] one for really big cargo planes and the space shuttle. It was partly funded by NASA as a backup landing strip should the shuttle blow off course. It measures an impressive 5.5km and is the longest runway in the southern hemisphere.

For more information visit
www.upingtonspeedweek.com.



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1972 Peugeot 504 Cabriolet



1929 Chevrolet Phaeton



2001 Volvo Cabriolet



1948 Buick



1957 Rover 90



1991 Ferrari 348TS



2007 Jaguar XK Convertible



1948 Plymouth



1940 Packard



2002 Mercedes 320 CLK



2007 Mercedes 350 CLK



1934 Plymouth 4 Door



1964 Cadillac Series 62 Convertible



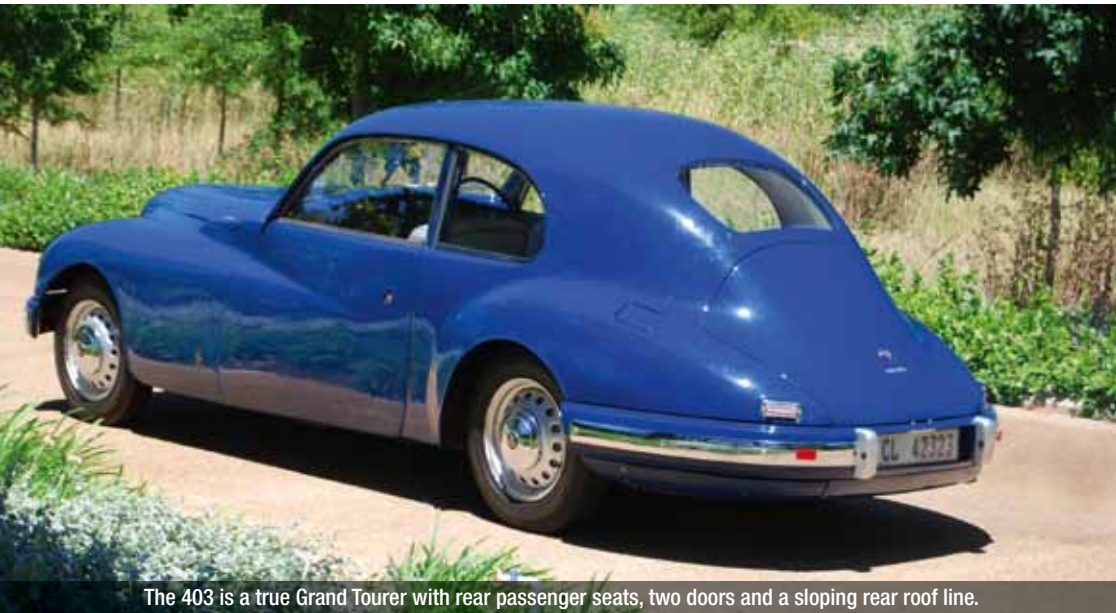
1930 Ford Model A



1937 Plymouth Coupe

ALSO AVAILABLE:

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MGA Roadster... Jaguar Mk2... Mercedes 600SEC (Security Version)... Plus... Plus... Plus.



The 403 is a true Grand Tourer with rear passenger seats, two doors and a sloping rear roof line.



WELCOME • ON BOARD •

From Bavaria to Bristol – not a flight of fancy. **Mike Monk** drives one of Britain's more individualistic Grand Tourers built by an aircraft company.

Pictures: Mike and Wendy Monk



The 400's styling differed slightly from the BMW 327, even sporting a kidney grille and close-set headlamps.

In the aftermath of World War Two, The Bristol Aeroplane Company (founded in 1910) decided to diversify and began manufacturing automobiles, and towards the end of 1946 announced its first car, the 400, with production slated for the following year. In fact, it was one of Britain's very first post-war new cars. Its short gestation period was down to the fact that the company obtained a licence from Frazer Nash to build BMW-based cars, which, in turn, had acquired the right as part of war reparation from Germany. So rather than having to start with a ground-up

design, Bristol was able to draw on the BMW 326 (chassis), 327 (body) and 328 (engine) models to create the 400.

In 1947 BMW's talented engineer Fritz Friedler – the man behind the six-cylinder 326/327/328 cars that paved the road to success for BMW – left his senior post at the company to join H J Aldington's AFN (Frazer Nash) Ltd but was almost immediately loaned to Bristol as a consultant for the 400's development. After three years with AFN he returned to BMW where he was responsible for the new V8 engine and the 501/503/507 series of cars. He became chairman of BMW AG from

1955 to 1956 before retiring in 1966. So little wonder then that the Bristol was a success from the outset.

The 400's styling differed only slightly from that of its Bavarian-built donor designs, the kidney grille and close-set headlamps doing little to disguise the fact. Either way, they are all handsome designs that have stood the test of time and today are all considered classics. The car was immediately recognisable as a Grand Tourer, its long 114-inch (2 896mm) wheelbase, centralised chassis lubrication, transverse independent front suspension and precise rack-



2-litre Bristol engine with triple carbs made 100bhp and was good for 167.4km/h.



Pillar hinged indicators.

It is perhaps a testament to both companies' aircraft industry roots that aerodynamics figure in each model's flowing, low-drag design and quality build standards are evident throughout.

and-pinion steering endowing it with excellent road manners for its time, and brakes were well up to their task, too. It is perhaps a testament to both companies' aircraft industry roots that aerodynamics figure in each model's flowing, low-drag design and quality build standards are evident throughout.

Part of the licensing deal included use of BMW's superb 1 971cm³ straight-six

overhead-valve engine that with a single carburettor delivered 80bhp (59.6kW). Acceleration to 60mph (96km/h) took a leisurely 19.1 seconds, which belies its sporty nature, and top speed was 90mph (144.8km/h), a gait that the 400 could maintain all day long, suggesting overall gearing was chosen for

cruising rather than sprinting.

The 400 was joined in 1949 by the 401 that featured an even more aerodynamic (no door handles, for instance) full-width body, still with headlamps flanking the now shortened kidney grille. The Aerodyne design, with its teardrop tail, was constructed using Carrozzeria Touring of Milan's *Superleggera* principle of lightweight aluminium panels attached to a steel tubular space-frame. This allowed for a convertible to be made – the 402 –

but only 23 were ever built and were bought mainly by the rich and famous, including actress Jean Simmons. Twin-carbs pushed power up to 85bhp (63.4kW) that helped reduce the 0-60mph time to 15.1 seconds and raise top speed to 98mph (157.7km/h). Respected English motoring weekly *The Motor* said the 401 was 'a car in a class of its own'.

Building on such accolades, the 403 was introduced in May 1953, being effectively a tweaked version of the 401 identifiable by four headlamps, a silver grille and 403 badging on the sides of the sideways-hinged bonnet. The engine received bigger valves, larger main bearings and triple carburettors that contributed towards a power increase to 100bhp (74.6kW), which dropped the 0-60mph time to 13.4 seconds and lifted top speed to 104mph (167.4km/h) – making it a genuine 'ton up' GT although no road tests appeared to substantiate this claim. Alfin (aluminium finned) drum brakes were used all round and a front anti-roll bar was fitted. Incidentally, 20 years after the 403 appeared it was reported that only four cars of the day had a better aerodynamic drag figure than its 0.4Cd, which accounted for the model's characteristic low wind noise.

The 403 is a striking car, the deep blue paintwork of the Franschhoek Motor Museum's example emphasising the flowing lines, the two-door body disguising the fact that it is a practical



Rear seating is plush and spacious.



A classy cabin with full width wood and conscious style elements like square dials and moustache-like steering wheel.

four-seater – five at a pinch. It is a big car – 4 864mm long, 1 702mm wide and 1 524mm high – but the proportions are so good that it does not appear cumbersome, the sloping rear and large side-glass area helping to balance the long bonnet. (By comparison, a BMW 3 Series Coupé – a modern 403 equivalent, perhaps? – measures 4 260 x 1 783 x 1 374mm, respectively.)

Step inside – the 403 retains a slightly vintage ‘sit on’ rather than ‘sit down’ seat height – and relax on the generous leather-upholstered chairs, and take in the full-width wood dashboard that carries a full range of instruments – with the square-ish rev counter in front of the driver and the matching speedo facing the passenger, the needles of both rotating counter-clockwise. The steering wheel’s two spokes droop like a moustache but overall it is a welcoming and comfortable cabin. A synchromesh gearbox with a long lever was carried over from the 401 but during the 403’s life a remote shift with a shorter, more precise lever was employed, as fitted to this car.

Twist the key, press the starter and that classic straight-six crackles into life and somehow immediately awakens the senses. Engage first, pull away and the sensation heightens. None of the controls are heavy to operate and looking at the road ahead

through the fairly shallow split windscreen and down that distinctive bonnet heightens expectations. I can imagine owners blasting through the twisting English countryside to an early-morning cross-channel ferry and emerging in Europe for a flat-out inter-continental run along unrestricted motorways to a luxury leisure destination, arriving relaxed

Today, the 403 is still a rewarding car to drive. Accept that it will be out-performed – but not out-run – by even modest family transport.

and unruffled, the car taking it all in its stride.

Today, the 403 is still a rewarding car to drive. Accept that it will be out-performed – but not out-run – by even modest family transport, but the Bristol has an undiminished elegance about it both inside and out that makes any journey a pleasurable task. Sure, the

steering is a little heavy and the turning circle of just over 11.4 metres makes for arm-rippling manoeuvring but on the open road its stability, engine pulling power and well-tuned suspension, allied with excellent brakes, make for highly composed progress – the 403 defines Grand Touring and represented a bespoke alternative to rivals such as the Aston Martin DB2/4.

The 403 was only in production for two years and was the last Bristol to carry the kidney grille. The subsequent 404 boasted a new body style but the earlier cars’ attributes and accolades continued. The 400 to 403s were built at a rate of between 100-150 units per year – no more than 300 403s were made – and were expensive, but soon established a loyal following that continues amongst active enthusiast clubs. It was a marque favoured – and long kept in the public limelight – by that charismatic and learned motoring journalist Leonard Setright. Now I can understand why... 📌

A Bristol Motor Company existed from 1902 to 1908 but it was a half-hearted effort and only 24 cars were built. The motor manufacturing division of The Bristol Aeroplane Company was renamed Bristol Cars Ltd in 1960 and the independent company survived troubled times until April 2011 when the Kamkorp Autokraft, part of the Frazer-Nash Group of Companies, acquired the assets and goodwill of Bristol Cars from its administrators. A new generation of Bristol is currently in development in conjunction with Frazer-Nash, ‘a group of seven organisations involved in the research development and productionisation of the Frazer-Nash Range-Extended Electric Powertrain (REEP)’.



CB-3-52 in action at the 1960 SA Grand Prix.

PEDIGREED PERFORMER



CB-3-52 damaged at Crystal Palace in 1955.

The chance to race

in a Historic Single Seater Association field, a series for South Africa's most historic cars, is one **Stuart Grant** could not turn down. Even more so when the chassis plate reads CB-3-52, a Cooper Bristol with some Grand Prix events under its belt.

Charles Cooper formed the Cooper Car Company in 1946. With his son John and friend Eric Brandon they initially built rear-engined JAP twin-cylinder 500cc Formula 3 cars and shot to prominence with the likes of Stirling Moss, Peter Collins, Jim Russell, Ivor Bueb, Ken Tyrrell and Bernie Ecclestone at the wheels.

With competition success and decent cash inflow Cooper looked to move up the motorsport ranks. They modified a 500 chassis and Harry Schell completed a single lap of the 1950 Monaco Grand Prix before being sidelined with a mechanical failure. The sight of a rear-engined Grand Prix machine was the first since World War 2 broke out and signalled the way of the future.

Despite the rear-engine promise, in 1952 Cooper went front-engined for its assault on the Formula 2 category, which was also the rule set followed for Grand Prix at the time. Names like Juan Manuel Fangio and Mike Hawthorn spent time behind Cooper Bristol steering wheels.

CB-3-52 was one of two works-backed entries run by the Cooper Car Company through 1952 and '53, more often than not in the hands of long time Cooper driver Eric Brandon, and entered under the Ecurie Richmond banner. Formula

2 catered for cars of 2-litre capacity and as the name suggests, the Cooper got its power from a Bristol engine – in essence a race-prepped version of the Bristol 2-litre straight-6 lump like that of the Bristol 403 – this derived from the pre-war BMW unit. In race trim the power number quoted between 165 and 175bhp.

In 1952 CB-3-52 competed in the Swiss Grand Prix (Berne), Italian Grand Prix (Monza), Belgian Grand Prix (Spa Francorchamps), Marne Grand Prix (Reims) and the British Grand Prix (Silverstone). Still under the Ecurie Richmond banner, in '53 it entered the Syracuse Grand Prix (Sicily) and Goodwood's Lavant Cup. It then moved on to the famed Scottish race team of Border Rievers and suffered some damage in a crash at Crystal Palace during 1955. Border Rievers repaired the vehicle before selling it off to South Africa.

Records show that in January 1956 Cape Town's Gordon Lindsay entered the Cooper in the Cape Grand Prix and kicked off the car's local career. CB-3-52 remained competitive until 1961, when George 'Curly' Cannell raced it with a Chevrolet Corvette V8 engine under the hood. Event programmes along the way show the Cooper's South African pedigree includes the 1956 Cape Grand Prix and False Bay 100, 1957 False Bay



CB-3-52 on track in 2013, competing at Zwartkops under the Piri-Piri Racing Team banner.

100, 1960 Coronation 100, Rhodesian Grand Prix, Cape Grand Prix, South African Grand Prix and then in 1961 the Rhodesian Grand Prix and Rand Winter Races.

The trail goes a little quiet until 1986 when legendary Zimbabwean racer and historian Ivan Glasby got stuck into returning the car to its former glory. By 1996 CB-3-52 was back on track taking in the odd event in Europe. Dickon Daggit acquired the Cooper, re-homed it in Cape Town but kept its competition history going with numerous racing appearances. Current owner, Rodney Green, purchased the Cooper from Daggit a few years back and, together with his son Edwin, stretch its legs on tracks throughout South Africa under the Piri-Piri Racing team banner.

Although the cockpit is relatively spacious, climbing into it takes some getting used to as the centrally-mounted gearbox features a linkage that puts the gear knob to the right-hand side of the driver. This linkage runs over the

shin bone, so requires the occupant to thread the right leg between it and the floorboard. Once inside it's a comfortable arrangement with steering wheel in good reach, pedals well spaced to heel-and-toe and the gearlever next to the right thigh. Gauges, in true race fashion only giving the vitals, sit on a flat dash in perfect line of sight.

With ignition switched on the start procedure is to prime the triple Solex carbs and push the start button. What results is one of the most emotive exhaust notes – a deep bark. This is how a 1950s race car should sound!

The 4-speed H-pattern gear selection is surprisingly direct for a car of the vintage and thankfully the clutch doesn't require a horse-sized leg to operate. Ideal pull-off revs seem to be in the region of 3000rpm. When the lights went green and I slipped my foot off the clutch the Bristol came into its own, delivering a touch of wheel spin on its period style Dunlops, squatting and rocketing past a few of the faster

qualifying cars. 'Mixing it' with the more modern rear-engined machinery and the chance of an upstage quickly makes one forget the Cooper has no seatbelt or roll over bar.

Braking from the large finned drums is sharp and remained consistent throughout the various race heats. Turn in is good but made even better by entering early, 'upsetting the car' a touch and then applying power before the corner mid-point. The car reacts by lightening up and skimming across the surface with beautiful balance, a feeling I can only liken to a motorboat hydroplaning. It becomes light but delivers a bucketload of feedback, giving perfectly predictable oversteer and the odd drift. Add in the sound and it is picture perfect motorsport.

For the record, the car, now 61-years-old, recorded a 1:19 at Zwartkops and 2:12 at Kyalami. CB-3-52 makes the driver look good but the real thrill is driving a car with such pedigree and showing it in action for all to see. 🏁

Classic & Performance Car Africa

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WOOLLEY MAMMOTH

What do you do when an 8-litre Bentley or Grand Prix Bugatti isn't enough? As **Stuart Grant** finds out, if you are Clive and Bruce Woolley you build a 27-litre tank-engined Monster in the spirit of an early 1900s land speed or Brooklands racer and call it 'Lucy'.

Images shot at Zwartkops Raceway by Oliver Hirtenfelder



Standing close to 'Lucy' could get you burnt.



External valve springs bring the car to life.

That's correct: 27-litre or 1647 cubic inches. If that number doesn't jump at you, then try a 12-cylinders, 24 spark plugs, 1850kg and whopping 1550Nm of torque. Top speed with current ratios is 160km/h and it'll get there in a flash of exhaust flames and smoking rubber.

Clive Woolley is well known in the vintage car scene, having owned and even raced vintage Bentleys and Bugattis both here and abroad. He's a member of our Vintage and Veteran Club and just recently notched up 50 years of membership with the Vintage Sport Car Club of England. It would appear that spending time amongst this machinery and like-minded people gets the creative juices flowing. For Woolley, the aero-engined machine bug bit decades



With no bodywork 'Lucy' is a working display of mechanical beauty.



Front view dominated by the custom made radiator and medieval looking cowling.



Local craftsman manufactured the seats from scratch.



The extra engine length meant the steering set up had to move 900mm rearward.

back. He scoured around for a suitable power plant for years, before, in 1980, stumbling across a 1943 Liberty engine at Beaulieu Auto Jumble. The deal was done and the hulking great lump sent down to South Africa.

Initially the Liberty V12-type engine was used in World War I aircraft but by the Second World War it had evolved into a tank unit. Being a 1943 unit the Woolleys' lump originated from a tank. In essence it was the same thing but accessories differed between the tank and plane variants to suit application. In 'Lucy' format the Liberty thumps out 1550Nm of torque and redlines at 1650rpm. Fuel is fed to the chambers, which are topped by a pair of spark plugs each, by a brace of Solex 2.5 inch carbs.

With nothing to put it in and not wanting to sacrifice a perfectly good car, the project lay dormant in only

dream form. Until 2008 that is, when a 1933 Rolls Royce 20/25 saloon rolling chassis cropped up for sale by fellow Johannesburg vintage stalwart Peter Hall. A search of the chassis number (GTZ55) revealed that the donor car was in fact the show car used at the 1933 Olympia Motorshow.

He scoured around for a suitable power plant for years, before, in 1980, stumbling across a 1943 Liberty engine at Beaulieu Auto Jumble.

With the body long-lost it was the ideal base for making that dream a reality. Working with his mechanically inclined (and useful racing driver) son Bruce, Clive set the wheels of the four-year project in motion. This must go down as one of the most exciting father/

son projects to date and seeing Clive's eyes beam as Bruce powered the beast around the old Zwartkops Raceway Drive-in section brought this home. The list of skilled craftsman that eagerly lent a hand throughout the build is a feather in the cap for the local car fraternity and a magnificent display case for the expertise still lurking locally.

Working from the front to back the Woolleys didn't have an exact plan of action, as they stumbled across engineering issues, produced countless drawings and ideas for custom manufacturing. Sometimes it was only the fourth or fifth design that became a workable solution. A new 3-piece subframe/crossmember structure had to be made up from 100mm x 50mm square tubing to accommodate the massive 620kg engine and custom made flywheel combination. Bespoke engine



From the driver seat you can watch fuel pouring down the massive Solex carbs.



Recycled truck tank is now the dry sump tank.



The engine alone weighs in at 620kg.

mountings (using technology learned from pre-war Bugatti though) hold the power house in place. Surprisingly the loss of the bodywork and the addition of the extra engine weight has kept the vehicle at almost the same 1820kg mass as it was in Olympia show car form. Even more surprising is the car's near 50/50 weight distribution.

The added length of the block saw to it that the steering box and pedal arrangement had to be moved back 900mm while the handbrake moved further back by 1200mm. Rear axle location remained the same but combining a Bedford truck gearbox, Mercedes-Benz 9-tonne commercial gearbox and a Leyland Eland diff (with a suitable ratio of 1.7:1) resulted in the need to shorten the propshaft substantially and modify the sids shafts. Brakes remained as per the original Rolls Royce 20/25 but were converted from a cable set up to hydraulic. Rear fuel tank is Rolls Royce but the cylindrical dry sump oil tank

came from a truck scrapyard. Silverton Radiators made up the imposing radiator and topped it with a hand-beaten shroud.

Creature comforts are minimal with some recycled wood making up the cockpit and dash. Seat frames, although inspired by international cars of the period, were made by a carpenter in Tarlton, the rattan side and back supports constructed by the Johannesburg School for the Blind and the leather came from a tannery in Springs – but distressed to look aged.

One approaches 'Lucy' with trepidation, like a kid looking for a monster under the bed. Matt black paintwork is highlighted by the odd glint of copper pipe work, chromed exhausts and wheel centres, looking like the bright eyes of the bedtime monster. And then in an instant (without so much a whirring starter motor) the beast barks into life with an almighty bang and shoots out foot-long flames. It is a scary beast.

THE NAMING GAME

So why call such a monster 'Lucy'? Simple – something with such character becomes a living, breathing thing. And we all name living things. 'Lucy' was Clive's mother's middle name. Famed mechanical monster names include 'Babs' and 'Chitty-Bang-Bangs'.

While the name 'Chitty-Bang-Bang' rings a movie or theatre bell in the head it actually hails from a number of racing cars, built and raced by Count Louis Zborowski during the 1920s.

Some say the title stems from a war song about troops in India paying a chit (an IOU slip) to the ladies of ill repute. In car terms the Chittys were built at Zborowski's house near Canterbury, Kent and were so loud that reportedly a by-law was passed prohibiting them from entering within the city walls.

Chitty 1 got power from a 23-litre 6-cylinder Maybach aero-engine and won at Brooklands while Chitty 2 made use of an 18.8-litre Benz Bz.IV aero-engine to compete in the likes of the 1922 Sahara Desert expedition. Number 3 saw a 160hp Mercedes single-overhead-camshaft six-cylinder aero-engine, worked to 180hp and lapped Brooklands at 112.68mph. Zborowski used this for personal transport too. Chitty 4 (also known as the Higham Special) was the Count's largest, using a 450hp V12 Liberty, with a gearbox and chain-drive from a pre-war Blitzen Benz. It was the largest capacity racing car ever run at Brooklands. Zborowski joined the Mercedes team in 1924 but died in one of their cars, after hitting a tree during the Italian Grand Prix at Monza.

John Parry-Thomas purchased Chitty 4, re-christened the car 'Babs' and rebuilt it with four Zenith carburetors and his own design of pistons. In April 1926, Parry-Thomas used the car to win the Land speed record at 171.02mph. However, during a later record attempt at Pendine Sands, Wales on 3 March 1927, 'Babs' rolled and Parry-Thomas was killed. Following the inquest into his death, 'Babs' was buried in the sand dunes at Pendine. After 40 years, the car was excavated and restored to running order over several years by Owen Wyn Owen and is on display at the Museum of Speed.



The use of copper keep 'Lucy' looking the part of a prewar record breaker.

But then you notice the mechanicals at work and it transforms into a thing of beauty. From the cockpit you see the external valve springs working furiously, the flywheel spinning below your feet and the massive carb butterflies opening as fuel shoots (in serious quantity) down towards the spark.

With steering-mounted advance/retard levers set, 'Lucy' pulls off effortlessly in second gear. With ample torque first gear is never needed. With so much going on around one can be thankful that the pedal arrangement is 'normal' with clutch on left, brake in the middle and the loud pedal on the right. Gear lever pattern is also the norm with an H-pattern gate.

As the butterfly opens and the velocity increases so too does the heat

coming from sawn-off-shotgun-styled exhausts. Acceleration is brutally strong and thanks to the low rev limit 'Lucy' hits fourth gear in a flash. Once in fourth there are not many hills on the planet that'll offer any resistance. Bumps upset

From the cockpit you see the external valve springs working furiously, the flywheel spinning below your feet and the massive carb butterflies opening as fuel shoots (in serious quantity) down towards the spark.

the chassis and stopping close to two tons at speed isn't what a modern driver would feel comfortable with.

Before you realise it 'Lucy' has left all the modern day traffic for dead and

frightened all the kids. An appreciation of the early land speed record pilots sinks in. Even more kudos must go to the guys that flew around the bumpy tracks in this sort of machinery. Here we are on the newly surfaced R55 and

it is frightening. Imagine bombing along a beach like Pendine or flying round Brooklands with nothing but a steering wheel and wicker chair to hold you in.

'Lucy' is a nightmarish monster but for Clive and Bruce Woolley it was the realisation of a long-held dream. With visible moving parts it brings out a tactile side to engineering

and the jaw-dropping moments it creates from onlookers mean you can bet your bottom dollar it has already got other madmen dreaming of their own insane concoction. **■**



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CANADA SPRY

A Strato Chief with American Indian origins – and now with a shot of testosterone. **Mike Monk** drives a Pontiac with a pedigree.

Some cars have it, some do not and when it comes to mid- to late-'50s American automobiles, the 'it' means 'lots of everything' – size, sheet metal, chrome, styling excesses and often cubic inch displacement. It was a period rich in design overkill that today you either revel in its audaciousness or cringe at such blatant overindulgence. Me, definitely the former and when something as eye-poppingly alluring as this 1958 Pontiac Strato Chief beckons, I simply drool at the prospect of a ride on the Yankee side. Except the Strato Chief is not American – it is actually Canadian although the Pontiac name relates to an American Indian. Confused? Read on – it gets even better...

The Pontiac name first appeared in 1907 on a two-seat high-wheeler made by the Pontiac Spring and Wagon Works in Pontiac, Michigan. The company lasted only a year. The Pontiac Chassis Company produced a – surprise! – chassis in 1915 but it was in 1926 that Oakland (which was part of General Motors) revived the name for one of its model lines that was so successful that Oakland ceased production in 1932 in favour of the formation of the Pontiac Motor Company the following year. The name Pontiac was linked to Obwandiyag (1720-1769), a chief of the Ottawa tribe who became famous for his role in Pontiac's Rebellion (1763-1766), an American Indian struggle against the British military occupation of the Great Lakes region following the British victory in the French and Indian war.

An Indian head-dress was used as a logo until 1956 then updated to a Native American red arrowhead design. Besides the logo, another identifying feature of Pontiacs was their 'silver streaks', one or more narrow strips of stainless steel which extended from the grille along the centre of the bonnet. Later, further streaks reached from the rear window to the rear bumper,







and finally along the tops of the fins. Although initially a single band, this stylistic trademark doubled for 1955/1956 but was discontinued at the same time as the head-dress emblem.

In the early-1950s, General Motors of Canada offered a unique line-up of Pontiacs that differed from their home-market equivalents. Rather than being a medium-priced brand as in the US, Canadian Pontiacs were also marketed as low-priced cars and offered the

Strato Chief, Laurentian and Parisienne that were actually based on Chevrolet's Biscayne, Bel Air and Impala chassis, drivetrains and other parts. The bodies were similar to, but not interchangeable

with, the comparable US Pontiacs – a right old mix 'n match. The Canadian nameplates were never sold in America and were built to be exported in CKD (completely knocked down) or SKD (semi-knocked down) form to facilities in Australia, New Zealand, the Netherlands and South Africa. There were advantages with import duties, the economies of parts sourcing two separate GM lines (Chevrolet and Pontiac) from the same parts bin, pricing (Canadian Pontiacs were

more affordable) and, of course, they were right-hand drive. These RHD Chevrolets and Pontiacs shared the same dashboard design.

So much for the background, what about the cars – in particular this gleaming two-tone 1958 Strato Chief belonging to classic car enthusiast and retiree Ronnie Grace? The car is used regularly and always attracts admiring attention at motor shows all over the Western Cape. Prior to Ronnie's ownership, the car was bought in 1996 by fellow Langebaan resident Danie Marnewick, himself a well-known restorer of (particularly American) classic cars. A Vereeniging farmer offered the Pontiac to Danie as he 'did not want the car to land up in the hands of his children'... It was then painted black and white but when Danie used the car to transport a couple to a Matric dance in Vredenburg, some students damaged the car by jumping on the bonnet and boot, which necessitated repair and a respray.

Stripping the car for the respray, Danie found signs of turquoise paint under some of the rubber mouldings and after researching colour schemes on the Internet, he found that turquoise and white was a standard Pontiac colour combination, so he decided to restore the car in its

In the early-1950s, General Motors of Canada offered a unique line-up of Pontiacs that differed from their home-market equivalents.



original colours. The whole interior, including the upholstery and door panels, was re-done to match and the result was stunning to say the least. Ronnie regularly helps out in Danie's workshop and was so taken by the car's new look that he purchased it in November 2006.

This car's original engine was a 261 cubic inch (4.3-litre) big-six GM truck motor fed by a Rochester carburettor but featuring hydraulic lifters. The motor was coupled with a three-speed manual gearbox but Ronnie soon discovered that this set-up was extremely thirsty: on a road trip to Robertson alongside a '48 Chev Master DeLuxe, a '57 Studebaker Silver Hawk and a '59 Chev Bel Air, the Strato Chief was by far the heaviest on fuel by some 15-20 litres – 'something had to be done'.

So, in 2008 Ronnie decided to fit a 283ci (4.6-litre) small-block Chevrolet V8 coupled with a GM Turbo 350 three-speed auto transmission. The conversion turned out to be relatively straightforward as the car was also offered with a V8, meaning the chassis required little fettling. The manual's 'three on the tree' column shift was retained with a marine outboard motor-like cable connecting with the transmission and the blanked-off gear

indicator plate replaced with a piece of Perspex engraved with the familiar P R N 3 2 1 gear position sequence. An Edelbrock carb was fitted that helped liberate a bit more performance, and the generator was replaced by an alternator.

One other significant change that was made was to the wheels. American cars of this era always looked – and usually were – far too big and heavy for the wheels that appeared lost under apartment-sized fenders. Danie's answer to this was to widen the rims on the inside by 50mm so the car's looks were not changed – and did not interfere with the fitment of rear spats, as on this car – but helped lend noticeable stability and ride comfort on the road. The recent fitment of four new shock absorbers has improved matters even further.

Ronnie has no qualms about driving the car long distances – trips from home to the Addo National Park outside Port Elizabeth have been undertaken with no problems, and the car appears at the George Old Car Show. In 2009 at the Parow Car Show, the Strato Chief walked away with the Ladies' Choice prize for being 'the most beautiful car at the Show' out of more than 1 000 vehicles on display.

Slipping onto the three-abreast bench front seat and marvelling at

how the ends of the wraparound windscreen protrude into the door opening – a popular styling quirk of the time – puts an instant smile on your face. Mercedes-Benz may have a three-pointed star as its 'sight', but the Strato Chief's arrowheads mounted on the flat-topped fenders are just as alluring. With around 145kW on tap, the motor pulls without stress or strain and such is the torque that gear shifts are as infrequent as they are barely noticeable. Steering requires some arm twirling and the brakes need a respectful firm push to provide adequate retardation, but everything on this car works properly and it is a sheer delight to drive. There is not a squeak, groan or rattle anywhere. Pipe in the Everly Brothers' All I Have To Do Is Dream hit single and that would just about sum it up...

Sad to think that GM dropped the Pontiac brand in 2009 but as long as there are examples of the marque such as Ronnie's Strato Chief to admire – or better still drive if you are lucky enough – we can all look back and enjoy the fruits of a landmark era in automobile history. The Strato Chief may be an amalgam of GM components rather than a 'pure' Pontiac, but just look at it – without doubt, a Dream Machine. 📌



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ANT-i-CLIMAX

BMC attempted to secure the cheap go-anywhere military vehicle market for the British with the Mini Moke, but while it quickly became a cult hit, its lack of 4-wheel drive and poor ground clearance limited its desirability with the armed forces. **Stuart Grant** discovers that there was another possibility built between 1966 and '68 – the Ant.



Don't let the Land Rover-like lines fool you, this is a small vehicle. It does however punch above its fighting weight in the 4x4 world.

Designed by the man who penned the Mini, Alec Issigonis, and codenamed ADO 19 the Ant looked the part and promised lots thanks to 4-wheel drive, larger 12-inch wheels, and increased ground clearance and, by borrowing from the BMC parts bin, a good bottom line. So promising it was that six experimental prototypes and another 24 fully functioning prototypes were manufactured. These were sent to various corners of the world for

rigorous testing, including Cape Town's Blackheath plant.

Hard testing resulted in the majority being scrapped but a half-dozen are said to have survived in Australia, New Zealand, the UK and here. South Africa got a pair of test mules and surprisingly both survive. One in pickup form and the other a station wagon body style. Both are still in working order making for the largest density of operational Ants in the world.

Like so many British products of the time the Ant employed revolutionary



12-inch wheels and backward tilted engine improved the ground clearance.



Small front and rear overhang helps approach and departure angles.



Pickup version sported a canvas roof, rear window and small but usable load-bin.



Interior is sparsely appointed. Note lack of door panels -Deluxe versions would have had some form of trim.



Famed A-Series engine mounted transversely.

Sadly these weren't capitalised on as the Ant died a premature death thanks to typical British Automotive Industry politics and buyouts so prevalent at the time.

design that has now become the norm. Sadly these weren't capitalised on as the Ant died a premature death thanks to typical British Automotive Industry politics and buyouts so prevalent at the time. Leyland came on board and, not wanting conflicting products in the same market, decided to ditch the Ant and go with the Land Rover. The rest they say is history but with the success of diminutive Suzuki 4x4s in recent times

one wonders if the Ant focus had rather been civilian-based it could have run alongside, and complemented the Land Rover as the British off-road heroes.

Smaller but similar in aesthetics to Land Rover, the Ant is slab-sided with little front and rear overhangs for good approach and departure angle.

However it upped the game somewhat with a monocoque construction using a galvanised steel body. Inside the cabin it is simple and functional without even the slightest concern for comfort. Seats are small, hard and offer no side support. A 'deluxe' version was looked at, which would have included grille bars, floor mats, interior door panels, wood-panelled rear load area and chrome rear bumpers. The pictured bakkie Ant exemplifies this simplicity with a canvas roof section, sliding side windows and a flat metal dash panel completed by a single speedometer and two switches (for wipers and lights). The windscreen does fold forward and flat like a Jeep's.

But the really smart stuff happened in the drive train department. The famed 1100/1300 A-Series engine found its way into the Ant. Mounted transversely atop the gearbox and tilted backwards to raise ground clearance, and it lowered the bonnet



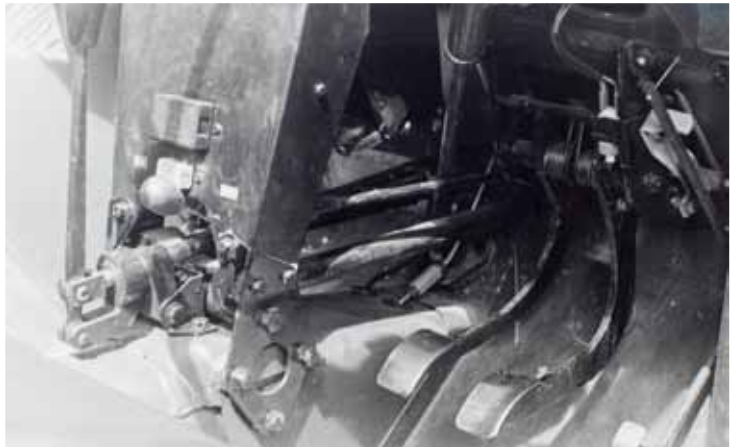
Road closure behind the Blackheath plant offered little resistance to the Ant in 1967.



Ant station wagon approaching a steep incline at Blackheath test area.



1967 image shows the rearward slanting engine.



Pedal angle allows for upright seating position and space for taller drivers.

line. Transverse positioning posed a problem when it came to traditional four-wheel drive though. The solution came by fitting a new housing onto the diff existing casing. Inside the addition a bevel gear driven by an idler from the standard diff solved the issue. This bevel drove a propshaft to the rear axle differential. This new housing also held another idler gear for selecting direction of rotation and two extra gears for high and low ratios. A dog clutch meant the rear diff could be engaged or disengaged from within the cabin. The result was that the Ant could make use of three different drive setups without having to climb out from behind the steering wheel – front-wheel drive, four-wheel drive and either high or low ratio. Testing on the dunes behind the Blackheath plant showed the outstanding abilities of this system. And lots of fun potential.

Having put the effort into

developing a clever drive system, Issigonis tackled the suspension. Instead of the Mini Hydrolastic setup he went the way of a wishbone lower arm and single upper arm system at the front. In order to give the Ant the needed suspension travel, these arms pivoted as close to the monocoque's centre-line as possible and each corner received a longitudinal torsion bar spring worked on by the single upper arms. The rear wheels kept traction thanks to trailing arms and again sprung by means of torsion bars. However this time the torsion bars ran transversely.

It goes without saying that the Ant isn't the fastest machine off the line but its relatively small mass and usable torque in the right spot meant it did the required off-road duties admirably. Steering and gear selection took a bit of getting used to but for the most part the Ant proved a usable tool and a heap of fun. Although not the correct

colour, this blue bakkie is in fact the pickup seen in the attached Blackheath test session photos. With the project canned the vehicle fell off the radar until Ralph Clarke (Blackheath Engineering Plant Manager at the time) tracked it down to a local golf course. Seemingly the vehicle had been used as course and maintenance runabout. Clarke acquired and rebuilt the car to the condition seen today.

In theory, Issigonis and BMC's Ant had all the requirements to fit the military bill and perhaps with a bit of fine tuning even the recreational off-roader market. In yet another false start or anticlimax the merger with Leyland killed what would more than likely have been a leading light in the small recreational workhorse vehicle sector. BMC got off to a flying start but followed with disillusionment again. Would we be seeing so many small Japanese, Korean and Chinese 4x4s if it hadn't been for the Ant? 🇬

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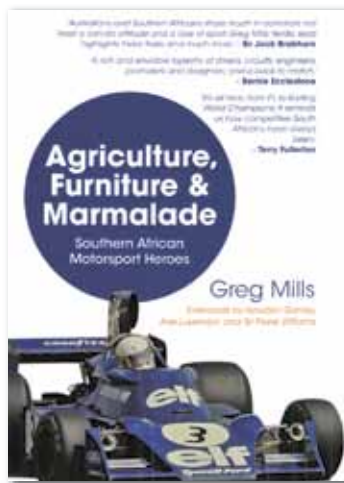
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2009, 27,000 km, arctic silver, black leather,
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911 Carrera S Tiptronic (997)

2007, 44,000 km, arctic silver, black all leather,
R769 000



911 Carrera S Tiptronic (997)

2007, 12,500 km, basalt black, black leather,
R789 000



911 Carrera S (997)

2007, 14,700 km, meteor grey metallic, black all leather,
R789 000



Panamera 4S PDK

2010, 44,500 km, carrara white, black all leather,
R899 000



Panamera 4S PDK

2011, 33,000 km, basalt black, black leather,
R995 000



Panamera S PDK

2011, 12,500 km, carrara white, black leather,
R995 000



Cayenne S Tiptronic

2007, 92,000 km, meteor grey metallic, black leather,
R479 000



Cayenne S Tiptronic

2007, 83,500 km, basalt black, black leather,
R479 000



Cayenne S Tiptronic

2011, 30,000 km, sand white, black all leather,
R825 000





ONE HIT WONDER

Since its inception in 1927, Volvo has been regarded as a leader in reliability and a forerunner in development safety, but not many would include the Swedish firm on any list of motoring style gurus. Although recognised as rugged, the Volvo aesthetics tend toward the boring but as **Stuart Grant** finds out, the P1800 broke the square mould for a while.

– Photography Oliver Hirtenfelder –



Of course stereotypes aren't always true, as the curved lines of the PV444, PV544 and 122S Amazon show. One can even argue that the dynamics were anything but dreary if you note how successful these models were on track with the likes of Arnold Chatz steering them. Despite this, Volvo felt the need to shake off its sober image with a sports car and boost sales in the lucrative American market. So serious was the idea that Volvo founder Assar Gabrielsson headed to the States during the early '50s to investigate high-tech fibreglass body structure and the much praised Chevrolet Corvette.

A deal was done with Californian-based Glasspar to fit fibreglass sports car

bodies to the PV444 in time to debut at the 1955 Brussels Motorshow. Looking rather odd, sales of the car badged 'Sport' weren't as expected and only 67 were made and sold before execs cut the model from the line-up in 1957.

Undeterred, and seeing the explosion of the sports car market in America, Volvo kept the idea of a sporty Volvo. Eventually the original PV444 designer Helmer Petterson convinced the board to take another dabble. Petterson's key factor was that the car would succeed if styled in Italy. Volvo's newly appointed boss Gunnar Engellau bit at the idea with Italian studio Ghia and its subsidiary, Frua cracking the nod for clothing it.

Released at the 1960 New York and Brussels motor shows the result was a thing of beauty, featuring a Ferrari-esque grille, plenty of curved panels, a low-drag roof line and some noticeable but not-in-your-face tail fins. Interestingly, fibreglass technology was ditched in favour of good old-fashioned steel. Inside the cabin the sporting theme continued with some orthopaedically designed bucket seats, a plethora of gauges, and although a back seat was fitted, its minute dimensions meant the car was seen and marketed as a 2-seater.

While the design house was Italian-based and the car smacked of Italian GT charm, the final appearance can be tracked down to a Swede, Pelle Petterson. Pelle was the son of Helmer

Petterson and at the time worked at Frua. Out of a handful of proposals his was chosen and put into production but Volvo saw the benefit in selling the model as an Italian design so only came clean with an acknowledgement in 2009. Whatever the story, with a sleek design, reasonable performance, large boot, luggage straps and class-leading ventilation/heating, the P1800 cemented its place as a brilliant tourer.

It wasn't the fastest vehicle in town but had enough oomph not to embarrass, with power coming from the Amazon-derived 1.8-litre four-cylinder engine fed by twin-SU inch and three-quarter carburettors and a slightly warmer camshaft. In fact in a wise move, Volvo dug all major mechanicals from the Amazon parts bin, which meant reliability and cost cutting. That meant the 100 horse power was transferred to the rear wheels via 4-speed manual gearbox and overdrive, the rubber was kept in contact with a coil sprung solid rear axle and coil-sprung front end, while stopping abilities came thanks to discs up front and drums at the rear.

With the American market in mind, Italian styling and Swedish sturdiness at the fore the P1800 was a global car. Even more so when you see that production was initially undertaken at the Jensen Motors factory in the UK. The reason given for the outsourcing was that the Swedish Volvo plant was crammed to capacity with 544 and

RECORD SETTING

A 1966 Volvo 1800S owned by New York resident Irv Gordon since new currently holds the Guinness world record for highest mileage in the same car. Gordon, a retired school teacher, bought the car new for \$4 150 and when last measured officially, in June 2012, had a whopping 2 947 442 miles on the clock. His plan is to hit 3 million miles during 2013.

Gordon's mileage comes from frequent road trips and he boasts he's had a cup of coffee in every state of America. His boot is full of every spare part he thinks he'll ever need but to date has hardly had to use anything. He averages 85 000 to 100 000 miles a year, mostly visiting car shows and experiencing his homeland.



Amazon assembly. Karmann was the first choice but Volkswagen balked at the idea, leaving not much choice other than Jensen. By late 1964 production moved home to Sweden. Some say this was because Volvo expanded its facilities while others cite the poor quality control and finish at Jensen as the reason. Whatever the situation, Volvo rebadged the P1800 as 1800S (S supposedly symbolising Sweden), gave it another 8 horses and a few minor cosmetic alterations. 1966 saw a few tweaks to the engine resulting in 115bhp and a top speed of 175km/h. A 2-litre engine found its way in from 1967 but the name remained P1800S.

By 1970 Volvo started feeling market and technological pressure from the rivals, resulting in the addition of a Bosch D-Jetronic fuel injection (badged 1800E) model that churned out 130bhp and was claimed to be good for 190km/h without upsetting the fuel consumption. In addition the 'E' received discs on all corners.

While the 544 and 122S models made inroads into the market with sporting achievements, the P1800 can thank the television divine intervention for some good PR, as Simon Templar (Roger Moore) chased around the roads in the cold-war mystery spy thriller *The Saint*. Volvo supplied four P1800s for use in the TV series for the dapper British ladies' man, Templar. And of

course the number plate TS-1 alluded to 'Templar Saint 1'.

The first was a Jensen-built 1962 P1800 and used in 26 episodes before being replaced by a '64 1800S. Unlike modern movies where the cars are disposable the '62 car was kept in use with the roof cut off to allow for better interior shots. The '64 1800S remained in use for 59 shows before being replaced

In total TV time *The Saint* Volvos featured more than any of the James Bond Aston Martins – Roger Moore stamped his name in the history books as James Bond from 1973 to 1985.

in '67 by a car sporting the latest facelift, Minilite wheels, two-spoke woodrim steering wheel and some spot lights. Unfortunately this car was crashed heavily soon after delivery so the production house cobbled the new bits into the old '64 car to keep it looking up to date. Later that year Volvo supplied two more cars with one being used for shooting until the show's end in 1969 and the other as Moore's personal car. In total TV time *The Saint* Volvos featured more than any of the James

Bond Aston Martins – Roger Moore stamped his name in the history books as James Bond from 1973 to 1985.

By 1972 the styling had dated somewhat and Volvo once again turned to Frua. Frua's response was to cut the rear roof line and add an all-glass shooting-brake or station wagon-type backend. This was adjudged to be too futuristic so in-house designer Jan Wilsgaard's more toned down station wagon got the go-ahead in the form of the 1800ES. ES power was down to 125bhp (the addition of a thicker head gasket reduced compression) but surprisingly the real life performance improved. The ES also saw the introduction of a 3-speed automatic option. Just under 40 000 P1800, 1800S and 1800E units were manufactured while at only 8077 the 1800ES is a relatively rare beast.

Production wound up in 1973, with the 1800 looking a little long in the tooth and battling to compete with the likes of Jaguar's E-Type in the value for money and performance department. Volvo's design house seemingly lost its French Curves at the same time and reverted back to the straight edge. But thankfully recent attempts have shown nod toward the past – one look at the back of the C30 hatch and memories of the 1800ES overwhelm. Here's hoping the trend of looking back continues and the P1800 isn't a one hit wonder. 📺

HONDA'S SPORTING HERITAGE

— **Bob Hopkin** traces the history of the Japanese company's most groundbreaking cars. —

Honda's NSX Concept revealed in 2012 with production hopefully set for 2015.





1963 Honda S500

Since the humble beginning of the Honda Motor Company in 1946 as a manufacturer of crude motorcycles using modified military generator engines, the company has grown to become the second largest Japanese motor company. Although Japanese product philosophy remains conservative, in general making reliable but unexciting cars, Honda tends to be closest to the edge with its long involvement in Formula 1 and a tradition of always having at least one advanced and sporty product in the range. These may well not be profitable and sales may not be record breaking but they produce what marketing men call a 'Halo' effect on the rest of the range in their clear demonstration of the firm's technical abilities.

In my view, three of these radical

technical showpieces stand out as being the jaw-dropping, spotlight-earning examples of their eras. The 1965 S800, the 1990 NSX and the 1999 S 2000 were masterpieces that pushed the envelope of what was possible at the time and some of these reached South Africa. My first encounter with the Honda image cars was in 1969 when, employed as a Development Engineer at Rootes Motors in the UK, we were loaned an S800 for assessment. Although too tiny to be a threat to the contemporary entry level sports cars of the time – the Austin Healey Sprite and the Triumph Spitfire – the Honda was an amazing vehicle thanks to its powertrain. When a redline of 6000rpm was considered exceptional in contemporary sports cars, along came this diminutive challenger from Japan that would rev to 10 grand and

exceed 100mph! Not only that, but little time was spent gear changing as the gearlever felt like a switch. Unlike most 'boxes of the day, where a leisurely pause in neutral between each change to let the 'synchro' catch up was obligatory, this little screamer could be swapped between gears as fast as you could move your hand. A real wake-up call for the time.

Although not part of the 'S' branded Honda sports car range, Honda took another 'Walk on the wild side' with the launch of the NSX in 1990. This time aimed squarely at the Supercar competitors, the NSX boasted a mid-mounted aluminium electronic fuel-injected 3-litre V6 in an all alloy body with load bearing chassis built from aluminium extrusions. With forged pistons, titanium conrods and very low mass components, the motor would rev



Honda S2000 launched in 1999.



1991 Honda NSX.



Honda's naturally aspirated S2000 engine.



1965 Honda S800.

to 8000 and produce almost 300bhp (216kW) and mated to a six-speed gearbox, propelling the car to 100km/h in just 5.2 seconds, beating its chosen benchmark, the contemporary Ferrari 348, in the process. Two Formula 1 drivers of the time, Satoro Nakajima and the legendary Ayrton Senna, were involved in the development of the NSX and, perhaps, were too tolerant of the snap oversteering trait of the production cars. Apart perhaps from a slightly too large rear overhang, the car had a timeless low and wide style which, along with its most un-supercar and legendary reliability, gave rise to dozens of classic NSX Owners' Clubs which are keeping hundreds of examples of this most desirable car on the road all over the world.

Until the next generation, the latest in the Honda 'S' brand sports cars came along in 1999 in the shape of the S2000. With few direct competitors, except perhaps the BMW Z cars, it

was priced well above the best-selling Mazda MX 5 and was again intended as a low volume showpiece of Honda's technical abilities. In production until 2009, local examples are still few and far between. With sales of just 308 units in the whole of the Middle East and Africa during its 12-year sales life,

This little screamer could be swapped between gears as fast as you could move your hand. A real wake-up call for the time.

it is indeed a rare bird. With only 122 000 built over its 10-year production life, compared to the MX 5's 900 000 plus, it was never going to break any production records, but, as a range topping flagship, it did the job nicely.

When launched, to celebrate the 50th anniversary of Honda Motor, the S2000 gained immediate celebrity

for its groundbreaking engine design. With just 1997cc the 4-cylinder motor produced almost 250bhp (184kW) – an extraordinary figure for a production, road-going vehicle – and a specific output close to 125bhp/litre, which would have been at race car levels just a decade before. The 9000 rpm redline encouraged spirited driving although limited low speed torque gave the car a reputation for awkward driving in traffic. The designers were eager to achieve a 50:50 weight distribution so the compact motor was mounted behind the front axle line, which compromises interior space to some extent, although it does retain a spare wheel, unlike the MX 5.

Although Honda don't have an 'S' model available at the moment, no doubt one is in the pipeline to astonish us in a year or two. A new NSX is rumoured to be launched in 2015 and, judging by the performance of the first model, Porsche and Ferrari had better look to their laurels. **■**



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A PAINFUL ACQUISITION, WITH A HAPPY ENDING...



I don't think I'm the first person to wonder if the reason we covet the classic cars we do, has a lot to do with our childhood impressions...

By Christopher Van with images from Grahame Hall.

As a car-crazy kid in the early 1970s, I remember one of my dad's friends, Dr. Goldberg – a millionaire mielie-farmer from the Western Transvaal – arriving in a cream, 1969 Mercedes-Benz 230 – the chrome three-pointed star spearheading its arrival and the silver propellers embossed on the matching cream hubcaps twirling in concert. What an impression that spectacle made on me! The compact, softly-chamfered body shape, the subtle brightwork, the red seats. The stolid 'thunk' of the driver's door as our visitor closed it, before removing his pocket-watch from his burgundy waistcoat and giving it a wind after the long trip from Potchefstroom.

Anno Domini 2010: With nobody to

keep me in check, I decided to find a 1969 Mercedes-Benz 230 (*Teuton Code: W114*). I've since discovered that the W114 was penned by Frenchman Paul Bracq, who also happened to design the exquisite 'Pagoda' Mercedes SL (Sehr Leicht, or 'super light'). Is it only me, or does the SL have a resemblance to the W114?

One night, in the ostensible Collector's Items section of *Junk Mail*, I found what I was looking for: A 1969 W114, cream in colour, red seats, column-shift manual, with flat tail lights instead of the later ribbed ones and the thin 'deco' steering wheel (before the thick, padded wheel of the safe seventies arrived). Trouble was, the car lived in Despatch, exactly one thousand kilometres from my Blairgowrie cottage.

The seller – Hennie – was a young

man who'd inherited the car from his uncle, but wanted to buy a car that was 'nie so swaar op brandstof nie'. He mailed me a whole bunch of pics, we spoke at length on the phone, but of course I only heard what I wanted to. I couldn't wait to buy my one-way ticket down to Port Elizabeth.

Hennie fetched me from the airport in his mom's battered Jetta. The first words that I and the Benz exchanged were "Crikey Moses" – an Anglo-Saxon fib for 'Pleased to meet you', followed by his reply, "Zeitgeist Silence". The bumpers had broken rubbers, the body had dents and chips and graunches galore.

The test drive commenced with a clutch judder. And the Benz ran on eighty-three percent of its cylinders, which malady, *Schweinsteiger* (as he is now called, named after the striker for



The dash sourced from a race car has no cracks.

the German national soccer team, you may remember from the World Cup?!) was going to bless me with for another three excruciating years.

But the body was 'straight'. This was a *Schweinsteiger* that had been lovingly owned but maintained on a shoestring. And had lived outside. Still, the seats were perfect ... but faded. The dash was cracked. The back window was mercifully still clear. The proverbial Curate's Egg.

In the kitchen, over mugs of Ricoffy, with the whole family looking on (I got the mug that wasn't chipped), with pride Hennie the Inheritor produced a cardboard box with the original Panasonic radio (right hand side knobs missing of course) and the original M-B Service Books and Owner's Manual. My old friend

Mannie – he who designed and built the fabulous Redline Alfa, has since offered to turn me some new knobs, in aluminium. Music to my ears. Well, it will be, when I get them...! Mannie?!

Still, though, a tough call. We went back to take another look at the car, the whole family following materfamilias Ouma – clearly the brains of the outfit – out of the kitchen. They all stared at me. I suppose, with hindsight, I didn't really stand a chance, did I?

The asking was 25. I pointed out all the shortcomings on the car, and how costly they would be to repair. I said that I could afford no more than 21 – which I knew was still stiff for the goods on offer. They all looked at the Ouma. "Jy moet doen wat jy moet doen," she said, believing that her brother's car was worth much, much

more. I produced my envelope of ammo, and that was that.

It still being daylight, I went straight to the nearest gas station and set off to Johannesburg. Or so I thought.

While doing my National Service, one of the guys had joked that there is "niks so duur as 'n goedkoop Mercedes nie". Well, at exactly midnight, in King Williamstown, as I was departing from a stop street, the column shift gear lever jammed. In third. I tried to wrench it down into neutral, but it was locked. Solid. I got out and looked underneath the car and saw a great puddle of black treacle on the tarmac.

Driving in third, and aware that the 'box must have been nice and dry, I found a nearby B&B. Gepetto-like, the proprietor came out in his dressing gown, and opened the gate.



Tidy front end capped by the three-pointed star.



Kivi Tony Red shoe polish livened up the seats.

Brave *Schweinsteiger* clambered up the driveway, in third gear and on five cylinders. Next morning, I took a chance and called my Insurance. Within an hour *Schweinsteiger* was on a flatbed and being hauled back to PE. I called Hennie, who expressed his sorrow at my plight. I confess to (idiotically) having asked him for a refund but he said they had already spent the money. Of course he had. He gave me the phone number of the local mechanic. His name was Louis, and a fine fellow he turned out to be.

I booked the car into his shop, and he invited me to overnight at his house. We had a braai and drank some Castle Lagers in his Blue Bulls pub. Next day, I flew back to Johannesburg.

It took four months, but Louis fixed the box, stuck in a new clutch, and even swapped engines – with a strong second-hand unit that I’d freighted down to him, obtained from Colin at *CarCol Executive Auto* in Greenside (referred to me by vintage car expert, Paul Koski). Colin had advised me that the ‘new’ engine’s carburettors were clogged. What was clear, though, was that the bottom end of the motor was strong: it was quiet and there was very little ‘blow-by’ out of the cam cover (compared to the original engine’s breather pipe, which smoked like a Tarlton Tyre). Also, I figured that I now had four carbs

from which to build two, right? Well, not exactly. Those Zeniths didn’t earn their reputation by being wusses.

So, again I flew back to PE (can you see that this whole episode was starting to become, shall we say, somewhat uneconomical? I mean, this was not exactly a *Gull Wing* we are talking about, right?).

Even with its replacement engine, nothing that Louis could do could get the car onto six cylinders. Just before he was about to pop two cyanide capsules, I told him I was really happy with what he’d done, and that,

I tried to wrench it down into neutral, but it was locked. Solid. I got out and looked underneath the car and saw a great puddle of black treacle on the tarmac.

no worry, I’d get the carbs fixed in Johannesburg. I began the long crawl home in my five-cylinder Mercedes, with its inoperative speedo, brakes diving to the left and Marti Feldman headlights. I wore sunglasses and pulled the brim of my hat down low.

Schweinsteiger made it up to Jo’burg without using a drop of oil. Over the next two years Colin replaced the bad bits with better bits found in his Aladdin’s cave and via his network.

One of his staff members, Keith, is a gifted trimsmith. He has the fingers of an orthodontist and the temperament of a saint. Eventually, *Schweinsteiger* emerged with the entire interior looking and working like new – from heater to clock to original temperature gauge. And zero rattles.

During one of my frequent visits to *CarCol*, I’d noticed a W114 race car – with a perfect dash. And original stainless steel windscreen wipers. If ever you see the Carcol racer at the track you will notice its black wipers and crack in the dash. Must say, Colin didn’t tear the ring out of it. There’s something called ‘repeat business’ which this motoring gentleman seems to get lots of.

Schweinsteiger was now starting to look respectable. However... we were not done with the Matter of the Misfire. *Schweinsteiger* was obsessed with Beethoven’s Fifth. It took yet some months, but full credit... eventually those Zenith/Solex monstrosities conducted themselves properly.

Realizing that I was not going to part with *Schweinzy* anytime soon, I thought that it would be a fine idea to optimize the fuel consumption. So, off I went to legendary road and race car tuner Maurice Rosenberg for ‘dynamic tuning’. He asked me to open the bonnet, and said, “Zenith/Solex 35/40s”. “I believe they are not very good,” said I.



On the Auto Rosen dyno.



W114 features smooth rear lights while the later W115 has ribbed units.

He smiled and asked me to drive the car onto the dynamometer, stuck some wires into the exhaust pipe, more wires into the engine and put a big fan in front of the grille, chocked the wheels, and fired it up. Maurice watched the dynamometer dials and the gauges. He switched off the engine, looked at his expectant customer and said, "We can get more power and more economy. You will have to leave the car here for a few days, though. We're going to have to open the carbs."

When I collected *Schweinzy* a week later, I could not believe it was the same machine. Smooth as silk, *Schweinzy* pulled like a train from 15 miles an hour in top, with no stutter. And when I put my foot down something happened. Combined with the correct ratio second-hand differential (3.69:1 versus the previous tow-car-like 3.92:1) that Colin had recommended, sourced, and installed – and now with optimized tuning, all of a sudden I had a car that had come alive.

Except for the paintwork... I recalled how my mechanic friend Clive Frans from Loots Street, in Bordeaux, had had a colleague with a panel shop - Chris from *Autohaus* (ironically just a chip and a touch-up from Maurice's *Auto Rosen*). Chris didn't shoot the breeze. He checked each panel. The bowed bonnet could be fixed by replacing a missing rubber but the front mudguards

needed paint and both valences were graunched. And there were holes in the two front doors from the plastic wing mirrors that had been removed.

Schweinzy came out of *Autohaus* looking – incredibly - like new. At the gas station I continually get folk complimenting me on "How well you've looked after it." That is exactly what you want – not "Wow, it's been nicely restored!"

And those faded seats? Well, my friend Don Smith (Cobra man) showed me how the simple application of *Kiwi Tony Red* and lots of elbow grease

And so, an aspirant Township Special W114 has instead become a fantastic daily driver that can mix in any company.

can bring 'em back to life! (I would have preferred it had he done more 'demonstrating', but hey, you can't have everything.)

And so, an aspirant Township Special W114 has instead become a fantastic daily driver that can mix in any company. Even the fuel consumption is not what the naysayers had said (*Shell V-Power 95* with the *Wynn's* lead additive). The manual gear shift I am sure helps a lot, and the optimized tuning invites a light foot on the loud pedal. The straight six develops good

torque and the new ratio is in sync with the gear-changes of the traffic. Miles per gallon is one thing, but 'smiles per gallon' is also important. And right now I am getting plenty of both. On a recent trip from Joeys to Klerksdorp, at a steady 100km/h (according to my *Garmin* stuck on the windscreen), *Schweinzy* delivered a thrifty 10.5 litres per 100km.

Plus, I don't have a monthly installment, on what remains a serious motoring machine by any standards. And no hectic monthly insurance. And no depreciation.

Over the next decade, thanks to the wonders of inflation and the relative scarcity of clean, cream, six cylinder W114s... with red seats and column shift manual gear changes... *Schweinzy* is going to become a valuable Cinderella Classic that will pay me back every cent. Kof kof.

Classic cars – as I have come to realize – is all about choosing the right model for your proclivities, and knowing the right people to help take care of it. Yes, maybe there is nothing as expensive as a cheap Mercedes. But few cars are more pleasurable to own and drive than a classic Benz – once it has found itself in the hands of the people who are passionate about their work and know what they are doing.

By the way, I've found me a burgundy waistcoat. Anybody know where I can find a silver pocket watch? 🍷

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1957 Mercedes Benz 220S Convertible, 2.2 litre 6 cylinder, 4 speed manual, Royal Blue with tan leather interior, LHD. R1 250 000



2009 Mini Cooper Convertible, met blue with brown leather, 5 speed manual, black soft top, 33,000km, FSH with agents, balance of MP. R219,500



1987 Porsche 928S4. Pewter silver with green/grey leather interior, 105,000km with FSH and books, full house of extras. R185 000



1973 Jaguar E Type Series III Roadster, French Racing Blue, black leather interior, 5.3 litre V12, Auto, P/S, steel rims. R795,000



1969 Ford Mustang Fastback Mach 1, Tuxedo black with black interior, matching numbers 351ci V8, 3 speed auto, P/S, Magnum 500 rims with new tyres, engine overhauled. R550,000



1979 Porsche 911SC LHD, Guard's Red with black leather interior, 3 litre flat 6, 5 speed manual, recent invoices for engine overhaul, nice straight car. R195,000



1957 Chevrolet Coupe, Roman Red with new red interior, matching numbers 283ci V8 with auto box, genuine pillarless coupe. R395,000

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SUPER COOL

Back in the late '60s and early '70s motorcycle design shifted from being a leisurely affair where everybody coasted along doing more or less the same thing, to an era of fast-developing technology catering for a market that demanded speed, reliability and comfort. As **Gavin Foster** writes, Suzuki led the way with water-cooling.

Honda kicked off with their 750 Four at the 1968 Tokyo Motorcycle Show, leaving the rest to play catch up. Suzuki, traditionally a manufacturer of two stroke motorcycles, decided to stick with what they knew, and came up with a 750cc three-cylinder two-stroke water-cooled motorcycle that had all the virtues of a four-stroke without the complexity. It was powerful, torquey, economical, smooth and quiet, and as a bonus it had a gorgeous three-cylinder burble. Standard, the bikes were good for 180km/h or so and covered the standing quarter in about 13.3 seconds.

That sounds slow today but wasn't too far off the pace of the Suzuki's 750cc rivals, including the later versions of the evil-handling Kawasaki 750 triple. On the downside, there wasn't enough ground clearance for spirited riding along winding roads, and the bike was heavy. It was also bulbous and it didn't really help sales that the factory elected to paint the first models an extraordinary garish purple colour.

The Suzuki GT750, affectionately called the 'Kettle' or the 'Water Buffalo', was a big lump of a bike that weighed about 20kg more than the Honda that was at that time the yardstick by which all superbikes were measured. Its 67bhp output matched



Badges showing all the Suzuki tricks - water cooling and CCI (Controlled Crankshaft Injection).



Glorious triple sound track is broadcast by triple pipes.



Factory purple paintwork tends toward garish.



During the '70s Suzuki GT 750's liquid cooling was a most unusual feature.

that of the Honda Four, but its weight and poor ground clearance earned it credence as a superbly smooth and comfortable sports-tourer rather than a pure performance machine. Still, the motor had lots of potential for tuning. A factory-developed TR750 racing version affectionately called the 'Flexy Flier' because of its frightful handling was good for well over 100bhp and it was one of these beasts that brought Barry Sheene the FIM 750 Cup championship before spitting him off at 280km/h when the rear tyre cried "enough" on the banking at Daytona in 1975.

The Suzuki GT 750's most unusual feature in the '70s was its liquid cooling.

Two-stroke engines go off the boil (hah!) when they get hot, and water-cooling solved that problem. It was not, as some claim, the first such beast though. Alfred Angas Scott built water-cooled two-stroke twins that won races from as early as 1908, and in the years preceding WWII unveiled 750 and 1000cc liquid-cooled Scott two-stroke triples. Hitler's War unfortunately brought development to an end and the Scott Motorcycle Company folded in 1950. Only eight of their triples were ever built, and Suzuki's project leader Etsuo Yokochi no doubt read everything he could about them.

Suzuki headed the two-stroke pack in the '70s with its CCI (Controlled

Crankshaft Injection) lubrication system that pumped two-stroke oil directly to the crankshaft bearings and the pistons, giving the engine precisely what it needed without much in the way of wastage - oil consumption of about 1000km/l was extraordinarily good for a 750cc two-stroke engine. Its thirst - or the lack of it - for petrol was also remarkable for such a design, at around 7.4 litres/100km ridden slowly, or 9.1 when the bike was ridden like God intended it to be.

Suzuki missed the bus sadly in the braking department though, because the first GT 750 came with a 200mm four-leading-shoe drum rather than the discs that were by 1971 *de rigueur*. If



A brilliant sports-tourer but the lack of ground clearance hampers spirited riding on twisty roads.



Speedo reads max of 160mph but in reality top speed is around 180km/h. Note the water temperature gauge.



Early versions with a 200mm four-leading-shoe drum are now hugely desirable.

you have a drum-braked version lying around (or even a front brake from one) hang onto it though. The so-equipped GT750 J from the first production year, 1972, is the most collectable.

I was a newcomer on the motorcycle scene working at Motorcycle Mecca in Port Elizabeth during my school holidays when the Suzuki GT750 arrived in South Africa. The dealership had sold just two of the bikes when, one day, an Englishman arrived brandishing tools - I'm not sure if he was sent from the UK or the importers in Johannesburg. Both GT750 owners were asked to bring their bikes in on consecutive days for 'free services' and when the machines were safely behind closed doors, I watched in awe as the pom mechanic removed the brand-new bikes' engines, stripped them down to replace something in the gearboxes, then reassembled them for delivery back to their unsuspecting owners. The two bikes took him the better part of a day each, and my job was

to sit on the pillion during his test ride after reassembly to make sure he didn't get lost.

The GT750 was never a great seller in this country, but at the 1975 Buffalo Rally I was taken aback by the number of 'Water Buffaloes' in Bloemfontein - Suzuki must have had a good dealer in the Orange Free State. I was tickled pink to see that the GT had its own concours de elegance at the rally, and it was won by a very clean local bike that had been customised by the addition of a pair of '750 Four' badges lifted from a Honda 750. The cherry on top, though, was a very large, very heavy brass fire extinguisher bolted atop the front mudguard. So much for reducing unsprung weight!

The 1972 Suzuki GT750 shown on these pages belongs to Durban businessman Willy McGibbon, who also owns two immaculately restored later examples. This one is special though, because it's one of the very

first of its kind, with the drum front brake, and when Willy bought it from the St Louis Car Museum in the USA the bike had less than 2 900 miles (4 700km) on the clock. The big Suzuki is very original - the wheels were all that needed restoration, and new tyres were of course necessary. "When I was in matric a friend's brother had one and we took it for a ride one day. I loved it and always wanted one." Today Willy employs a full-time mechanic to work on his 40-odd classic motorcycles in a dedicated 400m³ workshop.

There aren't many Suzuki GT750s floating around in South Africa, but they do pop up for sale occasionally, and parts are available - at a price. "For the ones I restored I bought everything brand new off eBay," says Willy. "You have to be dedicated and know where to look though. I got brand new exhausts from the UK for R16 000, and crank seals were the hardest things to find." 📍

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LIVING FLAT OUT

He won the second off-road race he ever entered – a National, nugal - and invented the famous Wobblelator. He once negotiated with a traffic cop to have his speeding fine raised, and, in Mozambique, took another as a prisoner. He's also been known to pitch up at the local pub perched atop his 1941 John Deere tractor. **Gavin Foster** interviews double 500cc champ Kevin Tebbutt.

I had a Honda 50 at school, which I rode sometimes in the bush, and I raced speedway for about five years, but I'd never really ridden off-road

“I was 24 when I entered my first off-road race,” remembers the now 49-year-old Pinetown rider. “I had a Honda 50 at school, which I rode sometimes in the bush, and I raced speedway for about five years, but I'd never really ridden off-road. Then I heard about the Roof of Africa Rally. I had a Yamaha TT so I entered. It was 1 200km of pure adventure, and the bug bit. A friend lent me his IT490 for my second race, the Swazi Enduro, and I won.

Suddenly the offers started arriving and I raced for the next 14 years as a fully sponsored rider. I guess I was lucky.” Kevin won the SA 500cc national off-

road motorcycle championships in '87 and '91, and, after being selected to represent South Africa in the International Six Day Trial (ISDT) in the Czech Republic, was awarded his Springbok colours. “I lost my clock card on the fifth day and earned a penalty. I would have got a gold, but ended up with a silver because of this.”

We're sitting in Kevin's truly wondrous garage while we talk about his career. Hanging on the wall is a 1960s Honda 50cc C110, a BSA Winged Wheel, a couple of other very unusual old machines, and a motley assortment of memorabilia, including a WW2 Lancaster bomber radio, a gas mask dating back to the same conflict, an ancient sewing machine, and a flat-four two-stroke Italian aircraft engine. On the garage floor stands the Wobblelator – a Honda stationary engine mounted on a stand built from



Tebbutt and his Wobblelator in his wondrous garage filled with everthing from a 1960s Honda 50cc C110 to a WW2 Lancaster bomber radio.

a dozen or so rear sprockets separated by valve springs. The Wobblelator, like most things in Kevin's life, is all about fun – fire it up and it wobbles away merrily without performing any useful function. On a platform along one wall stand about a dozen old motorcycles of varying pedigrees, while a lean-to behind the garage contains another 50 or so old bikes. Kevin stays with his parents, and their cars have lived outside for over 20 years.

Kevin reckons that when he was racing, it was just as important to win the prizegiving as the race. "It was very important to do well there, to put on a good show," he remembers. This, of course, involved drinking lots of beer, for which nature equipped Kevin with another huge talent. The trips to and from the races were also not without adventure. "We always

broke down," he says. "Once we were driving at night, and the lights from the instrument cluster were bugging us, so we covered the gauges with duct tape. We had a ghetto blaster and we had beer, so we were happy. Then the bakkie stopped, so we took the sound system and the beer out and had a roadside repair party for a couple of hours. We stripped the ignition system, took out the distributor, the points, the coil, and found nothing wrong. Finally, we peeled the duct tape off the instruments panel and discovered that the fuel gauge showed empty. We had petrol in the back, plus three bikes full of fuel, so we got going pretty quickly after that. About two hours later we decided to stick on another tape, and that's when we discovered we'd left the ghetto-blaster on the side of the road."

Kevin's racing and biking adventures have led to a couple of interesting

clashes with the cops, most of which have worked out pretty well for him. "We went through a trap in the Free State and the cop told me the fine was R250. I asked him if he could make it R300, and he asked why. I told him that there were three of us in the bakkie and we weren't good at sums. He let us off." Somewhere in Mozambique there's also a traffic cop who's still no doubt wondering what happened. "We were riding through Maputo, and he stopped us for some reason or other. I asked him for directions to the pub, and he agreed to come with on the back of my bike to show us the way. I rode down a flight of stairs to the beachfront, which worried him a bit, and we took him into the pub with us. He ended up handcuffed to the bar with his own cuffs, but he was happy, as long as we kept buying him beer. He was our bodyguard – we had our own personal cop!"



Kevin makes off-road biking look easy.



Conquering a technical section on the Roof of Africa.

Kevin reckons he got off lightly in terms of injuries during 15 years of off-road racing, and acting, generally, like a hooligan. He's lost his spleen, broken his jaw and an arm, and each collarbone has been broken at least three times. "You have to accept that if you race seriously week after week for years on end, you're going to break bones and end up in hospital every two or three years. I limp a bit now, and my back hurts, but I don't know how much of that's from racing – I've fallen off trail riding, and done stupid things like jumping off roofs and somersaulting off walls. I'm not sure that that helped much."

During one race he fell off on the first lap while lying third, remounted, and

kept going, riding with bent handlebars. "When I reached my service point I was trying to get the guys to change my bars so I could get going without losing my place. They pointed out that the race was long over – I'd concussed myself and lost three laps." That's quite an achievement when you consider that each lap was about 125km.

From about '93 Kevin spent eight months of every year in the USA, working for FMF on the motocross circuit. "We'd get the rig to each track, set up the awnings and banners, get the water tanks filled and the toilets emptied, maintain the generators, and, once the weekend started, change tyres and fix bikes – I personally would fit 50

tyres on a Saturday. When the meeting was over we'd pack everything up and set off for the next race."

Kevin's been back for more than a decade now, and doesn't have a 'normal' job. "I do anything, as long as it's not the same thing every day. I fix people's dirt bikes, I cart rubble in my bakkie, I move scrap metal – whatever, just as long as it's not always the same." Some things are regular as clockwork, though. Every Wednesday he and a bunch of his mates have a 'sports parade' – a ride in the bush – and Monday evenings are prizegiving at the Tebbutt house. These involve tall stories, beer, and meat. Tebbutt usually wins those, too. 🍀

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SO LONG

Legendary racer and household name, Dave Charlton, passed away in Johannesburg on 24 February. He was 76.
Images: www.motoprint.co.za

CHARLIE



Charlie won the first race he ever competed in (appropriately at the historic East London Grand Prix circuit in 1960) and also won his last (a charity celebrity race at Zwartkops Raceway in 1990). He competed in 13 World Championship Formula One Grand Prix and was South African Champion for six successive years, from 1970 to 1975.

David William Charlton – or Charlie, as he was affectionately known by his friends – was born in Yorkshire, England and emigrated to South Africa at the age of 10. He was brought up in Springs, a town he was proud to associate himself with, although he



Dave in the Brabham Repco BT11. Killarney, 1967.



Lola T140 with custom brake ducts. Bulawayo, 1968.



Lucky Strike Lotus 72. Welkom, 1973.



Mazda Capella Dave shared with Nols Nieman in the 1975 Wynns 1000.

Charlie's first World Championship GP (he was one of 20 South Africans to race in Formula One) was at the wheel of an Ecurie Tomahawk Lotus 20 in SA in 1965

did not have fond memories of his schooling there. "I hated school. I didn't like being told what to do. Still don't!" he once said.

A loyal friend, who in turn had many loyal friends, Charlie was known for his definite opinions, no-nonsense approach to life and a famous fastidiousness that knew no boundaries. He loved cats, at one time owning as many as 21, and several were named after people he knew, including one of his motor racing rivals.

He won his first race

at the age of 24, a late start for a racing driver, at the wheel of his own Austin Healey 100/6 in a supporting race for the 1960 South African Grand Prix at East London. He went on to take over from his great rival, Rhodesian John Love, as South African Champion in the days when the Championship was contested by Formula One cars. He won the first of his six successive titles (emulating Love's performance between 1963 and 1969) in an ex-Jo Bonnier Lotus 49C. The same year he finished 12th in the SA GP at Kyalami in the same car.

Charlie's first World Championship GP (he was one of 20 South Africans to race in Formula One) was at the wheel



On the limit in a Group 1 Mazda. Kyalami, 1976.



Manufacturer Challenge Fiat Mirafiori during the 1980 Kyalami Highveld 100.



At the wheel of the Maurer MM82. Kyalami, 1985.

He competed in 13 World Championship Formula One Grand Prix and was South African Champion for six successive years, from 1970 to 1975.

of an Ecurie Tomahawk Lotus 20 in SA in 1965 and thereafter he competed in the SA round of the World Championship on another six occasions in an ex-Jack Brabham BT 11 (1967 and 1968), the Lotus 49C (1970), a works Brabham BT33 (1971), the Scuderia Scribante Lotus 72D (1972 and 1973) and McLaren M23 (1974 and 1975). He also competed in the British GP in 1971 in the ex-Reine Wissell works Lotus 72D, which was subsequently bought by his patron, Aldo Scribante, for him to race.

It was in the Scribante Lotus 72D, sponsored by Lucky Strike and Sasol (the oil company's first venture into motorsport), that Charlie, as the reigning South African Champion, contested the French, German and British rounds of the 1972 F1 World Championship.

A mysterious inner ear infection

prevented him from performing at his best, but he will always be remembered for not only taking his own car to Europe, but also his own petrol (44-gallon drums of Sasol from Sasolburg flown over by South African Airways) as well as his own mechanics and media officers.

Such was his dominance at Kyalami that the famous Rand Daily Mail cartoonist, Bob Connolly, penned one of his topical 'Breakfast Quips' on a Monday morning after yet another Charlton win the previous weekend, referring to Kyalami as the 'Charlton Centre'.

On his 70th birthday he was asked what made the top drivers different? "Their brain is properly connected to their arms and legs," he replied. "They understand and feel what the car is doing. The top drivers just have an inherent skill and ability."

He is survived by his daughters, Amanda Vermaak and Michelle Charlton, and a month-old granddaughter, Anna Vermaak. 📍

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LONG TIME PASSING

By Fred Phillips
Images: Oliver Hirtenfelder

The calm before the 6-Hour storm. Pillbeam leads Juno, Lola, Cobra, Porsche and a mixed bag of saloons and sportscars.

The African 6 Hour endurance race which was staged at Phakisa on 23 February ended a long drought for fans and teams alike where this type of racing is concerned. Roger Pearce and his dedicated support group are to be congratulated for firstly, having the courage to stage the event and secondly for the organization which seems to have been first class. No doubt Roger and his colleagues could tell a tale or two regarding the pitfalls they experienced and it is clear that our national controlling body (MSA) were scarcely on-side when it came to putting their shoulder to the wheel of this venture.

By my reckoning, it is some 24 years since we last staged a comparable, multi-discipline, endurance event over 6 hours or more. I am sure that Letters to the Editor will hasten to correct this

statement of mine, but I am sticking to my guns here. Motorsport in this country has wandered in the endurance wilderness for more than half the period Moses spent there, but at last the promised land has been rediscovered.

The 9 Hour races, which are so synonymous with long distance motor-racing in this country, were first held at Grand Central in 1958, '59 and 1960. Then came the move to the new circuit at Kyalami and for the next 13 wonderful years the 9 Hour was right up there with the most iconic endurance races anywhere in the world.

In 1974 the race was shortened to the Kyalami 6 Hour and in 1975 the first of 5 Wynns 1000s was staged. There was no race in 1980 but 1981 and '82 saw a return to the 9 hour format.

In 1983 we had the Castrol 1000 and 1984 the Kyalami 1000. But in 1985 there was again no race. In my view this was game-over, but many would argue that

the much shorter 500 kilometre races which followed were still the real thing and so I give them a mention here.

Southern Sun sponsored the first of these 500 races at Kyalami and this distance was to be used for 1987 and 1988. Then, the party was really over. The cash to lure overseas competitors was not available and from a political point of view we were no longer considered to be socially acceptable.

Of the 29 major endurance events which had taken place, an amazing 11 were won by Porsche and these cars have become synonymous with marathon racing in this country and indeed all over the world. No wonder then that there were no less than 9 of these iconic rear-engined machines running at Phakisa with 7 of them finishing.

While one definitely races for position as always, the real goal in this type of event is to finish. Not just finish, but respectably so. I had the good fortune



Fuel strategy and safety were paramount - Kevin Jenkins Porche 911.



Heartbreak: Frankie's Soft Drinks Toyota retired with only minutes left.



The victorious Ecurie Zoo crew.



An iconic endurance machine - Steve Pickering's Porsche 910.

to be invited by Dave Alhadeff to share a drive with him and Jaco Lambert in his beautifully prepared Panoz GTLM. I mention this only to share some first-hand experience with you, as our speed was both quite handy where speed was concerned, and it highlighted the extremely hot conditions on the day by par-boiling its drivers. Everyone struggled with the heat in one way or another, but then, this is just one of the many factors such as driver fatigue, fuel consumption, tyre wear, lap time, mechanical longevity etc. that the teams have to constantly consider and hold in balance. The last 20 minutes of this race were absolutely true to the ethos of endurance racing and the teams were glued to the pit-wall as twilight replaced the Free State blazing sun.

The works Pilbeam-Cosworth run by Ecurie Zoo was victorious on the day, having led from start to finish. Driven by brothers Graham and Duncan Vos, this

team won by 10 laps. This car had first shown what it could do when Greg Mills and Eddie Keizan drove it to victory in last year's Border 100 in East London. Clearly that was no flash-in-the-pan and the car, drivers and support crew were all a class act on the day. Having run a total of 191 laps or 810 kilometres, highlights the fact that this was a 'Proper' long distance event - the type of race that tests both man and machine to the absolute limits of endurance.

The Cape Town Harp team were worthy second place winners with Francis Carruthers and Nick Adcock battling overheating issues to finish just half a lap ahead of the Kidscape Racing 993 RSR driven by Andre Bezuidenhout and Theo du Toit. This Porsche posted a best lap time of 1 minute 48.6 seconds, which is blisteringly quick for this type of car.

The coveted Index of Performance trophy was taken by team Signkor

Racing and their Lotus 7 Rep with Derek van der Merwe, John Glover and Jeff Gable driving.

With a total of 34 entries, 31 starters and a commendable 15 finishers, the event was clearly a success, but as is the norm with this type of racing, there were hard-luck stories aplenty. The major heartbreak award has to go to the Frankie's Soft Drinks team who drove their Toyota Corolla so splendidly for 5 hours and 57 minutes. This car, as well as providing the best sounding exhaust note that I have heard in years, caused groans of dismay as it failed with a minute to go, but this team can really hold their heads high for what was a magnificent effort.

The big winner on the day though must be motorsport as a whole. I have listened to much talk from serious people who are already committing to next year's event and we say to Roger Pearce and all concerned, Bring It On! 🏁



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Model shown is an accessorised Toyota 86 High 2.0 MT. A full range of Toyota Accessories are available from your Toyota dealer or visit www.toyota.co.za for more information.



PASSION PERSONIFIED

Each year South Africa kicks off its motorsport calendar with the land's biggest race meeting, the Zwartkops Passion For Speed Festival. And 2013 was no different with around 450 competitors, both local and international, piling into varied two- and four-wheeled machinery and doing battle in front of a monstrous crowd. So great was the anticipation that spectators rolled in the day before the Zwartkops affair to put up tents and lay claim to their preferred spot for the weekend. And who wouldn't want to make it an all-weekend affair, with serious historic cars and bikes being put through their paces. Mention an historic marque or type of vehicle you'd like to see, and the chances are high it was on the Zwartkops menu. So too were a number of past and present big name South African drivers, so the action was hard-fought and nail-biting. And if you hadn't had enough Ford, Lola, Cooper, Lotus, McLaren, Norton, Honda, BSA, Sarel, Scheckter, Redman moments by the end of the weekend, you could do it all again the following week at Kyalami. A number of the bike brigade showed their stamina with three weekends of racing starting with Port Elizabeth before migrating to Zwartkops and Kyalami.

Photography: Zwartkops by Oliver Hirtenfelder | Kyalami by Dave Hastie

ZWARTKOPS



Brian Algar, 1974 Porsche 911 RS.



Mick Grant's world championship square four from the early '80s. Image: Jay Groat.



Ferdi van Niekerk Junior, 1965 Ford Galaxie.



Robyn Kruger/Jeffrey Kruger, 1967 Chevron B8.



Oliver Dalais/Rui Campos, 1965 Ford GT40 Type.



Dick Sorenson's 1961 Nemesis Ford.



Sarel van der Merwe, 1965 Chevelle.



Classic bikes with Jim Redman in the middle.
(Image: Jay Groat)



Brian Esterhuysen, 1933 Alfa Romeo Monza Type.



Mike Knight, 1960 Cooper Maserati.



Brian Tyler, 1952 Ford Cooper MK6.

KYALAMI



Shawn Cabrita, 1966 Mini Marcos chasing the 1963 GSM Dart of Matt Taylor/Ryan Quan Chai.



Graeme Nathan, 1968 BMW 3.0 CSL.



Georg Stummeijer's ex-Alan Mann 1965 Ford GT40.



Darren Lobb, 1974 Fiat 131 Abarth.



Mark du Toit/Jonathan du Toit, 1965 Lola T70 Spider Type chased by Daytona Cobras and GT40.



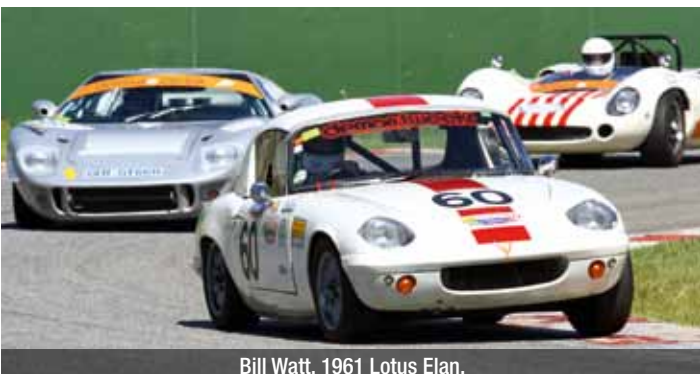
Paolo Cavalieri's 1974 BMW 3.5CSL hounded by Andre Diedericks' 1970 Chevy Camaro and the Porsche 911RSRs of Brian Algar and Franz Pretorius.



Tim Boles, 1967 Chevrolet Camaro.



Nick Sheward, 1984 Ford Sierra XR8.



Bill Watt, 1961 Lotus Elan.



Dave Kopke, Mazda R100.



Richard Sorenson powering his beautiful D-Type 'Type' car around Zwartkops.

D - DAY!

C- and D-Type Jaguars brought performance innovation to the circuit in the 1950s, a dynamic trait Jaguar continued through the E-Type and the imminent arrival in South Africa of the F-Type.

The iconic Jaguar D-Type has taken its place in sports car history mostly because of its distinctive aerodynamics. That finned head fairing was supposed to keep it stable down the Mulsanne straight, where the Jaguars won the legendary 24 Hour of Le Mans in 1955, 1956 and 1957.

But more to the point was Jaguar's continuing innovation, which had already started with the C-Type. That car's use of disc brakes – adopted from the aviation industry – gave it the edge in endurance races, including two Le Mans victories.

Perhaps more revolutionary than its fabled aerodynamics was the D-Type's

central monocoque tub construction with sub-frames front and rear, which was cutting edge in 1954.

Just 87 D-Types were produced at Jaguar's Coventry works, 16 of which were road-going XKSS models. One of the most famous of them arrived in South Africa in 1959 for one John Love. OKV3 was the third team car for the 1954 Le Mans 24 Hour and continued to be driven by all the D-Type greats of the period, including Peter Whitehead, Mike Hawthorn, Duncan Hamilton and Tony Rolt – even Norman Dewis had a go in OKV3 at the Brighton Speed Trials.

In John Love's hands, chassis XKC404 won the Luanda GP and was placed seventh in the 1960 South African

Grand Prix, which was a Formula Libre race – the D-Type was the second sports car home. Neville Austin took it over and raced it in Bulawayo, Salisbury, the 1961 Border 100 at East London (finishing sixth), Lourenco Marques and the first Kyalami Nine Hour where it was crashed. The Rondalia Touring Club began its restoration before Paul Hawkins shipped the car to the UK in 1966 where its rebuild was completed.

Today, South Africa is blessed with a number of 'type' cars like Keith van Heerden and Dick Sorenson's D-Types that regularly participate on the Historic Tour. This is especially satisfying considering the rich D-Type history Jaguar enjoys here. 🇬🇧



Rear shot showing the characteristic D-Type fin.



John Love and OKV3 after victory in the 1960 Luanda Grand Prix 1960.



Neville Austin in OKV3, leads Dawie Gouws Porsche at Grand central in 1961.

THE STORY CONTINUES...
Jaguar's F-Type returns the iconic British brand to its performance roots and continues the C-, D-, and E-Type story. Due to arrive in South Africa towards the middle of the year, the F-Type Convertible will make a Jaguar sports car more attainable than ever, while appealing to a much younger audience. For more information, visit www.jaguar.co.za.





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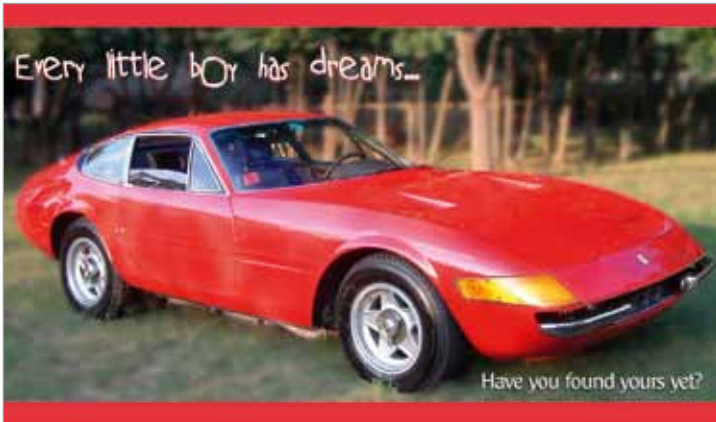
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Contact Leon on 083 273 4067

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SANA F5000. Eligible for Tasman series. As raced competitively at 2011 Oz GP curtain-raiser. Not for the faint-hearted. With John Eales 400+bhp V8, and Hewland FG. R550 000. Contact| Greg Mills, millsg@eoson.co.za. The car can be viewed in Johannesburg.

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ELVA MEMORIES

I read with great interest your article in CPCA on the rebuilding of Dr Dawie Gous' Elva Porsche. In my youth I remember the car being raced at East London where I grew up. I was also a friend of Hagen Wulff whom you mention in the article. After I left the Eastern Cape and moved to Johannesburg my mother used to send me the East London Daily Dispatch newspaper if there was anything that she thought would be of interest to me.

Knowing my friendship with Hagen this would include anything to do with his Springbok surf life saving or motor sport. Digging through some of these newspapers, which I still have, I found the following which may be of interest regarding the history of the Elva Porsche. Unfortunately the picture quality is not great being from newspapers.

The first was from the Daily Dispatch dated Monday 21 May 1979 which shows Hagen competing in a Chevron Special. From my memory the car at the time had a Lotus motor as some people thought

it was a Lotus. The second from a later date shows Hagen in the ex- Bobby Scott March 77, so it must be presumed that the Chevron Special had by then passed on to someone else.

Hope the above can "fix/peg" some dates regarding the Elva Porsche's history. I in fact saw the restored car standing in the pits at Zwartkops some months ago looking absolutely superb.

**Kind Regards,
John Hampson**

Hi John

One of the most exciting aspects to owning a car such as the Elva is uncovering all its past activities and owners. I will pass on your snippets to the current owner to add to his ever-increasing scrap book. It's amazing how many people remember the cars of yesteryear and has me wondering how many of the current race cars will be remembered with such fondness in the future.

- Stuart

CADDY CONNECTION

Firstly let me say how much I look forward to and enjoy reading the magazine. I have been a subscriber for several years and it keeps getting better with each edition. Congrats.

I read the articles by Jake Venter on how Cadillac was born with interest and wondered whether Jake was aware of the Buick Club of South Africa and in particular our Cadillac and Oldsmobile chapters.

Rudolph Nicholson our Vice-Chairman heads up the Cadillac Chapter. Rudolph not only owns several pristine and highly collectible modern Cadillacs but is also a fountain of knowledge on the brand. He is also a member of the Cadillac La Salle Club of America. I mention this as you may wish to contact him and I am sure he would be delighted to provide information, high quality pictures and could also contribute in the form of

articles on the Cadillac brand.

Our next major event is to be a Concours de Elegance on 5 May 2013 at the Auckland Park Country Club Johannesburg, featuring rare and pristine GM vehicles.

**Kind regards,
Chris Palk**

Thanks for the information Chris. We will be sure to attend the Concours in May and make contact with Rudolph for some insightful stories and imagery. Look forward to it.

- Stuart

LOTUS NOTES

I wonder if you can help me. I am busy restoring a Lotus 7 S2 (1961 model). According to some people this car has an extensive drag racing history. The car was owned and raced during the sixties and seventies by Mr Errol

Laubscher. He also used the car to do drag racing. At one stage of the vehicle's life it was fitted with a V8 motor and Anglia diff. Apparently a 100kg cement block was fitted to the diff for better traction.

Mr Laubscher died in the late seventies and the vehicle was sold to Mr Joe DoSantos. Mr Laubscher apparently owned a garage in Johannesburg. I bought the vehicle from Mr DoSantos in 2010. I am looking for any photos or any additional information on the car. My contact number is 0824484996.

**Regards,
Rudi Botha**

Hi Rudi

An interesting and historical project. Keep us in the loop as to how it goes and what information comes up.

- Stuart



ALCONI CONVERT

Thanks for the Alconi article in the latest issue. My Mom had an R8 1100 in which I learned to drive. After the exploits of Scamp Porter and Geoff Mortimer in the Gordini 1300 I resolved to buy one. Towards the end of my military service I was offered an immaculate 6-month-old one with around 10 000km on the clock for R1 800. A new one cost R2 230. After battling for a weekend pass, I hitchhiked from Bloemfontein to Jhb, only to be let down the next day when the seller reneged.

I immediately visited Rand Renault's showrooms only to be told that a long waiting list existed for the Gordini and that only 20 to 30 were likely to be imported over the next 12 to 24 months. Disappointed, I placed an order for a red R10 Alconi, as my first choice – blue – was not a standard Renault R10 colour and would have to be a special order. I was not interested in the third colour – white with a red flash. The R8 Alconi had previously been painted an unusual purplish blue which was nothing like French blue.

Other differences between the standard R10 and the Alconi included suspension lowered by 382mm and a Smiths rev-counter in the right hand airvent. The bullet racing mirror and door handle scratch protector were not standard fitment, although the latter was an R10 accessory. A third Alconi badge was fitted below the right hand tail light assembly. Your test car also has non-standard wide rims.

After taking delivery in November 1967, this car gave me almost 3

years and 100 000km of pleasure and frustration. Although Alconi fitted a different diameter crankshaft pulley to reduce the generator's revs due to the red line of 7000rpm, I had to replace the dynamo around 6 times not counting replacement of bushes and brushes. The Gordini was fitted with an alternator. On one occasion the engine cut out while pottering at urban speeds. After all attempts at tracing the problem had proved fruitless, the car was towed to Alconi Developments' workshops in Jhb, where removal of the cylinder head revealed that all the valves had bent. Alconi's engineers indicated that I would have had to have revved the motor to over 8000rpm to have caused such damage in view of the double valve springs fitted. I continued to plead innocence whereupon Alconi offered to carry out one final check to tick off a remote possibility at my risk/cost. The Alconi-supplied pulley was removed to find that a part of the locating flange had broken away allowing the crankshaft securing key to be displaced and the timing to slip.

Alconi rebuilt the motor at their cost and I was able to continue running rings around larger-engined Ford Cortina GTs and the like. With its 1108cc motor the Alconi was able to give the Alfa Spider a 'hard time' over a 500m sprint before the latter's 5-speed gearbox came into play. I still believe that the owner of a 5-speed 1608cc Fiat 125S traded his car in the day after I overtook him with the Alconi's speedo needle 'off the clock'. Oh for the days of very few cars on the open road and no speed limit!

Nowadays they need turbos to provide better performance from 1100cc!

**Regards,
John Rabe**

Hi John

The Alconi appears to be one of the most loved saloons in South African history and helped convert a number of motorists into lifelong Renault fans. The after sales service you got must have sealed the deal for you and I would guess is unheard of today.

- Stuart

ALCONI CONVERTER

I enjoyed your article on the R10 Alconi. It brought back many memories for me. I had been a race mechanic for both John Conchie and Puddles Adler in the early days of purely amateur racing with Ecurie Aquila.

When Puddles and John developed the Alconi R8, Phil and Scamp Porter, who both worked at Renault SA, persuaded Renault to put the Alconi into production to offer a cheaper alternative performance car to the imported Gordini.

The Alconi conversion kit consisted of a branch manifold and silencer with a 36DCD Weber carb, skimmed head, reground cam, smaller crankshaft pulley to prevent over-revving of the fan and generator and a Smiths rev-counter (a luxury in those days) mounted in the driver's side air vent. The kit was sold to DIY enthusiasts for R197.68.

Renault Africa decided to build a prototype batch of 50 R8 Alconis at the CDA assembly plant in East London. We duly collected 50 kits together, loaded them into our tow truck (a Renault Manoir station wagon) and Puddles, John, another friend and I set off for East London.

It was a long weekend in December 1964, so the factory was closed. Renault had arranged to have 50 imported R8 engines laid out on pallets on the factory floor. On our arrival, the four of

us set about removing 50 manifolds, heads, camshafts and crank pulleys using only hand tools (no air wrenches in those days). The heads were duly sent to a local machine shop to skim 73 thou off each, while we set about fitting camshafts and crank pulleys. As the heads came back in batches, we refitted them, set the tappets and bolted on the manifolds. At the end of a 3-day weekend we left 50 Alconi engines ready to be fitted into 50 new R8s specially painted a bright purple, to distinguish them from the blue Gordinis.

The conversion on the 1108cc engine improved the performance of the R8 substantially: 0 to 60mph down from 19.8 to 12.4 sec, top speed up from 132 to 151km/h. My own 1108cc Alconi did a just over 12-hour trip to Cape Town at 6000rpm plus all the way. There were no freeways and no general speed limit in those days!

Regards

Martin Pomeroy

Thanks for the details Martin. Finding information on local specials is sometimes a dark art and more often than not you only meet the right contacts after the magazine has hit the shelf. Glad you could clear up the details and we could record it.

-Stuart

ONCE A FAN, ALWAYS A FAN

Firstly thank you for an excellent magazine - pity it can't come out every month!

I have been an avid motorsport fan since my early years and can just remember, as a 4- year-old, my father

taking me to Gunners Circle to watch a New Year's race (can't remember the details though but guess it would have been January 1957).

Thereafter it was regular visits to Killarney as a young kid with clear memory of watching Stirling Moss in a Porsche winning in 1961/2. Then in my late teens, performing as a marshal at the self-same Killarney for a number of years which included the 3 Hour endurance races as part of the Springbok Series - great memories.

During that time I enjoyed watching all the local heroes, e.g the Kosie Swanepoels, the Dennis Jouberts, the Adrian Pfeiffers and of course many, many others. Talking of which, having seen a tribute to Frank Hoal by the said Adrian Pfeiffer, is there any knowledge of the whereabouts of Pfeiffer's APM Special which he drove so well in late sixties? I remember being driven by him round the track (for the Cape Hell Drivers) at the Cape Showgrounds - a special treat (at a small price) for anyone who wanted the excitement of being in a racing car. I think Koos Swanepoel's Elva Porsche was also available/used.

To finish, I'm mad about the racing side of things, and know this topic has been debated already, but any chance of more coverage of the Historic Racing events (plus pictures of course!)? Thank you and keep up the excellent work.

Regards,

Bruce Moles

Hi Bruce

Thanks for the kind words. A monthly magazine would be awesome but for now we are focussing on making the

magazine a world class effort in terms of content, imagery and layout. Once we are happy with that who knows... As you'll have noticed in the last two issues, mention of the Cape Town-based specials opens up a serious can of worms. I'm sure a reader out there knows of the whereabouts of the Pfeiffer APM Special. So keep your eyes on the letters section in future issues.



TRIUMPHANT NUMBERS

Great article - maybe it will gain our club some more cars and members. By the way according to MSA records there were 5 712 MK1 2000s built between 1966 & 1970 and 384 MK1 SW between 1967 and 1970.

Best Regards,

Eric Fletcher

Hi Eric

Thanks for the stats. Here's hoping these 'cheap' classics will allow for more classic car owners and drive the club membership numbers upward. Clubs are such an integral part of classic car ownership with plenty of advice, activities and spares on offer.

- Stuart

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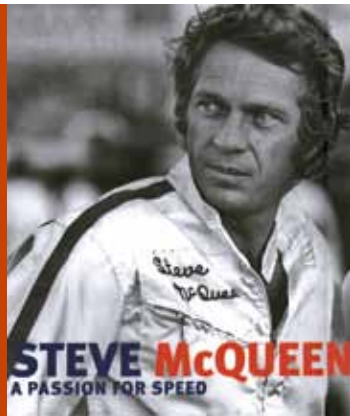


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STEVE McQUEEN A PASSION FOR SPEED

Author: Frederic Brun

Publisher: Motorbooks

ISBN: 978-0-7603-4248-0

Price: R530

Available: www.motorbooks.co.za

Superstars like cool cars. A top-of-the-line vehicle (often destroyed by customising) seemingly tells the world you have arrived, have individual style and bundles of wealth – just like your other Hollywood neighbour or mid-twenties football player. It's all a façade – but there are the odd celebs like Jay Leno, Jerry Seinfeld, Nicholas Cage, Rowan Atkinson and Nick Mason that do it right. But the title race for who is the coolest cat with the coolest cars has to be between Steve McQueen and James Dean. By sheer numbers and real combustion-powered fascination my vote is with McQueen.

In his movies he always had a great car to share the limelight. Think of his Mustang in Bullit, Ferrari 275 GTS/4 in The Thomas Crown Affair and a Gulf Porsche 917 in the 1971 racing epic Le Mans. Two-wheels were also his thing and he showed his might aboard some bucking machinery during the cult classic On Any Sunday. He was more than an onscreen enthusiast, competing in high-level off-road racing events like the Baja 1000 as well as on circuit, with a highlight being finishing second with Peter Revson in the 1970 12 Hours of Sebring. In his own words: 'Racing is life. Anything before or after is just waiting.'

Brun's book is heavily weighted toward imagery with an introduction to each chapter giving way to well-captioned pictures from real life and silver screen moments. It's a beautiful chronicle of a great and enthusiastic life.

25 CARS TO DRIVE BEFORE YOU DIE

Author: Alexander Parker

Publisher: Two Dogs

ISBN: 978-1-92013-724-3

Price: R155

Available:

www.motorbooks.co.za

If the author's name rings a bell you've more than likely picked up a copy of Business Day or stumbled across his top seller 50 People Who Stuffed Up South Africa. He knows a thing or two about cars, having worked with the likes of Top Gear South Africa, scripted some TV motoring shows and owned more cars than most his age – including a 1981 Mini and a '64 Landy. Any list of 25 cars to drive before you die is going to be hotly debated, but what I find a touch short-sighted is the abundance of modern machinery – save for the 1964 Mini Cooper S, Land Rover SII, Lambo Miura S, Birkin S3 and Ford GT40, I think all the cars were still in new car showrooms in 2008.

Mumble aside, it is an enjoyable book thanks to some intelligent humour, general knowledge, facts and real life driving impressions. The foreword by David Bullard, in typical Bullard column style, sets the tone for the educational enjoyable read. I am left wondering though as to how many of the cars driven are still running as when new and how many have suffered high tech component failure? My guess is 5.



JAGUAR E-TYPE THE DEFINITIVE HISTORY

Author: Philip Porter

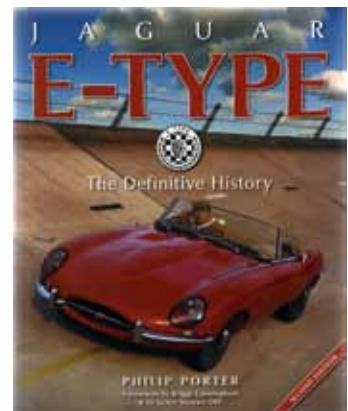
Publisher: Haynes Publishing

ISBN: 978-0-85733-122-9

Price: R2 260

Available: www.motorbooks.co.za

Any list of iconic cars should feature the E-Type Jaguar. Launched in 1961, it made an impression from the outset and not only on the motoring world but also influenced a generation and became a symbol of the swinging sixties. This second edition of the book celebrates fifty years of the legend and is widely regarded as the most important volume written about the marque. It is packed with 688 pages of in-depth research, images and statistics. Over 150 interviews with significant E-Type personalities result in this being the closest thing to the horse's mouth. Production figures, detail changes, drawings, motorsport, marketing and everything you ever wanted to know (and even stuff you didn't realise you wanted to know) fill the pages. This second edition features new information throughout, especially in the design and development department, as well as the Lightweight racing exploits and the development of the V12 lump. A couple of hundred new images make their way into the book and where possible colour versions have replaced the old black and whites. A must-have classic car covered by a must-have book. 



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- The Franschhoek Motor Museum times:
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- Admission fee:
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All weekly tours are guided and start on the hour. The maximum size of tour bus allowed is a 15-seater, larger groups please book in advance.

No motorcycles permitted, and no pedestrian access from the main gate.

The Franschhoek Motor Museum

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